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# Public Law 109–59
# 109th Congress

## An Act

Aug. 10, 2005
[H.R. 3]

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

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

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Inter-governmental relations. 23 USC 101 note.

**SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

(a) SHORT TITLE.—This Act may be cited as the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" or "SAFETEA–LU".

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

Sec. 1. Short title; table of contents.
Sec. 2. General definitions.

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorization of Programs

Sec. 1101. Authorization of appropriations.
Sec. 1102. Obligation ceiling.
Sec. 1103. Apportionments.
Sec. 1104. Equity bonus program.
Sec. 1105. Revenue aligned budget authority.
Sec. 1106. Future Interstate System routes.
Sec. 1107. Metropolitan planning.
Sec. 1108. Transfer of highway and transit funds.
Sec. 1109. Recreational trails.
Sec. 1110. Temporary traffic control devices.
Sec. 1111. Set-asides for Interstate discretionary projects.
Sec. 1112. Emergency relief.
Sec. 1113. Surface transportation program.
Sec. 1114. Highway bridge program.
Sec. 1115. Highway use tax evasion projects.
Sec. 1116. Appalachian development highway system.
Sec. 1117. Transportation, community, and system preservation program.
Sec. 1118. Territorial highway program.
Sec. 1119. Federal lands highways.
Sec. 1120. Puerto Rico highway program.
Sec. 1121. HOV facilities.
Sec. 1122. Definitions.

Subtitle B—Congestion Relief

Sec. 1201. Real-time system management information program.

Subtitle C—Mobility and Efficiency

Sec. 1301. Projects of national and regional significance.
Sec. 1302. National corridor infrastructure improvement program.
Sec. 1303. Coordinated border infrastructure program.
Sec. 1304. High priority corridors on the National Highway System.
Sec. 1305. Truck parking facilities.
Sec. 1306. Freight intermodal distribution pilot grant program.
Sec. 1307. Deployment of magnetic levitation transportation projects.

Sec. 1308. Delta region transportation development program.
Sec. 1309. Extension of public transit vehicle exemption from axle weight restrictions.
Sec. 1310. Interstate oasis program.

Subtitle D—Highway Safety

Sec. 1401. Highway safety improvement program.
Sec. 1402. Worker injury prevention and free flow of vehicular traffic.
Sec. 1403. Toll facilities workplace safety study.
Sec. 1404. Safe routes to school program.
Sec. 1405. Roadway safety improvements for older drivers and pedestrians.
Sec. 1406. Safety incentive grants for use of seat belts.
Sec. 1407. Safety incentives to prevent operation of motor vehicles by intoxicated persons.
Sec. 1408. Improvement or replacement of highway features on National Highway System.
Sec. 1409. Work zone safety grants.
Sec. 1410. National Work Zone Safety Information Clearinghouse.
Sec. 1411. Roadway safety.
Sec. 1412. Idling reduction facilities in Interstate rights-of-way.

Subtitle E—Construction and Contract Efficiency

Sec. 1501. Program efficiencies.
Sec. 1502. Highways for LIFE pilot program.
Sec. 1503. Design build.

Subtitle F—Finance

Sec. 1601. Transportation Infrastructure Finance and Innovation Act amendments.
Sec. 1602. State infrastructure banks.
Sec. 1603. Use of excess funds and funds for inactive projects.
Sec. 1604. Tolling.

Subtitle G—High Priority Projects

Sec. 1701. High Priority Projects program.
Sec. 1702. Project authorizations.
Sec. 1703. Technical amendments to transportation projects.

Subtitle H—Environment

Sec. 1801. Construction of ferry boats and ferry terminal facilities.
Sec. 1802. National Scenic Byways Program.
Sec. 1803. America's Byways Resource Center.
Sec. 1804. National historic covered bridge preservation.
Sec. 1805. Use of debris from demolished bridges and overpasses.
Sec. 1806. Additional authorization of contract authority for States with Indian reservations.
Sec. 1807. Nonmotorized transportation pilot program.
Sec. 1808. Addition to CMAQ-eligible projects.

Subtitle I—Miscellaneous

Sec. 1901. Inclusion of requirements for signs identifying funding sources in title 23.
Sec. 1902. Donations and credits.
Sec. 1903. Inclusion of Buy America requirements in title 23.
Sec. 1904. Stewardship and oversight.
Sec. 1905. Transportation development credits.
Sec. 1906. Grant program to prohibit racial profiling.
Sec. 1907. Pavement marking systems demonstration projects.
Sec. 1908. Inclusion of certain route segments on Interstate System and NHS.
Sec. 1909. Future of surface transportation system.
Sec. 1910. Motorist information concerning full service restaurants.
Sec. 1911. Approval and funding for certain construction projects.
Sec. 1912. Lead agency designation.
Sec. 1913. Bridge construction, North Dakota.
Sec. 1914. Motorcyclist Advisory Council.
Sec. 1915. Loan forgiveness.
Sec. 1916. Treatment of off-ramp.
Sec. 1917. Opening of Interstate ramps.
Sec. 1918. Credit to State of Louisiana for State matching funds.
Sec. 1919. Road user fees.
Sec. 1920. Transportation and local workforce investment.

Sec. 1921. Update of obsolete text.
Sec. 1922. Technical amendments to nondiscrimination section.
Sec. 1923. Transportation assets and needs of Delta region.
Sec. 1924. Alaska Way Viaduct study.
Sec. 1925. Community enhancement study.
Sec. 1926. Budget justification.
Sec. 1927. 14th Amendment Highway and 3rd Infantry Division Highway.
Sec. 1928. Sense of Congress regarding Buy America.
Sec. 1929. Designation of Daniel Patrick Moynihan Interstate Highway.
Sec. 1930. Designation of Thomas P. "Tip" O'Neill, Jr. Tunnel.
Sec. 1931. Richard Nixon Parkway, California.
Sec. 1932. Amo Houghton Bypass.
Sec. 1933. Billy Tauzin Energy Corridor.
Sec. 1934. Transportation improvements.
Sec. 1935. Project flexibility.
Sec. 1936. Advances.
Sec. 1937. Roads in closed basins.
Sec. 1938. Technology.
Sec. 1939. BIA Indian Road Program.
Sec. 1940. Going-to-the-Sun Road, Glacier National Park, Montana.
Sec. 1941. Beartooth Highway, Montana.
Sec. 1943. Great Lakes ITS implementation.
Sec. 1944. Transportation construction and remediation, Ottawa County, Oklahoma.
Sec. 1945. Infrastructure awareness program.
Sec. 1946. Gateway rural improvement pilot program.
Sec. 1947. Eligible safety improvements.
Sec. 1948. Emergency service route.
Sec. 1949. Knik Arm Bridge funding clarification.
Sec. 1950. Lincoln Parish, LA/I–20 Transportation Corridor Program.
Sec. 1951. Bonding assistance program.
Sec. 1952. Congestion relief.
Sec. 1953. Authorization of appropriations.
Sec. 1954. Bicycle transportation and pedestrian walkways.
Sec. 1955. Conveyance to the City of Ely, Nevada.
Sec. 1956. Brownfields grants.
Sec. 1957. Traffic circle construction, Clarendon, Vermont.
Sec. 1958. Limitation on project approval.
Sec. 1959. Cross harbor freight movement project.
Sec. 1960. Denali access system program.
Sec. 1961. I–95/Contee Road interchange study.
Sec. 1962. Multimodal facility improvements.
Sec. 1963. Apollo Theater leases.
Sec. 1964. Project Federal share.

TITLE II—HIGHWAY SAFETY

Sec. 2001. Authorization of appropriations.
Sec. 2002. Highway safety programs.
Sec. 2003. Highway safety research and outreach programs.
Sec. 2004. Occupant protection incentive grants.
Sec. 2005. Grants for primary safety belt use laws.
Sec. 2006. State traffic safety information system improvements.
Sec. 2007. Alcohol-impaired driving countermeasures.
Sec. 2008. NHTSA accountability.
Sec. 2009. High visibility enforcement program.
Sec. 2010. Motorcyclist safety.
Sec. 2011. Child safety and child booster seat incentive grants.
Sec. 2012. Safety data.
Sec. 2013. Drug-impaired driving enforcement.
Sec. 2014. First responder vehicle safety program.
Sec. 2015. Driver performance study.
Sec. 2016. Rural State emergency medical services optimization pilot program.
Sec. 2017. Older driver safety; law enforcement training.
Sec. 2018. Safe intersections.
Sec. 2019. National Highway Safety Advisory Committee technical correction.
Sec. 2020. Presidential Commission on Alcohol-Impaired Driving.
Sec. 2021. Sense of the Congress in support of increased public awareness of blood alcohol concentration levels and dangers of alcohol-impaired driving.
Sec. 2022. Effective date.

TITLE III—PUBLIC TRANSPORTATION

Sec. 3001. Short title.

Sec. 3002. Amendments to title 49, United States Code; updated terminology.
Sec. 3003. Policies, findings, and purposes.
Sec. 3004. Definitions.
Sec. 3005. Metropolitan transportation planning.
Sec. 3006. Statewide transportation planning.
Sec. 3007. Planning programs.
Sec. 3008. Private enterprise participation.
Sec. 3009. Urbanized area formula grants.
Sec. 3010. Clean fuels grant program.
Sec. 3011. Capital investment grants.
Sec. 3012. Formula grants for special needs of elderly individuals and individuals with disabilities.
Sec. 3013. Formula grants for other than urbanized areas.
Sec. 3014. Research, development, demonstration, and deployment projects.
Sec. 3015. Transit cooperative research program.
Sec. 3016. National research and technology programs.
Sec. 3017. National Transit Institute.
Sec. 3018. Job access and reverse commute formula grants.
Sec. 3019. New Freedom Program.
Sec. 3020. Bus testing facility.
Sec. 3021. Alternative transportation in parks and public lands.
Sec. 3022. Human resources programs.
Sec. 3023. General provisions on assistance.
Sec. 3024. Special provisions for capital projects.
Sec. 3025. Contract requirements.
Sec. 3026. Project management oversight and review.
Sec. 3027. Project review.
Sec. 3028. Investigations of safety hazards and security risks.
Sec. 3029. State safety oversight.
Sec. 3030. Controlled substances and alcohol misuse testing.
Sec. 3031. Employee protective arrangements.
Sec. 3032. Administrative procedures.
Sec. 3033. National transit database.
Sec. 3034. Apportionments of formula grants.
Sec. 3035. Apportionments based on fixed guideway factors.
Sec. 3036. Authorizations.
Sec. 3037. Alternatives analysis program.
Sec. 3038. Apportionments based on growing States formula factors.
Sec. 3039. Over-the-road bus accessibility program.
Sec. 3040. Obligation ceiling.
Sec. 3041. Adjustments for fiscal year 2005.
Sec. 3042. Terrorist attacks and other acts of violence against public transportation systems.
Sec. 3043. Project authorizations for new fixed guideway capital projects.
Sec. 3044. Projects for bus and bus-related facilities and clean fuels grant program.
Sec. 3045. National fuel cell bus technology development program.
Sec. 3046. Allocations for national research and technology programs.
Sec. 3047. Forgiveness of grant agreement.
Sec. 3048. Cooperative procurement.
Sec. 3049. Transportation fringe benefits.
Sec. 3050. Commuter rail.
Sec. 3051. Paratransit service in Illinois.

TITLE IV—MOTOR CARRIER SAFETY

Sec. 4001. Short title.

Subtitle A—Commercial Motor Vehicle Safety

Sec. 4101. Authorization of appropriations.
Sec. 4102. Increased penalties for out-of-service violations and false records.
Sec. 4103. Penalty for denial of access to records.
Sec. 4104. Revocation of operating authority.
Sec. 4105. State laws relating to vehicle towing.
Sec. 4106. Motor carrier safety grants.
Sec. 4107. High priority activities and new entrants audits.
Sec. 4108. Data quality improvement.
Sec. 4109. Performance and registration information system management.
Sec. 4110. Border enforcement grants.
Sec. 4111. Motor carrier research and technology program.
Sec. 4112. Nebraska custom harvesters length exemption.
Sec. 4113. Pattern of safety violations by motor carrier management.
Sec. 4114. Intrastate operations of interstate motor carriers.

Sec. 4115. Transfer provision.
Sec. 4116. Medical program.
Sec. 4117. Safety performance history screening.
Sec. 4118. Roadability.
Sec. 4119. International cooperation.
Sec. 4120. Financial responsibility for private motor carriers.
Sec. 4121. Deposit of certain civil penalties into Highway Trust Fund.
Sec. 4122. CDL learner's permit program.
Sec. 4123. Commercial driver's license information system modernization.
Sec. 4124. Commercial driver's license improvements.
Sec. 4125. Hobbs Act.
Sec. 4126. Commercial vehicle information systems and networks deployment.
Sec. 4127. Outreach and education.
Sec. 4128. Safety data improvement program.
Sec. 4129. Operation of commercial motor vehicles by individuals who use insulin to treat diabetes mellitus.
Sec. 4130. Operators of vehicles transporting agricultural commodities and farm supplies.
Sec. 4131. Maximum hours of service for operators of ground water well drilling rigs.
Sec. 4132. Hours of service for operators of utility service vehicles.
Sec. 4133. Hours of service rules for operators providing transportation to movie production sites.
Sec. 4134. Grant program for commercial motor vehicle operators.
Sec. 4135. CDL task force.
Sec. 4136. Interstate van operations.
Sec. 4137. Decals.
Sec. 4138. High risk carrier compliance reviews.
Sec. 4139. Foreign commercial motor vehicles.
Sec. 4140. School bus driver qualifications and endorsement knowledge test.
Sec. 4141. Driveaway saddlemount vehicles.
Sec. 4142. Registration of motor carriers and freight forwarders.
Sec. 4143. Authority to stop commercial motor vehicles.
Sec. 4144. Motor Carrier Safety Advisory Committee.
Sec. 4145. Technical corrections.
Sec. 4146. Exemption during harvest periods.
Sec. 4147. Emergency condition requiring immediate response.
Sec. 4148. Substance abuse professionals.
Sec. 4149. Office of intermodalism.

Subtitle B—Household Goods Transportation

Sec. 4201. Short title.
Sec. 4202. Definitions; application of provisions.
Sec. 4203. Payment of rates.
Sec. 4204. Additional registration requirements for motor carriers of household goods.
Sec. 4205. Household goods carrier operations.
Sec. 4206. Enforcement of regulations related to transportation of household goods.
Sec. 4207. Liability of carriers under receipts and bills of lading.
Sec. 4208. Arbitration requirements.
Sec. 4209. Civil penalties relating to household goods brokers and unauthorized transportation.
Sec. 4210. Penalties for holding household goods hostage.
Sec. 4211. Consumer handbook on DOT web site.
Sec. 4212. Release of household goods broker information.
Sec. 4213. Working group for development of practices and procedures to enhance Federal-State relations.
Sec. 4214. Consumer complaint information.
Sec. 4215. Review of liability of carriers.
Sec. 4216. Application of State consumer protection laws to certain household goods carriers.

Subtitle C—Unified Carrier Registration Act of 2005

Sec. 4301. Short title.
Sec. 4302. Relationship to other laws.
Sec. 4303. Inclusion of motor private and exempt carriers.
Sec. 4304. Unified Carrier Registration System.
Sec. 4305. Registration of motor carriers by States.
Sec. 4306. Identification of vehicles.
Sec. 4307. Use of UCR Agreement revenues as matching funds.
Sec. 4308. Regulations.

Subtitle D—Miscellaneous Provisions

Sec. 4401. Technical adjustment.
Sec. 4402. Transfer.
Sec. 4403. Extension of assistance.
Sec. 4404. Designations.
Sec. 4405. Limited exception.
Sec. 4406. Airport land amendment.
Sec. 4407. Rights-of-way.
Sec. 4408. Rialto Municipal Airport.
Sec. 4409. Conforming amendments.
Sec. 4410. Ralph M. Bartholomew Veterans' Memorial Bridge.
Sec. 4411. Don Young's Way.
Sec. 4412. Quality bank adjustments.
Sec. 4413. Technical amendment.
Sec. 4414. Airport certification.

TITLE V—RESEARCH

Subtitle A—Funding

Sec. 5101. Authorization of appropriations.
Sec. 5102. Obligation ceiling.
Sec. 5103. Findings.

Subtitle B—Research, Technology, and Education

Sec. 5201. Research, technology, and education.
Sec. 5202. Long-term bridge performance program; innovative bridge research and deployment program.
Sec. 5203. Technology deployment.
Sec. 5204. Training and education.
Sec. 5205. State planning and research.
Sec. 5206. International highway transportation outreach program.
Sec. 5207. Surface transportation environment and planning cooperative research program.
Sec. 5208. Transportation research and development strategic planning.
Sec. 5209. National cooperative freight transportation research program.
Sec. 5210. Future strategic highway research program.
Sec. 5211. Multistate corridor operations and management.

Subtitle C—Intelligent Transportation System Research

Sec. 5301. National ITS program plan.
Sec. 5302. Use of funds.
Sec. 5303. Goals and purposes.
Sec. 5304. Infrastructure development.
Sec. 5305. General authorities and requirements.
Sec. 5306. Research and development.
Sec. 5307. National architecture and standards.
Sec. 5308. Road weather research and development program.
Sec. 5309. Centers for surface transportation excellence.
Sec. 5310. Definitions.

Subtitle D—University Transportation Research; Scholarship Opportunities

Sec. 5401. National university transportation centers.
Sec. 5402. University transportation research.

Subtitle E—Other Programs

Sec. 5501. Transportation safety information management system project.
Sec. 5502. Surface transportation congestion relief solutions research initiative.
Sec. 5503. Motor carrier efficiency study.
Sec. 5504. Center for Transportation Advancement and Regional Development.
Sec. 5505. Transportation scholarship opportunities program.
Sec. 5506. Commercial remote sensing products and spatial information technologies.
Sec. 5507. Rural interstate corridor communications study.
Sec. 5508. Transportation technology innovation and demonstration program.
Sec. 5509. Repeal.
Sec. 5510. Notice.
Sec. 5511. Motorcycle crash causation study grants.
Sec. 5512. Advanced travel forecasting procedures program.
Sec. 5513. Research grants.
Sec. 5514. Competition for specification of alternative types of culvert pipes.

Subtitle F—Bureau of Transportation Statistics

Sec. 5601. Bureau of Transportation Statistics.

TITLE VI—TRANSPORTATION PLANNING AND PROJECT DELIVERY

Sec. 6001. Transportation planning.
Sec. 6002. Efficient environmental reviews for project decisionmaking.
Sec. 6003. State assumption of responsibilities for certain programs and projects.
Sec. 6004. State assumption of responsibility for categorical exclusions.
Sec. 6005. Surface transportation project delivery pilot program.
Sec. 6006. Environmental restoration and pollution abatement; control of noxious weeds and aquatic noxious weeds and establishment of native species.
Sec. 6007. Exemption of Interstate System.
Sec. 6008. Integration of natural resource concerns into transportation project planning.
Sec. 6009. Parks, recreation areas, wildlife and waterfowl refuges, and historic sites.
Sec. 6010. Environmental review of activities that support deployment of intelligent transportation systems.
Sec. 6011. Transportation conformity.
Sec. 6012. Federal Reference Method.
Sec. 6013. Air quality monitoring data influenced by exceptional events.
Sec. 6014. Federal procurement of recycled coolant.
Sec. 6015. Clean school bus program.
Sec. 6016. Special designation.
Sec. 6017. Increased use of recovered mineral component in federally funded projects involving procurement of cement or concrete.
Sec. 6018. Use of granular mine tailings.

TITLE VII—HAZARDOUS MATERIALS TRANSPORTATION

Sec. 7001. Short title.
Sec. 7002. Amendment of title 49, United States Code.

Subtitle A—General Authorities on Transportation of Hazardous Materials

Sec. 7101. Findings and purpose.
Sec. 7102. Definitions.
Sec. 7103. General regulatory authority.
Sec. 7104. Limitation on issuance of hazmat licenses.
Sec. 7105. Background checks for drivers hauling hazardous materials.
Sec. 7106. Representation and tampering.
Sec. 7107. Technical amendments.
Sec. 7108. Training of certain employees.
Sec. 7109. Registration.
Sec. 7110. Shipping papers and disclosure.
Sec. 7111. Rail tank cars.
Sec. 7112. Unsatisfactory safety ratings.
Sec. 7113. Training curriculum for the public sector.
Sec. 7114. Planning and training grants; Hazardous Materials Emergency Preparedness Fund.
Sec. 7115. Special permits and exclusions.
Sec. 7116. Uniform forms and procedures.
Sec. 7117. International uniformity of standards and requirements.
Sec. 7118. Administrative authority.
Sec. 7119. Enforcement.
Sec. 7120. Civil penalty.
Sec. 7121. Criminal penalty.
Sec. 7122. Preemption.
Sec. 7123. Judicial review.
Sec. 7124. Relationship to other laws.
Sec. 7125. Authorization of appropriations.
Sec. 7126. References to the Secretary of Transportation.
Sec. 7127. Criminal matters.
Sec. 7128. Additional civil and criminal penalties.
Sec. 7129. Hazardous material transportation plan requirement.
Sec. 7130. Determining amount of undeclared shipments of hazardous materials entering the United States.
Sec. 7131. Hazardous materials research projects.
Sec. 7132. National first responder transportation incident response system.
Sec. 7133. Common carrier pipeline system.

Subtitle B—Sanitary Food Transportation

Sec. 7201. Short title.

Sec. 7202. Responsibilities of Secretary of Health and Human Services.
Sec. 7203. Department of Transportation requirements.
Sec. 7204. Effective date.

Subtitle C—Research and Innovative Technology Administration

Sec. 7301. Administrative authority.

TITLE VIII—TRANSPORTATION DISCRETIONARY SPENDING GUARANTEE

Sec. 8001. Discretionary spending limits for the highway and mass transit categories.
Sec. 8002. Adjustments to align highway spending with revenues.
Sec. 8003. Level of obligation limitations.
Sec. 8004. Enforcement of guarantee.
Sec. 8005. Transfer of Federal transit administrative expenses.

TITLE IX—RAIL TRANSPORTATION

Sec. 9001. High-speed rail corridor development.
Sec. 9002. Capital grants for rail line relocation projects.
Sec. 9003. Rehabilitation and improvement financing.
Sec. 9004. Report regarding impact on public safety of train travel in communities without grade separation.
Sec. 9005. Welded rail and tank car safety improvements.
Sec. 9006. Alaska Railroad.
Sec. 9007. Study of rail transportation and regulation.
Sec. 9008. Hawaii port infrastructure expansion program.

TITLE X—MISCELLANEOUS PROVISIONS

Subtitle A—Sportfishing and Recreational Boating Safety

Sec. 10101. Short title.

CHAPTER 1—DINGELL-JOHNSON SPORT FISH RESTORATION ACT AMENDMENTS

Sec. 10111. Amendment of Dingell-Johnson Sport Fish Restoration Act.
Sec. 10112. Authorization of appropriations.
Sec. 10113. Division of annual appropriations.
Sec. 10114. Maintenance of projects.
Sec. 10115. Boating infrastructure.
Sec. 10116. Requirements and restrictions concerning use of amounts for expenses for Administration.
Sec. 10117. Payments of funds to and cooperation with Puerto Rico, the District of Columbia, Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the Virgin Islands.
Sec. 10118. Multistate conservation grant program.
Sec. 10119. Expenditure of remaining balance in Boat Safety Account.

CHAPTER 2—CLEAN VESSEL ACT OF 1992 AMENDMENTS

Sec. 10131. Grant program.

CHAPTER 3—RECREATIONAL BOATING SAFETY PROGRAM AMENDMENTS

Sec. 10141. Technical correction.
Sec. 10142. Availability of allocations.
Sec. 10143. Authorization of appropriations for State recreational boating safety programs.

Subtitle B—Other Miscellaneous Provisions

Sec. 10201. Notice regarding participation of small business concerns.
Sec. 10202. Emergency medical services.
Sec. 10203. Hubzone program.
Sec. 10204. Catastrophic hurricane evacuation plans.
Sec. 10205. Intermodal transportation facility expansion.
Sec. 10206. Eligibility to participate in western Alaska community development quota program.
Sec. 10207. Rail rehabilitation and bridge repair.
Sec. 10208. Rented or leased motor vehicles.
Sec. 10209. Midway Island.
Sec. 10210. Demonstration of digital project simulation.
Sec. 10211. Environmental programs.
Sec. 10212. Rescission of unobligated balances.
Sec. 10213. Tribal land.

Subtitle C—Specific Vehicle Safety-related Rulings

Sec. 10301. Vehicle rollover prevention and crash mitigation.

Sec. 10302. Side-impact crash protection rulemaking.
Sec. 10303. Tire research.
Sec. 10304. Vehicle backover avoidance technology study.
Sec. 10305. Nontraffic incident data collection.
Sec. 10306. Study of safety belt use technologies.
Sec. 10307. Amendment of Automobile Information Disclosure Act.
Sec. 10308. Power window switches.
Sec. 10309. 15-Passenger van safety.
Sec. 10310. Authorization of appropriations.

TITLE XI—HIGHWAY REAUTHORIZATION AND EXCISE TAX SIMPLIFICATION

Sec. 11100. Amendment of 1986 Code.

Subtitle A—Trust Fund Reauthorization

Sec. 11101. Extension of highway-related taxes and trust funds.
Sec. 11102. Modification of adjustments of apportionments.

Subtitle B—Excise Tax Reform and Simplification

PART 1—HIGHWAY EXCISE TAXES

Sec. 11111. Modification of gas guzzler tax.
Sec. 11112. Exclusion for tractors weighing 19,500 pounds or less from Federal excise tax on heavy trucks and trailers.
Sec. 11113. Volumetric excise tax credit for alternative fuels.

PART 2—AQUATIC EXCISE TAXES

Sec. 11115. Elimination of Aquatic Resources Trust Fund and transformation of Sport Fish Restoration Account.
Sec. 11116. Repeal of harbor maintenance tax on exports.
Sec. 11117. Cap on excise tax on certain fishing equipment.

PART 3—AERIAL EXCISE TAXES

Sec. 11121. Clarification of excise tax exemptions for agricultural aerial applicators and exemption for Fixed-Wing aircraft engaged in forestry operations.
Sec. 11122. Modification of rural airport definition.
Sec. 11123. Exemption from taxes on transportation provided by seaplanes.
Sec. 11124. Certain sightseeing flights exempt from taxes on air transportation.

PART 4—TAXES RELATING TO ALCOHOL

Sec. 11125. Repeal of special occupational taxes on producers and marketers of alcoholic beverages.
Sec. 11126. Income tax credit for distilled spirits wholesalers and for distilled spirits in control State bailment warehouses for costs of carrying Federal excise taxes on bottled distilled spirits.
Sec. 11127. Quarterly excise tax filing for small alcohol excise taxpayers.

PART 5—SPORT EXCISE TAXES

Sec. 11131. Custom gunsmiths.

Subtitle C—Miscellaneous Provisions

Sec. 11141. Motor Fuel Tax Enforcement Advisory Commission.
Sec. 11142. National Surface Transportation Infrastructure Financing Commission.
Sec. 11143. Tax-exempt financing of highway projects and rail-truck transfer facilities.
Sec. 11144. Treasury study of highway fuels used by trucks for non-transportation purposes.
Sec. 11145. Diesel fuel tax evasion report.
Sec. 11146. Tax treatment of State ownership of railroad real estate investment trust.
Sec. 11147. Limitation on transfers to the Leaking Underground Storage Tank Trust Fund.

Subtitle D—Highway-Related Technical Corrections

Sec. 11151. Highway-related technical corrections.

Subtitle E—Preventing Fuel Fraud

Sec. 11161. Treatment of kerosene for use in aviation.
Sec. 11162. Repeal of ultimate vendor refund claims with respect to farming.

Sec. 11163. Refunds of excise taxes on exempt sales of fuel by credit card.
Sec. 11164. Reregistration in event of change in ownership.
Sec. 11165. Reconciliation of on-loaded cargo to entered cargo.
Sec. 11166. Treatment of deep-draft vessels.
Sec. 11167. Penalty with respect to certain adulterated fuels.

**SEC. 2. GENERAL DEFINITIONS.** 23 USC 101 note.

In this Act, the following definitions apply:

(1) DEPARTMENT.—The term "Department" means the Department of Transportation.

(2) SECRETARY.—The term "Secretary" means the Secretary of Transportation.

# TITLE I—FEDERAL-AID HIGHWAYS

## Subtitle A—Authorization of Programs

**SEC. 1101. AUTHORIZATION OF APPROPRIATIONS.**

(a) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(1) INTERSTATE MAINTENANCE PROGRAM.—For the Interstate maintenance program under section 119 of title 23, United States Code—

(A) $4,883,759,623 for fiscal year 2005;
(B) $4,960,788,917 for fiscal year 2006;
(C) $5,039,058,556 for fiscal year 2007;
(D) $5,118,588,513 for fiscal year 2008; and
(E) $5,199,399,081 for fiscal year 2009.

(2) NATIONAL HIGHWAY SYSTEM.—For the National Highway System under section 103 of such title—

(A) $5,911,200,104 for fiscal year 2005;
(B) $6,005,256,569 for fiscal year 2006;
(C) $6,110,827,556 for fiscal year 2007;
(D) $6,207,937,450 for fiscal year 2008; and
(E) $6,306,611,031 for fiscal year 2009.

(3) BRIDGE PROGRAM.—For the bridge program under section 144 of such title—

(A) $4,187,708,821 for fiscal year 2005;
(B) $4,253,530,131 for fiscal year 2006;
(C) $4,320,411,313 for fiscal year 2007;
(D) $4,388,369,431 for fiscal year 2008; and
(E) $4,457,421,829 for fiscal year 2009.

(4) SURFACE TRANSPORTATION PROGRAM.—For the surface transportation program under section 133 of such title—

(A) $6,860,096,662 for fiscal year 2005;
(B) $6,269,833,394 for fiscal year 2006;
(C) $6,370,469,775 for fiscal year 2007;
(D) $6,472,726,628 for fiscal year 2008; and
(E) $6,576,630,046 for fiscal year 2009.

(5) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—For the congestion mitigation and air quality improvement program under section 149 of such title—

(A) $1,667,255,304 for fiscal year 2005;
(B) $1,694,101,866 for fiscal year 2006;
(C) $1,721,380,718 for fiscal year 2007;
(D) $1,749,098,821 for fiscal year 2008; and

(E) $1,777,263,247 for fiscal year 2009.

(6) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—For the highway safety improvement program under section 148 of such title—

(A) $1,235,810,000 for fiscal year 2006;
(B) $1,255,709,322 for fiscal year 2007;
(C) $1,275,929,067 for fiscal year 2008; and
(D) $1,296,474,396 for fiscal year 2009.

(7) APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM PROGRAM.—For the Appalachian development highway system program under subtitle IV of title 40, United States Code, $470,000,000 for each of fiscal years 2005 through 2009.

(8) RECREATIONAL TRAILS PROGRAM.—For the recreational trails program under section 206 of title 23, United States Code—

(A) $60,000,000 for fiscal year 2005;
(B) $70,000,000 for fiscal year 2006;
(C) $75,000,000 for fiscal year 2007;
(D) $80,000,000 for fiscal year 2008; and
(E) $85,000,000 for fiscal year 2009.

(9) FEDERAL LANDS HIGHWAYS PROGRAM.—

(A) INDIAN RESERVATION ROADS.—For Indian reservation roads under section 204 of such title—

(i) $300,000,000 for fiscal year 2005;
(ii) $330,000,000 for fiscal year 2006;
(iii) $370,000,000 for fiscal year 2007;
(iv) $410,000,000 for fiscal year 2008; and
(v) $450,000,000 for fiscal year 2009.

(B) PARK ROADS AND PARKWAYS.—

(i) IN GENERAL.—For park roads and parkways under section 204 of such title—

(I) $180,000,000 for fiscal year 2005;
(II) $195,000,000 for fiscal year 2006;
(III) $210,000,000 for fiscal year 2007;
(IV) $225,000,000 for fiscal year 2008; and
(V) $240,000,000 for fiscal year 2009.

(ii) MINIMUM ALLOCATION TO CERTAIN STATES.—A State containing more than 50 percent of the total acreage of the National Park System shall receive not less than 3 percent of any funds appropriated under this subparagraph.

(C) REFUGE ROADS.—For refuge roads under section 204 of such title, $29,000,000 for each of fiscal years 2005 through 2009.

(D) PUBLIC LANDS HIGHWAYS.—For Federal lands highways under section 204 of such title—

(i) $260,000,000 for fiscal year 2005;
(ii) $280,000,000 for fiscal year 2006;
(iii) $280,000,000 for fiscal year 2007;
(iv) $290,000,000 for fiscal year 2008; and
(v) $300,000,000 for fiscal year 2009.

(10) NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM.—For the national corridor infrastructure improvement program under section 1302 of this Act—

(A) $194,800,000 for fiscal year 2005;
(B) $389,600,000 for fiscal year 2006;
(C) $487,000,000 for fiscal year 2007;

(D) $487,000,000 for fiscal year 2008; and
(E) $389,600,000 for fiscal year 2009.

(11) COORDINATED BORDER INFRASTRUCTURE PROGRAM.—For the coordinated border infrastructure program under section 1303 of this Act—
(A) $123,000,000 for fiscal year 2005;
(B) $145,000,000 for fiscal year 2006;
(C) $165,000,000 for fiscal year 2007;
(D) $190,000,000 for fiscal year 2008; and
(E) $210,000,000 for fiscal year 2009.

(12) NATIONAL SCENIC BYWAYS PROGRAM.—For the national scenic byways program under section 162 of such title—
(A) $26,500,000 for fiscal year 2005;
(B) $30,000,000 for fiscal year 2006;
(C) $35,000,000 for fiscal year 2007;
(D) $40,000,000 for fiscal year 2008; and
(E) $43,500,000 for fiscal year 2009.

(13) CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.—For construction of ferry boats and ferry terminal facilities under section 147 of such title—
(A) $38,000,000 for fiscal year 2005;
(B) $55,000,000 for fiscal year 2006;
(C) $60,000,000 for fiscal year 2007;
(D) $65,000,000 for fiscal year 2008; and
(E) $67,000,000 for fiscal year 2009.

(14) PUERTO RICO HIGHWAY PROGRAM.—For the Puerto Rico highway program under section 165 of such title—
(A) $115,000,000 for fiscal year 2005;
(B) $120,000,000 for fiscal year 2006;
(C) $135,000,000 for fiscal year 2007;
(D) $145,000,000 for fiscal year 2008; and
(E) $150,000,000 for fiscal year 2009.

(15) PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE PROGRAM.—For the projects of national and regional significance program under section 1301 of this Act—
(A) $177,900,000 for fiscal year 2005;
(B) $355,800,000 for fiscal year 2006;
(C) $444,750,000 for fiscal year 2007;
(D) $444,750,000 for fiscal year 2008; and
(E) $355,800,000 for fiscal year 2009.

(16) HIGH PRIORITY PROJECTS PROGRAM.—For the high priority projects program under section 117 of title 23, United States Code, $2,966,400,000 for each of fiscal years 2005 through 2009.

(17) SAFE ROUTES TO SCHOOL PROGRAM.—For the safe routes to school program under section 1404 of this Act—
(A) $54,000,000 for fiscal year 2005;
(B) $100,000,000 for fiscal year 2006;
(C) $125,000,000 for fiscal year 2007;
(D) $150,000,000 for fiscal year 2008; and
(E) $183,000,000 for fiscal year 2009.

(18) DEPLOYMENT OF MAGNETIC LEVITATION TRANSPORTATION PROJECTS.—For the deployment of magnetic levitation projects under section 1307 of this Act—
(A) $15,000,000 for each of fiscal years 2006 and 2007; and
(B) $30,000,000 for each of fiscal years 2008 and 2009.

(19) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT AND COORDINATED BORDER INFRASTRUCTURE PROGRAMS.—For the national corridor planning and development and coordinated border infrastructure programs under sections 1118 and 1119 of the Transportation Equity Act for the 21st Century (112 Stat. 161, 163) $140,000,000 for fiscal year 2005.

(20) HIGHWAYS FOR LIFE.—For the Highways for LIFE Program under section 1502 of this Act—

(A) $15,000,000 for fiscal year 2006; and

(B) $20,000,000 for each of fiscal years 2007 through 2009.

(21) HIGHWAY USE TAX EVASION PROJECTS.—For highway use tax evasion projects under section 1115 of this Act—

(A) $5,000,000 for fiscal year 2005;

(B) $44,800,000 for fiscal year 2006;

(C) $53,300,000 for fiscal year 2007; and

(D) $12,000,000 for each of fiscal years 2008 and 2009.

23 USC 101 note.

(b) DISADVANTAGED BUSINESS ENTERPRISES.—

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

(A) SMALL BUSINESS CONCERN.—The term "small business concern" has the meaning that term has under section 3 of the Small Business Act (15 U.S.C. 632), except that the term shall not include any concern or group of concerns controlled by the same socially and economically disadvantaged individual or individuals which has average annual gross receipts over the preceding 3 fiscal years in excess of $19,570,000, as adjusted annually by the Secretary for inflation.

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

(2) GENERAL RULE.—Except to the extent that the Secretary determines otherwise, not less than 10 percent of the amounts made available for any program under titles I, III, and V of this Act and section 403 of title 23, United States Code, shall be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals.

Records.

(3) ANNUAL LISTING OF DISADVANTAGED BUSINESS ENTERPRISES.—Each State shall annually—

(A) survey and compile a list of the small business concerns referred to in paragraph (1) and the location of the concerns in the State; and

Notification.

(B) notify the Secretary, in writing, of the percentage of the concerns that are controlled by women, by socially and economically disadvantaged individuals (other than women), and by individuals who are women and are otherwise socially and economically disadvantaged individuals.

Guidelines.

(4) UNIFORM CERTIFICATION.—The Secretary shall establish minimum uniform criteria for State governments to use in

certifying whether a concern qualifies for purposes of this subsection. The minimum uniform criteria shall include, but not be limited to, on-site visits, personal interviews, licenses, analysis of stock ownership, listing of equipment, analysis of bonding capacity, listing of work completed, resume of principal owners, financial capacity, and type of work preferred.

(5) COMPLIANCE WITH COURT ORDERS.—Nothing in this subsection limits the eligibility of an entity or person to receive funds made available under titles I, III, and V of this Act and section 403 of title 23, United States Code, if the entity or person is prevented, in whole or in part, from complying with paragraph (1) because a Federal court issues a final order in which the court finds that the requirement of paragraph (1), or the program established under paragraph (1), is unconstitutional.

**SEC. 1102. OBLIGATION CEILING.** 23 USC 104 note.

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

(1) $34,422,400,000 for fiscal year 2005;
(2) $36,032,343,903 for fiscal year 2006;
(3) $38,244,210,516 for fiscal year 2007;
(4) $39,585,075,404 for fiscal year 2008; and
(5) $41,199,970,178 for fiscal year 2009.

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

(1) section 125 of title 23, United States Code;

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (Public Law 97–134; 95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (Public Law 97–424; 96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100–17; 101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to $639,000,000 for each of those fiscal years);

(9) Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (Public Law 105–178; 112 Stat. 107) or subsequent public laws for multiple years or to remain available until used, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (but, for each of fiscal years 2005 through 2009, only in an amount equal to $639,000,000 per fiscal year); and

(11) section 1603 of this Act, to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation.

(c) DISTRIBUTION OF OBLIGATION AUTHORITY.—For each of fiscal years 2005 through 2009, the Secretary—

(1) shall not distribute obligation authority provided by subsection (a) for the fiscal year for—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code;

(B) programs funded from the administrative takedown authorized by section 104(a)(1) of title 23, United States Code (as in effect on the date before the date of enactment of this Act); and

(C) amounts authorized for the highway use tax evasion program and the Bureau of Transportation Statistics;

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

(3) shall determine the ratio that—

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

(B) the total of the sums authorized to be appropriated for the Federal-aid highway and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (9) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(10) for the fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2);

(4)(A) shall distribute the obligation authority provided by subsection (a) less the aggregate amounts not distributed under paragraphs (1) and (2), for sections 1301, 1302, and 1934 of this Act, sections 117 but individually for each of project numbered 1 through 3676 listed in the table contained in section 1702 of this Act and 144(g) of title 23, United States Code, and section 14501 of title 40, United States Code, and, during fiscal year 2005, amounts for programs, projects, and activities authorized by section 117 of title I of division H of the Consolidated Appropriations Act, 2005 (Public Law 108–447; 118 Stat. 3212), so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying—

(i) the ratio determined under paragraph (3); by

(ii) the sums authorized to be appropriated for that section for the fiscal year; and

(B) shall distribute $2,000,000,000 for section 105 of title 23, United States Code;

(5) shall distribute among the States the obligation authority provided by subsection (a), less the aggregate amounts not distributed under paragraphs (1) and (2), for each

of the programs that are allocated by the Secretary under this Act and title 23, United States Code (other than to programs to which paragraph (1) applies), by multiplying—

(A) the ratio determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for the fiscal year; and

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

(A) amounts authorized to be appropriated for the programs that are apportioned to each State for the fiscal year; bear to

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

(d) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (c), the Secretary shall, after August 1 of each of fiscal years 2005 through 2009—

(1) revise a distribution of the obligation authority made available under subsection (c) if an amount distributed cannot be obligated during that fiscal year; and

(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code.

(e) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—

(1) IN GENERAL.—Except as provided in paragraph (2), obligation limitations imposed by subsection (a) shall apply to contract authority for transportation research programs carried out under—

(A) chapter 5 of title 23, United States Code; and

(B) title V (research title) of this Act.

(2) EXCEPTION.—Obligation authority made available under paragraph (1) shall—

(A) remain available for a period of 3 fiscal years; and

(B) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(f) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—Not later than 30 days after the date of distribution of obligation authority under subsection (c) for each of fiscal years 2005 through 2009, the Secretary shall distribute to the States any funds that— Deadline.

(A) are authorized to be appropriated for the fiscal year for Federal-aid highway programs; and

(B) the Secretary determines will not be allocated to the States, and will not be available for obligation, in the fiscal year due to the imposition of any obligation limitation for the fiscal year.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same ratio as the distribution of obligation authority under subsection (c)(6).

(3) AVAILABILITY.—Funds distributed under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

(g) SPECIAL LIMITATION CHARACTERISTICS.—Obligation authority distributed for a fiscal year under subsection (c)(4) for the provision specified in subsection (c)(4) shall—

(1) remain available until used for obligation of funds for that provision; and

(2) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(h) ADJUSTMENT IN OBLIGATION LIMIT.—

(1) IN GENERAL.—Subject to the last sentence of section 110(a)(2) of title 23, United States Code, a limitation on obligations imposed by subsection (a) for a fiscal year shall be adjusted by an amount equal to the amount determined in accordance with section 251(b)(1)(B) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(b)(1)(B)) for the fiscal year.

(2) DISTRIBUTION.—An adjustment under paragraph (1) shall be distributed in accordance with this section.

(i) SPECIAL RULE FOR FISCAL YEAR 2005.—

(1) IN GENERAL.—Obligation authority distributed under subsection (c)(4) for fiscal year 2005 for sections 1301, 1302, and 1934 of this Act and sections 117 and 144(g) of title 23, United States Code, may be used in fiscal year 2005 for purposes of obligation authority distributed under subsection (c)(6).

(2) RESTORATION.—Obligation authority used as described in paragraph (1) shall be restored to the original purpose on the date on which obligation authority is distributed under this section for fiscal year 2006.

(j) HIGH PRIORITY PROJECT FLEXIBILITY.—

(1) IN GENERAL.—Subject to paragraph (2), obligation authority distributed for a fiscal year under subsection (c)(4) for each project numbered 1 through 3676 listed in the table contained in section 1702 of this Act may be obligated for any other project in such section in the same State.

(2) RESTORATION.—Obligation authority used as described in paragraph (1) shall be restored to the original purpose on the date on which obligation authority is distributed under this section for the next fiscal year following obligation under paragraph (1).

(k) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to limit the distribution of obligation authority under subsection (c)(4)(A) for each of the individual projects numbered greater than 3676 listed in the table contained in section 1702 of this Act.

**SEC. 1103. APPORTIONMENTS.**

(a) ADMINISTRATIVE EXPENSES.—

(1) IN GENERAL.—Section 104(a) of title 23, United States Code, is amended to read as follows:

"(a) ADMINISTRATIVE EXPENSES.—

"(1) IN GENERAL.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to be made available to the Secretary for administrative expenses of the Federal Highway Administration—

"(A) $353,024,000 for fiscal year 2005;

"(B) $370,613,540 for fiscal year 2006;

"(C) $389,079,500 for fiscal year 2007;

"(D) $408,465,500 for fiscal year 2008; and

"(E) $423,717,460 for fiscal year 2009.

"(2) PURPOSES.—The funds authorized by this subsection shall be used—

"(A) to administer the provisions of law to be financed from appropriations for the Federal-aid highway program and programs authorized under chapter 2; and

"(B) to make transfers of such sums as the Secretary determines to be appropriate to the Appalachian Regional Commission for administrative activities associated with the Appalachian development highway system.

"(3) AVAILABILITY.—The funds made available under paragraph (1) shall remain available until expended.".

(2) CONFORMING AMENDMENTS.—Section 104 of such title is amended—

(A) in the matter preceding paragraph (1) of subsection (b), by striking "the deduction authorized by subsection (a) and the set-aside authorized by subsection (f)" and inserting "the set-asides authorized by subsections (d) and (f) and section 130(e)";

(B) in the first sentence of subsection (e)(1), by striking ", and also" and all that follows through "this section"; and

(C) in subsection (i), by striking "deducted" and inserting "made available".

(b) ALASKA HIGHWAY.—Section 104(b)(1)(A) of such title is amended by striking "$18,800,000 for each of fiscal years 1998 through 2002" and inserting "$30,000,000 for each of fiscal years 2005 through 2009".

(c) NATIONAL HIGHWAY SYSTEM COMPONENT.—Section 104(b)(1)(A) of such title is amended by striking "$36,400,000 for each fiscal year" and inserting "$40,000,000 for each of fiscal years 2005 and 2006 and $50,000,000 for each of fiscal years 2007 through 2009".

(d) CMAQ APPORTIONMENT.—Section 104(b)(2) of such title is amended—

(1) in subparagraph (B)—

(A) by striking clause (i) and inserting the following:

"(i) 1.0 if, at the time of apportionment, the area is a maintenance area;";

(B) by striking "or" at the end of clause (vi);

(C) by striking the period at the end of clause (vii) and inserting "; or"; and

(D) by adding at the end the following:

"(viii) 1.0 if, at the time of apportionment, an area is designated as nonattainment for ozone under subpart 1 of part D of title I of such Act (42 U.S.C. 7512 et seq.).."; and

(2) by striking subparagraph (C) and inserting the following:

"(C) ADDITIONAL ADJUSTMENT FOR CARBON MONOXIDE AREAS.—If, in addition to being designated as a nonattainment or maintenance area for ozone as described in section 149(b), any county within the area was also classified under subpart 3 of part D of title I of the Clean Air Act (42 U.S.C. 7512 et seq.) as a nonattainment or maintenance area described in section 149(b) for carbon monoxide, the weighted nonattainment or maintenance area population of the county, as determined under clauses (i) through (vi) or clause (viii) of subparagraph (B), shall be further multiplied by a factor of 1.2.".

23 USC 104.

(e) REPORT.—Section 104(j) of such title is amended by striking "submit to Congress a report" and inserting "submit to Congress a report, and also make such report available to the public in a user-friendly format via the Internet,".

(f) OPERATION LIFESAVER.—Section 104(d) of such title is amended—

(1) by striking paragraph (1) and all that follows through the period at the end of paragraph (2)(A) and inserting the following:

"(1) OPERATION LIFESAVER.—To carry out a public information and education program to help prevent and reduce motor vehicle accidents, injuries, and fatalities and to improve driver performance at railway-highway crossings—

"(A) before making an apportionment under subsection (b)(3) for fiscal year 2005, the Secretary shall set aside $560,000 for such fiscal year; and

"(B) there is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) $560,000 for each of fiscal years 2006 through 2009.

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

"(A) FUNDING.—To carry out the elimination of hazards at railway-highway crossings—

"(i) before making an apportionment under subsection (b)(3) for fiscal year 2005, the Secretary shall set aside $5,250,000 for such fiscal year; and

"(ii) there is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) $7,250,000 for fiscal year 2006, $10,000,000 for fiscal year 2007, $12,500,000 for fiscal year 2008, and $15,000,000 for fiscal year 2009."; and

(2) in paragraph (2)(E)—

(A) by striking "Not less than $250,000 of such set-aside" and inserting "Of such set-aside, not less than $250,000 for fiscal year 2005, $1,000,000 for fiscal year 2006, $1,750,000 for fiscal year 2007, $2,250,000 for fiscal year 2008, and $3,000,000 for fiscal year 2009"; and

(B) by striking "per fiscal year".

**SEC. 1104. EQUITY BONUS PROGRAM.**

(a) IN GENERAL.—Section 105 of title 23, United States Code, is amended to read as follows:

**"§ 105. Equity bonus program**

"(a) PROGRAM.—

"(1) IN GENERAL.—Subject to subsections (c) and (d), for each of fiscal years 2005 through 2009, the Secretary shall allocate among the States amounts sufficient to ensure that no State receives a percentage of the total apportionments for the fiscal year for the programs specified in paragraph (2) that is less than the percentage calculated under subsection (b).

"(2) SPECIFIC PROGRAMS.—The programs referred to in subsection (a) are—

"(A) the Interstate maintenance program under section 119;

"(B) the national highway system program under section 103;

"(C) the highway bridge replacement and rehabilitation program under section 144;

"(D) the surface transportation program under section 133;

"(E) the highway safety improvement program under section 148;

"(F) the congestion mitigation and air quality improvement program under section 149;

"(G) metropolitan planning programs under section 104(f);

"(H) the high priority projects program under section 117;

"(I) the equity bonus program under this section;

"(J) the Appalachian development highway system program under subtitle IV of title 40;

"(K) the recreational trails program under section 206;

"(L) the safe routes to school program under section 1404 of the SAFETEA–LU;

"(M) the rail-highway grade crossing program under section 130; and

"(N) the coordinated border infrastructure program under section 1303 of the SAFETEA–LU.

"(b) STATE PERCENTAGE.—

"(1) IN GENERAL.—The percentage referred to in subsection (a) for each State shall be—

"(A) for each of fiscal years 2005 and 2006, 90.5 percent, for fiscal year 2007, 91.5 percent, and for each of fiscal years 2008 and 2009, 92 percent, of the quotient obtained by dividing—

"(i) the estimated tax payments attributable to highway users in the State paid into the Highway Trust Fund (other than the Mass Transit Account) in the most recent fiscal year for which data are available; by

"(ii) the estimated tax payments attributable to highway users in all States paid into the Highway Trust Fund (other than the Mass Transit Account) for the fiscal year; or

"(B) for a State with a total population density of less than 40 persons per square mile (as reported in the decennial census conducted by the Federal Government in 2000) and of which at least 1.25 percent of the total acreage is under Federal jurisdiction, based on the report of the General Services Administration entitled 'Federal Real Property Profile' and dated September 30, 2004, a State with a total population of less than 1,000,000 (as reported in that decennial census), a State with a median household income of less than $35,000 (as reported in that decennial census), a State with a fatality rate during 2002 on Interstate highways that is greater than one fatality for each 100,000,000 vehicle miles traveled on Interstate highways, or a State with an indexed, State motor fuels excise tax rate higher than 150 percent of the Federal motor fuels excise tax rate as of the date of enactment of the SAFETEA–LU, the greater of—

"(i) the applicable percentage under subparagraph (A); or

"(ii) the average percentage of the State's share of total apportionments for the period of fiscal years 1998 through 2003 for the programs specified in paragraph (2).

"(2) SPECIFIC PROGRAMS.—The programs referred to in paragraph (1)(B)(ii) are (as in effect on the day before the date of enactment of the SAFETEA–LU)—

"(A) the Interstate maintenance program under section 119;

"(B) the national highway system program under section 103;

"(C) the highway bridge replacement and rehabilitation program under section 144;

"(D) the surface transportation program under section 133;

"(E) the recreational trails program under section 206;

"(F) the high priority projects program under section 117;

"(G) the minimum guarantee provided under this section;

"(H) revenue aligned budget authority amounts provided under section 110;

"(I) the congestion mitigation and air quality improvement program under section 149;

"(J) the Appalachian development highway system program under subtitle IV of title 40; and

"(K) metropolitan planning programs under section 104(f).

"(c) SPECIAL RULES.—

"(1) MINIMUM COMBINED ALLOCATION.—For each fiscal year, before making the allocations under subsection (a)(1), the Secretary shall allocate among the States amounts sufficient to ensure that no State receives a combined total of amounts allocated under subsection (a)(1), apportionments for the programs specified in subsection (a)(2), and amounts allocated under this subsection, that is less than the following percentages of the average for fiscal years 1998 through 2003 of

the annual apportionments for the State for all programs specified in subsection (b)(2):

"(A) For fiscal year 2005, 117 percent.

"(B) For fiscal year 2006, 118 percent.

"(C) For fiscal year 2007, 119 percent.

"(D) For fiscal year 2008, 120 percent.

"(E) For fiscal year 2009, 121 percent.

"(2) NO NEGATIVE ADJUSTMENT.—No negative adjustment shall be made under subsection (a)(1) to the apportionment of any State.

"(d) TREATMENT OF FUNDS.—

"(1) PROGRAMMATIC DISTRIBUTION.—The Secretary shall apportion the amounts made available under this section that exceed $2,639,000,000 so that the amount apportioned to each State under this paragraph for each program referred to in subparagraphs (A) through (F) of subsection (a)(2) is equal to the amount determined by multiplying the amount to be apportioned under this paragraph by the ratio that—

"(A) the amount of funds apportioned to each State for each program referred to in subparagraphs (A) through (F) of subsection (a)(2) for a fiscal year; bears to

"(B) the total amount of funds apportioned to such State for all such programs for such fiscal year.

"(2) REMAINING DISTRIBUTION.—The Secretary shall administer the remainder of funds made available under this section to the States in accordance with section 104(b)(3), except that paragraphs (1) through (3) of section 133(d) shall not apply to amounts administered pursuant to this paragraph.

"(e) METRO PLANNING SET ASIDE.—Notwithstanding section 104(f), no set aside provided for under that section shall apply to funds allocated under this section.

"(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) such sums as are necessary to carry out this section for each of fiscal years 2005 through 2009.".

(b) CLERICAL AMENDMENT.—The analysis for subchapter I of chapter 1 of such title is amended by striking the item relating to section 105 and inserting the following:

"105. Equity bonus program.".

**SEC. 1105. REVENUE ALIGNED BUDGET AUTHORITY.**

(a) ALLOCATION.—Section 110(a)(1) of title 23, United States Code, is amended—

(1) by striking "2000" and inserting "2007";

(2) by inserting after "such fiscal year" the first place it appears: "and the succeeding fiscal year".

(b) REDUCTION.—Section 110(a)(2) of such title is amended—

(1) by striking "2000" and inserting "2007";

(2) by striking "October 1 of the succeeding" and inserting "October 15 of such";

(3) by inserting after "Account)" the following: "for such fiscal year and the succeeding fiscal year"; and

(4) by adding at the end the following: "No reduction under this paragraph and no reduction under section 1102(h), and no reduction under title VIII or any amendment made by title VIII, of the SAFETEA–LU shall be made for a fiscal year if, as of October 1 of such fiscal year the balance in

the Highway Trust Fund (other than the Mass Transit Account) exceeds $6,000,000,000.".

23 USC 110.

(c) GENERAL DISTRIBUTION.—Section 110(b)(1)(A) of such title is amended—

(1) by striking "minimum guarantee" and inserting "equity bonus"; and

(2) by striking "Transportation Equity Act for the 21st Century" and inserting "SAFETEA–LU".

(d) ADDITION OF HIGHWAY SAFETY IMPROVEMENT PROGRAM.—Section 110(c) of such title is amended by inserting "the highway safety improvement program," after "the surface transportation program,".

(e) TECHNICAL AMENDMENT.—Section 110(b)(1)(A) of such title is amended by striking "for" the second place it appears.

23 USC 110 note.

(f) SPECIAL RULE.—If the amount available pursuant to section 110 of title 23, United States Code, for fiscal year 2007 is greater than zero, the Secretary shall—

(1) determine the total amount necessary to increase each State's rate of return (as determined under section 105(b)(1)(A) of title 23, United States Code) to 92 percent, excluding amounts provided under this paragraph;

(2) allocate to each State the lesser of—

(A) the amount computed for that State under paragraph (1); or

(B) an amount determined by multiplying the total amount calculated under section 110 of title 23, United States Code, for fiscal year 2007 by the ratio that—

(i) the amount determined for such State under paragraph (1); bears to

(ii) the total amount computed for all States in paragraph (1); and

(3) allocate amounts remaining in excess of the amounts allocated in paragraph (2) to all States in accordance with section 110 of title 23, United States Code.

**SEC. 1106. FUTURE INTERSTATE SYSTEM ROUTES.**

(a) EXTENSION OF DATE.—Section 103(c)(4)(B)(ii) of title 23, United States Code, is amended by striking "12" and inserting "25".

(b) REMOVAL OF DESIGNATION.—Section 103(c)(4)(B)(iii) of such title is amended—

(1) in subclause (I) by striking "in the agreement between the Secretary and the State or States"; and

(2) by adding at the end the following:

"(III) EXISTING AGREEMENTS.—An agreement described in clause (ii) that is entered into before the date of enactment of this subclause shall be deemed to include the 25-year time limitation described in that clause, regardless of any earlier construction completion date in the agreement.".

**SEC. 1107. METROPOLITAN PLANNING.**

Section 104(f) of title 23, United States Code, is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) SET-ASIDE.—On October 1 of each fiscal year, the Secretary shall set aside 1.25 percent of the funds authorized to be appropriated for the Interstate maintenance, national highway system, surface transportation, congestion mitigation

and air quality improvement, and highway bridge replacement and rehabilitation programs authorized under this title to carry out the requirements of section 134.";

(2) in paragraph (2) by striking "per centum" and inserting "percent";

(3) in paragraph (3)—

(A) by striking "The funds" and inserting the following:

"(A) IN GENERAL.—The funds"; and

(B) by striking "These funds" and all that follows and inserting the following:

"(B) UNUSED FUNDS.—Any funds that are not used to carry out section 134 may be made available by a metropolitan planning organization to the State to fund activities under section 135."; and

(4) in paragraph (4)—

(A) by striking "The distribution" and inserting the following:

"(A) IN GENERAL.—The distribution"; and

(B) by adding at the end the following:

"(B) REIMBURSEMENT.—Not later than 30 days after the date of receipt by a State of a request for reimbursement of expenditures made by a metropolitan planning organization for carrying out section 134, the State shall reimburse, from funds distributed under this paragraph to the metropolitan planning organization by the State, the metropolitan planning organization for those expenditures.". Deadline.

**SEC. 1108. TRANSFER OF HIGHWAY AND TRANSIT FUNDS.**

Section 104(k) of title 23, United States Code, is amended to read as follows:

"(k) TRANSFER OF HIGHWAY AND TRANSIT FUNDS.—

"(1) TRANSFER OF HIGHWAY FUNDS FOR TRANSIT PROJECTS.—

"(A) IN GENERAL.—Subject to subparagraph (B), funds made available for transit projects or transportation planning under this title may be transferred to and administered by the Secretary in accordance with chapter 53 of title 49.

"(B) NON-FEDERAL SHARE.—The provisions of this title relating to the non-Federal share shall apply to the funds transferred under subparagraph (A).

"(2) TRANSFER OF TRANSIT FUNDS FOR HIGHWAY PROJECTS.—

"(A) IN GENERAL.—Subject to subparagraph (B), funds made available for highway projects or transportation planning under chapter 53 of title 49 may be transferred to and administered by the Secretary in accordance with this title.

"(B) NON-FEDERAL SHARE.—The provisions of chapter 53 of title 49 relating to the non-Federal share shall apply to funds transferred under subparagraph (A). Applicability.

"(3) TRANSFER OF FUNDS AMONG STATES OR TO FEDERAL HIGHWAY ADMINISTRATION.—

"(A) IN GENERAL.—Subject to subparagraphs (B) and (C), the Secretary may, at the request of a State, transfer funds apportioned or allocated under this title to the State to another State, or to the Federal Highway Administration, for the purpose of funding one or more projects that

are eligible for assistance with funds so apportioned or allocated.

"(B) APPORTIONMENT.—The transfer shall have no effect on any apportionment of funds to a State under this section or section 105 or 144.

"(C) SURFACE TRANSPORTATION PROGRAM.—Funds that are apportioned or allocated to a State under subsection (b)(3) and attributed to an urbanized area of a State with a population of over 200,000 individuals under section 133(d)(3) may be transferred under this paragraph only if the metropolitan planning organization designated for the area concurs, in writing, with the transfer request.

"(4) TRANSFER OF OBLIGATION AUTHORITY.—Obligation authority for funds transferred under this subsection shall be transferred in the same manner and amount as the funds for the projects that are transferred under this subsection.".

**SEC. 1109. RECREATIONAL TRAILS.**

(a) RECREATIONAL TRAILS PROGRAM FORMULA.—Section 104(h) of title 23, United States Code, is amended—

(1) in paragraph (1) by striking the first sentence and inserting the following: "Before apportioning sums authorized to be appropriated to carry out the recreational trails program under section 206, the Secretary shall deduct for administrative, research, technical assistance, and training expenses for such program $840,000 for each of fiscal years 2005 through 2009."; and

(2) in paragraph (2) by striking "After" and all that follows through "remainder of the sums" and inserting "The Secretary shall apportion the sums".

(b) PERMISSIBLE USES.—Section 206(d)(2) of such title is amended to read as follows:

"(2) PERMISSIBLE USES.—Permissible uses of funds apportioned to a State for a fiscal year to carry out this section include—

"(A) maintenance and restoration of existing recreational trails;

"(B) development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails;

"(C) purchase and lease of recreational trail construction and maintenance equipment;

"(D) construction of new recreational trails, except that, in the case of new recreational trails crossing Federal lands, construction of the trails shall be—

"(i) permissible under other law;

"(ii) necessary and recommended by a statewide comprehensive outdoor recreation plan that is required by the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 460l–4 et seq.) and that is in effect;

"(iii) approved by the administering agency of the State designated under subsection (c)(1); and

"(iv) approved by each Federal agency having jurisdiction over the affected lands under such terms and conditions as the head of the Federal agency determines to be appropriate, except that the approval shall be contingent on compliance by the Federal agency with all applicable laws, including the National

Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), the Forest and Rangeland Renewable Resources Planning Act of 1974 (16 U.S.C. 1600 et seq.), and the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.);

"(E) acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;

"(F) assessment of trail conditions for accessibility and maintenance;

"(G) development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and

"(H) payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.".

(c) USE OF APPORTIONMENTS.—Section 206(d)(3) of such title is amended—

(1) by striking subparagraph (C);

(2) by redesignating subparagraph (D) as subparagraph (C); and

(3) in subparagraph (C) (as so redesignated) by striking "(2)(F)" and inserting "(2)(H)".

(d) FEDERAL SHARE.—Section 206(f) of such title is amended—

(1) in paragraph (1)—

(A) by inserting "and the Federal share of the administrative costs of a State" after "project"; and

(B) by striking "not exceed 80 percent" and inserting "be determined in accordance with section 120(b)";

(2) in paragraph (2)(A) by striking "80 percent of" and inserting "the amount determined in accordance with section 120(b) for";

(3) in paragraph (2)(B) by inserting "sponsoring the project" after "Federal agency";

(4) by striking paragraph (5);

(5) by redesignating paragraph (4) as paragraph (5);

(6) in paragraph (5) (as so redesignated) by striking "80 percent" and inserting "the Federal share as determined in accordance with section 120(b)"; and

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

"(4) USE OF RECREATIONAL TRAILS PROGRAM FUNDS TO MATCH OTHER FEDERAL PROGRAM FUNDS.—Notwithstanding any other provision of law, funds made available under this section may be used toward the non-Federal matching share for other Federal program funds that are—

"(A) expended in accordance with the requirements of the Federal program relating to activities funded and populations served; and

"(B) expended on a project that is eligible for assistance under this section.".

(e) PLANNING AND ENVIRONMENTAL ASSESSMENT COSTS INCURRED PRIOR TO PROJECT APPROVAL.—Section 206(h)(1) of such title is amended by adding at the end the following:

"(C) PLANNING AND ENVIRONMENTAL ASSESSMENT COSTS INCURRED PRIOR TO PROJECT APPROVAL.—The Secretary may allow preapproval planning and environmental compliance costs to be credited toward the non-Federal share of the cost of a project described in subsection (d)(2) (other than subparagraph (H)) in accordance with subsection (f), limited to costs incurred less than 18 months prior to project approval.".

Contracts.
23 USC 206 note.

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

**SEC. 1110. TEMPORARY TRAFFIC CONTROL DEVICES.**

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

(1) by striking "(e) No funds" and inserting the following:

"(e) INSTALLATION OF SAFETY DEVICES.—

"(1) HIGHWAY AND RAILROAD GRADE CROSSINGS AND DRAWBRIDGES.—No funds"; and

(2) by adding at the end the following:

"(2) TEMPORARY TRAFFIC CONTROL DEVICES.—No funds shall be approved for expenditure on any Federal-aid highway, or highway affected under chapter 2, unless proper temporary traffic control devices to improve safety in work zones will be installed and maintained during construction, utility, and maintenance operations on that portion of the highway with respect to which such expenditures are to be made. Installation and maintenance of the devices shall be in accordance with the Manual on Uniform Traffic Control Devices.".

(b) LETTING OF CONTRACTS.—Section 112 of such title is amended—

(1) by striking subsection (f);

(2) by redesignating subsection (g) as subsection (f); and

(3) by adding at the end the following:

"(g) TEMPORARY TRAFFIC CONTROL DEVICES.—

"(1) ISSUANCE OF REGULATIONS.—The Secretary, after consultation with appropriate Federal and State officials, shall issue regulations establishing the conditions for the appropriate use of, and expenditure of funds for, uniformed law enforcement officers, positive protective measures between workers and motorized traffic, and installation and maintenance of temporary traffic control devices during construction, utility, and maintenance operations.

"(2) EFFECTS OF REGULATIONS.—Based on regulations issued under paragraph (1), a State shall—

"(A) develop separate pay items for the use of uniformed law enforcement officers, positive protective measures between workers and motorized traffic, and installation and maintenance of temporary traffic control devices during construction, utility, and maintenance operations; and

"(B) incorporate such pay items into contract provisions to be included in each contract entered into by the State with respect to a highway project to ensure compliance with section 109(e)(2).

"(3) LIMITATION.—Nothing in the regulations shall prohibit a State from implementing standards that are more stringent than those required under the regulations.

"(4) POSITIVE PROTECTIVE MEASURES DEFINED.—In this subsection, the term 'positive protective measures' means temporary traffic barriers, crash cushions, and other strategies to avoid traffic accidents in work zones, including full road closures.".

(c) CLARIFICATION OF DATE.—Section 109(g) of such title is amended in the first sentence by striking "The Secretary" and all that follows through "of 1970" and inserting "Not later than January 30, 1971, the Secretary shall issue".

**SEC. 1111. SET-ASIDES FOR INTERSTATE DISCRETIONARY PROJECTS.**

(a) IN GENERAL.—Section 118(c)(1) of title 23, United States Code, is amended by striking "$50,000,000" and all that follows through "2003" and inserting "$100,000,000 for each of fiscal years 2005 through 2009".

(b) TECHNICAL AMENDMENTS.—

(1) SECTION 116.—Section 116(b) of such title is amended by striking "highway department" and inserting "transportation department".

(2) SECTION 120.—Section 120(e) of such title is amended in the first sentence by striking "such system" and inserting "such highway".

(3) SECTION 127.—Section 127(a) of such title is amended by striking "118(b)(1)" and inserting "118(b)(2)".

(4) BICYCLE AND PEDESTRIAN SAFETY GRANTS.—Section 1212(i) of the Transportation Equity Act for the 21st Century (112 Stat. 196–197) is amended by redesignating subparagraphs (D) and (E) as paragraphs (2) and (3), respectively, and moving such paragraphs 2 ems to the left.

23 USC 402 note.

**SEC. 1112. EMERGENCY RELIEF.**

There are authorized to be appropriated for each fiscal year such sums as may be necessary for allocations by the Secretary described in subsections (a) and (b) of section 125 of title 23, United States Code, if the total of those allocations in such fiscal year are in excess of $100,000,000.

**SEC. 1113. SURFACE TRANSPORTATION PROGRAM.**

(a) PROGRAM ELIGIBILITY.—Section 133(b) of title 23, United States Code, is amended—

(1) in paragraph (6) by inserting ", including advanced truck stop electrification systems" before the period at the end; and

(2) by inserting after paragraph (11) the following:

"(12) Projects relating to intersections that—

"(A) have disproportionately high accident rates;

"(B) have high levels of congestion, as evidenced by—

"(i) interrupted traffic flow at the intersection; and

"(ii) a level of service rating that is not better than 'F' during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and

"(C) are located on a Federal-aid highway.".

(b) REPEAL OF SAFETY PROGRAMS SET-ASIDE.—

(1) REPEAL.—Section 133(d)(1) of such title is repealed.

(2) TECHNICAL AMENDMENTS.—Section 133(d) of such title is amended—

(A) in the first sentence of paragraph (3)(A)—

(i) by striking "subparagraphs (C) and (D)" and inserting "subparagraph (C)"; and

(ii) by striking "80 percent" and inserting "90 percent";

(B) in paragraph (3)(B) by striking "tobe" and inserting "to be"; and

(C) in paragraph (3)—

(i) by striking subparagraph (C);

(ii) by redesignating subparagraphs (D) and (E) as subparagraphs (C) and (D), respectively; and

(iii) in subparagraph (C) (as redesignated by clause (ii)) by adding a period at the end.

23 USC 133 note.

(3) EFFECTIVE DATE.—Paragraph (1) and paragraph (2)(A)(ii) of this subsection shall take effect October 1, 2005.

(c) TRANSPORTATION ENHANCEMENT ACTIVITIES.—Effective October 1, 2005, section 133(d)(2) of such title is amended by striking "10 percent" and all that follows through "section 104(b)(3) for a fiscal year" and inserting the following: "In a fiscal year, the greater of 10 percent of the funds apportioned to a State under section 104(b)(3) for such fiscal year, or the amount set aside under this paragraph with respect to the State for fiscal year 2005,".

(d) OBLIGATION AUTHORITY.—Section 133(f)(1) of such title is amended—

(1) by striking "1998 through 2000" and inserting "2004 through 2006"; and

(2) by striking "2001 through 2003" and inserting "2007 through 2009".

Effective date.

23 USC 133.

(e) TECHNICAL CORRECTION.—Effective June 9, 1998, section 1108(e) of the Transportation Equity Act for the 21st Century (112 Stat. 140) is amended by striking "Section 133" and inserting "Section 133(f)".

**SEC. 1114. HIGHWAY BRIDGE PROGRAM.**

(a) FINDING AND DECLARATION.—Section 144(a) of title 23, United States Code, is amended to read as follows:

"(a) FINDING AND DECLARATION.—Congress finds and declares that it is in the vital interest of the United States that a highway bridge program be carried out to enable States to improve the condition of their highway bridges over waterways, other topographical barriers, other highways, and railroads through replacement and rehabilitation of bridges that the States and the Secretary determine are structurally deficient or functionally obsolete and through systematic preventive maintenance of bridges.".

(b) PARTICIPATION.—Section 144(d) of such title is amended to read as follows:

"(d) PARTICIPATION.—

"(1) BRIDGE REPLACEMENT AND REHABILITATION.—On application by a State or States to the Secretary for assistance for a highway bridge that has been determined to be eligible for replacement or rehabilitation under subsection (b) or (c), the Secretary may approve Federal participation in—

"(A) replacing the bridge with a comparable facility; or

"(B) rehabilitating the bridge.

"(2) TYPES OF ASSISTANCE.—On application by a State or States to the Secretary, the Secretary may approve Federal assistance for any of the following activities for a highway bridge that has been determined to be eligible for replacement or rehabilitation under subsection (b) or (c):

"(A) Painting.

"(B) Seismic retrofit.

"(C) Systematic preventive maintenance.

"(D) Installation of scour countermeasures.

"(E) Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions.

"(3) BASIS FOR DETERMINATION.—The Secretary shall determine the eligibility of highway bridges for replacement or rehabilitation for each State based on structurally deficient and functionally obsolete highway bridges in the State.

"(4) SPECIAL RULE FOR PREVENTIVE MAINTENANCE.—Notwithstanding any other provision of this subsection, a State may carry out a project under paragraph (2)(B), (2)(C), or (2)(D) for a highway bridge without regard to whether the bridge is eligible for replacement or rehabilitation under this section.".

(c) APPORTIONMENT OF FUNDS.—Section 144(e) of such title is amended—

(1) in the third sentence by striking "square footage" and inserting "deck area";

(2) in the fourth sentence by striking "the total cost of deficient bridges in a State and in all States shall be reduced by the total cost of any highway bridges constructed under subsection (m) in such State, relating to replacement of destroyed bridges and ferryboat services, and,"; and

(3) in the seventh sentence by striking "for the same period as funds apportioned for projects on the Federal-aid primary system under this title" and inserting "for the period specified in section 118(b)(2)".

(d) OFF-SYSTEM BRIDGES.—Section 144(g)(3) of such title is amended to read as follows:

"(3) OFF-SYSTEM BRIDGES.—

"(A) IN GENERAL.—Not less than 15 percent of the amount apportioned to each State in each of fiscal years 2005 through 2009 shall be expended for projects to replace, rehabilitate, paint, perform systematic preventive maintenance or seismic retrofit of, or apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions to, or install scour countermeasures to, highway bridges located on public roads, other than those on a

Federal-aid highway, or to complete the Warwick Intermodal Station (including the construction of a people mover between the Station and the T.F. Green Airport).

"(B) REDUCTION OF EXPENDITURES.—The Secretary, after consultation with State and local officials, may reduce the requirement for expenditure for bridges not on a Federal-aid highway under subparagraph (A) with respect to the State if the Secretary determines that the State has inadequate needs to justify the expenditure.".

(e) BRIDGE SET-ASIDE.—

23 USC 144.

(1) FISCAL YEAR 2005.—Section 144(g)(1)(C) of such title is amended—

(A) in the subsection heading by striking "2003" and inserting "2005"; and

(B) in the first sentence by striking "2003" and inserting "2005".

Effective date.

(2) FISCAL YEARS 2006 THROUGH 2009.—Effective October 1, 2005, section 144(g) of such title (as amended by subsection (d) of this section) is amended—

(A) by striking the subsection designation and all that follows through the period at the end of paragraph (2) and inserting the following:

"(g) BRIDGE SET-ASIDES.—

"(1) DESIGNATED PROJECTS.—

"(A) IN GENERAL.—Of the amounts authorized to be appropriated to carry out the bridge program under this section for each of the fiscal years 2006 through 2009, all but $100,000,000 shall be apportioned as provided in subsection (e). Such $100,000,000 shall be available as follows:

"(i) $12,500,000 per fiscal year for the Golden Gate Bridge.

"(ii) $18,750,000 per fiscal year for the construction of a bridge joining the Island of Gravina to the community of Ketchikan in Alaska.

"(iii) $12,500,000 per fiscal year to the State of Nevada for construction of a replacement of the federally owned bridge over the Hoover Dam in the Lake Mead National Recreation Area.

"(iv) $12,500,000 per fiscal year to the State of Missouri for construction of a structure over the Mississippi River to connect the City of St. Louis, Missouri, to the State of Illinois.

"(v) $12,500,000 per fiscal year for replacement and reconstruction of State maintained bridges in the State of Oklahoma.

"(vi) $4,500,000 per fiscal year for replacement of the Missisquoi Bay Bridge, Vermont.

"(vii) $8,000,000 per fiscal year for replacement and reconstruction of State-maintained bridges in the State of Vermont.

"(viii) $8,750,000 per fiscal year for design, planning, and right-of-way acquisition for the Interstate Route 74 bridge from Bettendorf, Iowa, to Moline, Illinois.

"(ix) $10,000,000 per fiscal year for replacement and reconstruction of State-maintained bridges in the State of Oregon.

"(B) GRAVINA ACCESS SCORING.—The project described in subparagraph (A)(ii) shall not be counted for purposes of the reduction set forth in the fourth sentence of subsection (e).

"(C) PERIOD OF AVAILABILITY.—Amounts made available to a State under this paragraph shall remain available until expended.";

(B) by striking paragraph (2); and

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

(f) CONTINUATION OF REPORT; FEDERAL SHARE.—Section 144 of such title is amended by adding at the end the following:

"(r) ANNUAL MATERIALS REPORT ON NEW BRIDGE CONSTRUCTION AND BRIDGE REHABILITATION.—Not later than 1 year after the date of enactment of this subsection, and annually thereafter, the Secretary shall publish in the Federal Register a report describing construction materials used in new Federal-aid bridge construction and bridge rehabilitation projects.

Federal Register, publication.

"(s) FEDERAL SHARE.—

"(1) IN GENERAL.—Except as provided under paragraph (2), the Federal share of the cost of a project payable from funds made available to carry out this section shall be determined under section 120(b).

"(2) INTERSTATE SYSTEM.—The Federal share of the cost of a project on the Interstate System payable from funds made available to carry out this section shall be determined under section 120(a).".

(g) TECHNICAL AMENDMENT.—Section 144(i) of such title is amended by striking "at the same time" and all that follows through "Congress".

**SEC. 1115. HIGHWAY USE TAX EVASION PROJECTS.**

(a) ELIGIBLE ACTIVITIES.—

(1) INTERGOVERNMENTAL ENFORCEMENT EFFORTS.—Section 143(b)(2) of title 23, United States Code, is amended by inserting before the period the following: "; except that of funds so made available for each of fiscal years 2005 through 2009, $2,000,000 shall be available only to carry out intergovernmental enforcement efforts, including research and training".

(2) CONDITIONS ON FUNDS ALLOCATED TO INTERNAL REVENUE SERVICE.—Section 143(b)(3) of such title is amended by striking "The" and inserting "Except as otherwise provided in this section, the".

(3) LIMITATION ON USE OF FUNDS.—Section 143(b)(4) of such title is amended—

(A) by striking "and" at the end of subparagraph (F);

(B) by striking the period at the end of subparagraph (G) and inserting a semicolon; and

(C) by adding at the end the following:

"(H) to support efforts between States and Indian tribes to address issues relating to State motor fuel taxes; and

"(I) to analyze and implement programs to reduce tax evasion associated with foreign imported fuel.".

(4) REPORTS.—Section 143(b) of such title is amended by adding at the end the following:

"(9) REPORTS.—The Commissioner of the Internal Revenue Service and each State shall submit to the Secretary an annual report that describes the projects, examinations, and criminal investigations funded by and carried out under this section. Such report shall specify the estimated annual yield from such projects, examinations, and criminal investigations.".

(b) EXCISE FUEL REPORTING SYSTEM.—Section 143(c) of such title is amended to read as follows:

"(c) EXCISE TAX FUEL REPORTING.—

Deadline.
Memorandum.

"(1) IN GENERAL.—Not later than 90 days after the date of enactment of the SAFETEA–LU, the Secretary shall enter into a memorandum of understanding with the Commissioner of the Internal Revenue Service for the purposes of—

"(A) the additional development of capabilities needed to support new reporting requirements and databases established under such Act and the American Jobs Creation Act of 2004 (Public Law 108–357), and such other reporting requirements and database development as may be determined by the Secretary, in consultation with the Commissioner of the Internal Revenue Service, to be useful in the enforcement of fuel excise taxes, including provisions recommended by the Fuel Tax Enforcement Advisory Committee,

"(B) the completion of requirements needed for the electronic reporting of fuel transactions from carriers and terminal operators,

"(C) the operation and maintenance of an excise summary terminal activity reporting system and other systems used to provide strategic analyses of domestic and foreign motor fuel distribution trends and patterns,

"(D) the collection, analysis, and sharing of information on fuel distribution and compliance or noncompliance with fuel taxes, and

"(E) the development, completion, operation, and maintenance of an electronic claims filing system and database and an electronic database of heavy vehicle highway use payments.

"(2) ELEMENTS OF MEMORANDUM OF UNDERSTANDING.—The memorandum of understanding shall provide that—

"(A) the Internal Revenue Service shall develop and maintain any system under paragraph (1) through contracts,

"(B) any system under paragraph (1) shall be under the control of the Internal Revenue Service, and

"(C) any system under paragraph (1) shall be made available for use by appropriate State and Federal revenue, tax, and law enforcement authorities, subject to section 6103 of the Internal Revenue Code of 1986.

"(3) FUNDING.—Of the amounts made available to carry out this section for each of fiscal years 2005 through 2009, the Secretary shall make available to the Internal Revenue Service such funds as may be necessary to complete, operate, and maintain the systems under paragraph (1) in accordance with this subsection.

"(4) REPORTS.—Not later than September 30 of each year, the Commissioner of the Internal Revenue Service shall provide

reports to the Secretary on the status of the Internal Revenue Service projects funded under this subsection.".

(c) ALLOCATIONS.—Of the amounts authorized to be appropriated under section 1101(a)(21) of this Act for highway use tax evasion projects for each of the fiscal years 2005 through 2009, the following amounts shall be allocated to the Internal Revenue Service to carry out section 143 of title 23, United States Code:

(1) $5,000,000 for fiscal year 2005.

(2) $44,800,000 for fiscal year 2006.

(3) $53,300,000 for fiscal year 2007.

(4) $12,000,000 for each of fiscal years 2008 and 2009.

**SEC. 1116. APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM.**

(a) APPORTIONMENT.—The Secretary shall apportion funds made available by section 1101(a)(7) of this Act for fiscal years 2005 through 2009 among the States based on the latest available cost to complete estimate for the Appalachian development highway system under section 14501 of title 40, United States Code.

(b) APPLICABILITY OF TITLE 23.—Funds made available by section 1101(a)(7) of this Act for the Appalachian development highway system shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project under this section shall be determined in accordance with section 14501 of title 40, United States Code, and such funds shall be available to construct highways and access roads under such section and shall remain available until expended.

(c) USE OF TOLL CREDITS.—Section 120(j)(1) of title 23, United States Code, is amended by inserting "and the Appalachian development highway system program under section 14501 of title 40" after "section 125".

**SEC. 1117. TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM.**

23 USC 101 note.

(a) ESTABLISHMENT.—In cooperation with appropriate State, tribal, regional, and local governments, the Secretary shall establish a comprehensive program to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships.

(b) PURPOSE.—Through the program under this section, the Secretary shall facilitate the planning, development, and implementation of strategies to integrate transportation, community, and system preservation plans and practices that address one or more of the following:

(1) Improve the efficiency of the transportation system of the United States.

(2) Reduce the impacts of transportation on the environment.

(3) Reduce the need for costly future investments in public infrastructure.

(4) Provide efficient access to jobs, services, and centers of trade.

(5) Examine community development patterns and identify strategies to encourage private sector development that achieves the purposes identified in paragraphs (1) through (4).

(c) GENERAL AUTHORITY.—The Secretary shall allocate funds made available to carry out this section to States, metropolitan

planning organizations, local governments, and tribal governments to carry out eligible projects to integrate transportation, community, and system preservation plans and practices.

(d) ELIGIBILITY.—A project described in subsection (c) is an eligible project under this section if the project—

(1) is eligible for assistance under title 23 or chapter 53 of title 49, United States Code; or

(2) is to conduct any other activity relating to transportation, community, and system preservation that the Secretary determines to be appropriate, including corridor preservation activities that are necessary to implement one or more of the following:

(A) Transit-oriented development plans.

(B) Traffic calming measures.

(C) Other coordinated transportation, community, and system preservation practices.

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

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

(A) are coordinated with State and local preservation or development plans, including transit-oriented development plans;

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

(C) promote innovative private sector strategies;

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

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

(B) urban growth boundaries to guide metropolitan expansion;

(C) "green corridors" programs that provide access to major highway corridors for areas targeted for efficient and compact development; or

(D) other similar programs or policies as determined by the Secretary;

(3) have preservation or development policies that include a mechanism for reducing potential impacts of transportation activities on the environment;

(4) demonstrate a commitment to public and private involvement, including the involvement of nontraditional partners in the project team; and

(5) examine ways to encourage private sector investments that address the purposes of this section.

(f) EQUITABLE DISTRIBUTION.—In allocating funds to carry out this section, the Secretary shall ensure the equitable distribution of funds to a diversity of populations and geographic regions.

(g) FUNDING.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $25,000,000 for fiscal year 2005 and $61,250,000 for each of fiscal years 2006 through 2009.

(2) CONTRACT AUTHORITY.—Funds made available to carry out 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 such funds shall not be transferable, and the Federal share for projects and activities carried out with such funds shall be determined in accordance with section 120(b) of title 23, United States Code.

(h) CONFORMING AMENDMENT.—Section 1221 of the Transportation Equity Act for the 21st Century (23 U.S.C. 101 note; 112 Stat. 221) is repealed.

**SEC. 1118. TERRITORIAL HIGHWAY PROGRAM.**

(a) IN GENERAL.—Chapter 2 of title 23, United States Code, is amended by striking section 215 and inserting the following:

**"§ 215. Territorial highway program**

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

"(1) PROGRAM.—The term 'program' means the territorial highway program established under subsection (b).

"(2) TERRITORY.—The term 'territory' means any of the following territories of the United States:

"(A) American Samoa.

"(B) The Commonwealth of the Northern Mariana Islands.

"(C) Guam.

"(D) The United States Virgin Islands.

"(b) PROGRAM.—

"(1) IN GENERAL.—Recognizing the mutual benefits that will accrue to the territories and the United States from the improvement of highways in the territories, the Secretary may carry out a program to assist each government of a territory in the construction and improvement of a system of arterial and collector highways, and necessary inter-island connectors, that is—

"(A) designated by the Governor or chief executive officer of each territory; and

"(B) approved by the Secretary.

"(2) FEDERAL SHARE.—The Federal share of Federal financial assistance provided to territories under this section shall be in accordance with section 120(h).

"(c) TECHNICAL ASSISTANCE.—

"(1) IN GENERAL.—To continue a long-range highway development program, the Secretary may provide technical assistance to the governments of the territories to enable the territories to, on a continuing basis—

"(A) engage in highway planning;

"(B) conduct environmental evaluations;

"(C) administer right-of-way acquisition and relocation assistance programs; and

"(D) design, construct, operate, and maintain a system of arterial and collector highways, including necessary inter-island connectors.

"(2) FORM AND TERMS OF ASSISTANCE.—Technical assistance provided under paragraph (1), and the terms for the sharing

of information among territories receiving the technical assistance, shall be included in the agreement required by subsection (e).

"(d) NONAPPLICABILITY OF CERTAIN PROVISIONS.—

"(1) IN GENERAL.—Except to the extent that provisions of chapter 1 are determined by the Secretary to be inconsistent with the needs of the territories and the intent of the program, chapter 1 (other than provisions of chapter 1 relating to the apportionment and allocation of funds) shall apply to funds authorized to be appropriated for the program.

"(2) APPLICABLE PROVISIONS.—The agreement required by subsection (e) for each territory shall identify the sections of chapter 1 that are applicable to that territory and the extent of the applicability of those sections.

"(e) AGREEMENT.—

Deadline.

"(1) IN GENERAL.—Except as provided in paragraph (4), none of the funds made available for the program shall be available for obligation or expenditure with respect to any territory until the chief executive officer of the territory enters into an agreement with the Secretary (not later than 1 year after the date of enactment of SAFETEA–LU), providing that the government of the territory shall—

"(A) implement the program in accordance with applicable provisions of chapter 1 and subsection (d);

"(B) design and construct a system of arterial and collector highways, including necessary inter-island connectors, in accordance with standards that are—

"(i) appropriate for each territory; and

"(ii) approved by the Secretary;

"(C) provide for the maintenance of facilities constructed or operated under this section in a condition to adequately serve the needs of present and future traffic; and

"(D) implement standards for traffic operations and uniform traffic control devices that are approved by the Secretary.

"(2) TECHNICAL ASSISTANCE.—The agreement required by paragraph (1) shall—

"(A) specify the kind of technical assistance to be provided under the program;

"(B) include appropriate provisions regarding information sharing among the territories; and

"(C) delineate the oversight role and responsibilities of the territories and the Secretary.

"(3) REVIEW AND REVISION OF AGREEMENT.—The agreement entered into under paragraph (1) shall be reevaluated and, as necessary, revised, at least every 2 years.

"(4) EXISTING AGREEMENTS.—With respect to an agreement under the section between the Secretary and the chief executive officer of a territory that is in effect as of the date of enactment of the SAFETEA–LU—

"(A) the agreement shall continue in force until replaced by an agreement entered into in accordance with paragraph (1); and

"(B) amounts made available for the program under the existing agreement shall be available for obligation

or expenditure so long as the agreement, or the existing agreement entered into under paragraph (1), is in effect.

"(f) PERMISSIBLE USES OF FUNDS.—

"(1) IN GENERAL.—Funds made available for the program may be used only for the following projects and activities carried out in a territory:

"(A) Eligible surface transportation program projects described in section 133(b).

"(B) Cost-effective, preventive maintenance consistent with section 116(d).

"(C) Ferry boats, terminal facilities, and approaches, in accordance with subsections (b) and (c) of section 129.

"(D) Engineering and economic surveys and investigations for the planning, and the financing, of future highway programs.

"(E) Studies of the economy, safety, and convenience of highway use.

"(F) The regulation and equitable taxation of highway use.

"(G) Such research and development as are necessary in connection with the planning, design, and maintenance of the highway system.

"(2) PROHIBITION ON USE OF FUNDS FOR ROUTINE MAINTENANCE.—None of the funds made available for the program shall be obligated or expended for routine maintenance.

"(g) LOCATION OF PROJECTS.—Territorial highway projects (other than those described in paragraphs (1), (3), and (4) of section 133(b)) may not be undertaken on roads functionally classified as local.".

(b) CONFORMING AMENDMENTS.—

(1) ELIGIBLE PROJECTS.—Section 103(b) of such title is amended—

(A) in the heading for paragraph (6) by striking "ELIGIBLE" and inserting "STATE ELIGIBLE";

(B) in paragraph (6) by striking subparagraph (P); and

(C) by adding at the end the following:

"(7) TERRITORY ELIGIBLE PROJECTS.—Subject to approval by the Secretary, funds set aside for this program under section 104(b)(1) for the National Highway System may be obligated for projects eligible for assistance under the territorial highway program under section 215.".

(2) FUNDING.—Section 104(b)(1)(A) of such title is amended by striking "to the Virgin Islands, Guam, American Samoa, and the Commonwealth of Northern Mariana Islands" and inserting "for the territorial highway program under section 215".

(3) CLERICAL AMENDMENT.—The analysis for chapter 2 of such title is amended by striking the item relating to section 215 and inserting the following:

"215. Territorial highway program.".

**SEC. 1119. FEDERAL LANDS HIGHWAYS.**

(a) FEDERAL SHARE PAYABLE.—

(1) IN GENERAL.—Section 120(k) of title 23, United States Code, is amended—

(A) by striking "Federal-aid highway"; and

(B) by striking "section 104" and inserting "this title or chapter 53 of title 49".

(2) TECHNICAL REFERENCES.—Section 120(l) of such title is amended by striking "section 104" and inserting "this title or chapter 53 of title 49".

(b) PAYMENTS TO FEDERAL AGENCIES FOR FEDERAL-AID PROJECTS.—Section 132 of such title is amended—

(1) by striking the first two sentences and inserting the following:

"(a) IN GENERAL.—In a case in which a proposed Federal-aid project is to be undertaken by a Federal agency in accordance with an agreement between a State and the Federal agency, the State may—

"(1) direct the Secretary to transfer the funds for the Federal share of the project directly to the Federal agency; or

"(2) make such deposit with, or payment to, the Federal agency as is required to meet the obligation of the State under the agreement for the work undertaken or to be undertaken by the Federal agency.

"(b) REIMBURSEMENT.—On execution with a State of a project agreement described in subsection (a), the Secretary may reimburse the State, using any available funds, for the estimated Federal share under this title of the obligation of the State deposited or paid under subsection (a)(2).."; and

(2) in the last sentence by striking "Any sums" and inserting the following:

"(c) RECOVERY AND CREDITING OF FUNDS.—Any sums".

(c) ALLOCATIONS.—Section 202 of such title is amended—

(1) in subsection (a) by striking "(a) On October 1" and all that follows through "Such allocation" and inserting the following:

"(a) ALLOCATION BASED ON NEED.—

Effective date.

"(1) IN GENERAL.—On October 1 of each fiscal year, the Secretary shall allocate sums authorized to be appropriated for the fiscal year for forest development roads and trails according to the relative needs of the various national forests and grasslands.

"(2) PLANNING.—The allocation under paragraph (1)";

(2) in subsection (d)(2)—

(A) by adding at the end the following:

"(E) TRANSFERRED FUNDS.—

Deadline.

"(i) IN GENERAL.—Not later than 30 days after the date on which funds are made available to the Secretary of the Interior under this paragraph, the funds shall be distributed to, and available for immediate use by, the eligible Indian tribes, in accordance with the formula for distribution of funds under the Indian reservation roads program.

"(ii) USE OF FUNDS.—Notwithstanding any other provision of this section, funds available to Indian tribes for Indian reservation roads shall be expended on projects identified in a transportation improvement program approved by the Secretary."; and

(B) in subsection (d)(3)(A) by striking "under this title" and inserting "under this chapter and section 125(e)".

(d) FEDERAL LANDS HIGHWAYS PROGRAM.—Section 202 of such title is amended by striking subsection (b) and inserting the following:

"(b) ALLOCATION FOR PUBLIC LANDS HIGHWAYS.—

"(1) PUBLIC LANDS HIGHWAYS.—

"(A) IN GENERAL.—On October 1 of each fiscal year, the Secretary shall allocate 34 percent of the sums authorized to be appropriated for that fiscal year for public lands highways among those States having unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations, on the basis of need in the States, respectively, as determined by the Secretary, on application of the State transportation departments of the respective States. Effective date.

"(B) PREFERENCE.—In making the allocation under subparagraph (A), the Secretary shall give preference to those projects that are significantly impacted by Federal land and resource management activities that are proposed by a State that contains at least 3 percent of the total public land in the United States.

"(2) FOREST HIGHWAYS.—

"(A) IN GENERAL.—On October 1 of each fiscal year, the Secretary shall allocate 66 percent of the funds authorized to be appropriated for public lands highways for forest highways in accordance with section 134 of the Federal-Aid Highway Act of 1987 (23 U.S.C. 202 note; 101 Stat. 173). Effective date.

"(B) PUBLIC ACCESS TO AND WITHIN NATIONAL FOREST SYSTEM.—In making the allocation under subparagraph (A), the Secretary shall give equal consideration to projects that provide access to and within the National Forest System, as identified by the Secretary of Agriculture through—

"(i) renewable resource and land use planning; and

"(ii) assessments of the impact of that planning on transportation facilities.".

(e) BIA ADMINISTRATIVE EXPENSES.—Section 202(d)(2) of such title (as amended by subsection (c)(2) of this section) is amended by adding at the end the following:

"(F) ADMINISTRATIVE EXPENSES.—

"(i) IN GENERAL.—Of the funds authorized to be appropriated for Indian reservation roads, $20,000,000 for fiscal year 2006, $22,000,000 for fiscal year 2007, $24,500,000 for fiscal year 2008, and $27,000,000 for fiscal year 2009 may be used by the Secretary of the Interior for program management and oversight and project-related administrative expenses.

"(ii) HEALTH AND SAFETY ASSURANCES.—Notwithstanding any other provision of law, an Indian tribal government may approve plans, specifications, and estimates and commence road and bridge construction with funds made available for Indian reservation roads under the Transportation Equity Act for the 21st Century (Public Law 105–178) and SAFETEA–LU through a contract or agreement under the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450b et seq.) if the Indian tribal government—

"(I) provides assurances in the contract or agreement that the construction will meet or exceed applicable health and safety standards;

"(II) obtains the advance review of the plans and specifications from a State-licensed civil engineer that has certified that the plans and specifications meet or exceed the applicable health and safety standards; and

"(III) provides a copy of the certification under subclause (I) to the Deputy Assistant Secretary for Tribal Government Affairs or the Assistant Secretary for Indian Affairs, as appropriate.".

(f) NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY.—Section 202(d)(2) of such title (as amended by subsection (e)) is amended by adding at the end the following:

"(G) NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY.—

Deadline.

"(i) IN GENERAL.—Not later than 2 years after the date of enactment of the SAFETEA–LU, the Secretary, in cooperation with the Secretary of the Interior, shall complete a comprehensive national inventory of transportation facilities that are eligible for assistance under the Indian reservation roads program.

"(ii) TRANSPORTATION FACILITIES INCLUDED IN THE INVENTORY.—For purposes of identifying the tribal transportation system and determining the relative transportation needs among Indian tribes, the Secretary shall include, at a minimum, transportation facilities that are eligible for assistance under the Indian reservation roads program that a tribe has requested, including facilities that—

"(I) were included in the Bureau of Indian Affairs system inventory for funding formula purposes in 1992 or any subsequent fiscal year;

"(II) were constructed or reconstructed with funds from the Highway Trust Funds (other than the Mass Transit Account) under the Indian reservation roads program since 1983;

"(III) are owned by an Indian tribal government; or

"(IV) are community streets or bridges within the exterior boundary of Indian reservations, Alaska Native villages, and other recognized Indian communities (including communities in former Indian reservations in Oklahoma) in which the majority of residents are American Indians or Alaska Natives; or

"(V) are primary access routes proposed by tribal governments, including roads between villages, roads to landfills, roads to drinking water sources, roads to natural resources identified for economic development, and roads that provide access to intermodal termini, such as airports, harbors, or boat landings.

"(iii) LIMITATION ON PRIMARY ACCESS ROUTES.—For purposes of this subparagraph, a proposed primary

access route is the shortest practicable route connecting 2 points of the proposed route.

"(iv) ADDITIONAL FACILITIES.—Nothing in this subparagraph shall preclude the Secretary from including additional transportation facilities that are eligible for funding under the Indian reservation roads program in the inventory used for the national funding allocation if such additional facilities are included in the inventory in a uniform and consistent manner nationally.

"(v) REPORT TO CONGRESS.—Not later than 90 days after the date of completion of the inventory under this subparagraph, the Secretary shall prepare and submit a report to Congress that includes the data gathered and the results of the inventory.".

(g) INDIAN RESERVATION ROAD BRIDGES.—Section 202(d)(4) of such title is amended—

(1) in subparagraph (B)—

(A) by striking "(B) RESERVATION.—Of the amounts" and all that follows through "to replace," and inserting the following:

"(B) FUNDING.—

"(i) AUTHORIZATION OF APPROPRIATIONS.—In addition to any other funds made available for Indian reservation roads for each fiscal year, there is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) $14,000,000 for each of fiscal years 2005 through 2009 to carry out planning, design, engineering, preconstruction, construction, and inspection of projects to replace,"; and

(B) by adding at the end the following:

"(ii) AVAILABILITY.—Funds made available to carry out this subparagraph shall be available for obligation in the same manner as if such funds were apportioned under chapter 1.";

(2) in subparagraph (C) by striking clause (iii) and inserting the following:

"(iii) be structurally deficient or functionally obsolete; and"; and

(3) by striking subparagraph (D) and inserting the following:

"(D) APPROVAL REQUIREMENT.—

"(i) IN GENERAL.—Subject to clause (ii), on request by an Indian tribe or the Secretary of the Interior, the Secretary may make funds available under this subsection for preliminary engineering for Indian reservation road bridge projects.

"(ii) CONSTRUCTION AND CONSTRUCTION ENGINEERING.—The Secretary may make funds available under clause (i) for construction and construction engineering after approval of applicable plans, specifications, and estimates in accordance with this title.".

(4) CONTRACTS AND AGREEMENTS WITH INDIAN TRIBES.—Section 202(d) of such title is amended by adding at the end the following:

"(5) CONTRACTS AND AGREEMENTS WITH INDIAN TRIBES.—

"(A) IN GENERAL.—Notwithstanding any other provision of law or any interagency agreement, program guideline, manual, or policy directive, all funds made available to an Indian tribal government under this chapter for a highway, road, bridge, parkway, or transit facility program or project that is located on an Indian reservation or provides access to the reservation or a community of the Indian tribe shall be made available, on the request of the Indian tribal government, to the Indian tribal government for use in carrying out, in accordance with the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450 et seq.), contracts and agreements for the planning, research, design, engineering, construction, and maintenance relating to the program or project.

"(B) EXCLUSION OF AGENCY PARTICIPATION.—In accordance with subparagraph (A), all funds for a program or project to which subparagraph (A) applies shall be paid to the Indian tribal government without regard to the organizational level at which the Department of the Interior has previously carried out, or the Department of Transportation has previously carried out under the Federal lands highway programs, the programs, functions, services, or activities involved.

"(C) CONSORTIA.—Two or more Indian tribes that are otherwise eligible to participate in a program or project to which this chapter applies may form a consortium to be considered as a single Indian tribe for the purpose of participating in the project under this section.

"(D) SECRETARY AS SIGNATORY.—Notwithstanding any other provision of law, the Secretary is authorized to enter into a funding agreement with an Indian tribal government to carry out a highway, road, bridge, parkway, or transit program or project under subparagraph (A) that is located on an Indian reservation or provides access to the reservation or a community of the Indian tribe.

"(E) FUNDING.—The amount an Indian tribal government receives for a program or project under subparagraph (A) shall equal the sum of the funding that the Indian tribal government would otherwise receive for the program or project in accordance with the funding formula established under this subsection and such additional amounts as the Secretary determines equal the amounts that would have been withheld for the costs of the Bureau of Indian Affairs for administration of the program or project.

"(F) ELIGIBILITY.—

"(i) IN GENERAL.—Subject to clause (ii), funds may be made available under subparagraph (A) to an Indian tribal government for a program or project in a fiscal year only if the Indian tribal government requesting such funds demonstrates to the satisfaction of the Secretary financial stability and financial management capability during the 3 fiscal years immediately preceding the fiscal year for which the request is being made.

"(ii) CRITERIA FOR DETERMINING FINANCIAL STABILITY AND FINANCIAL MANAGEMENT CAPABILITY.—An Indian tribal government that had no uncorrected

significant and material audit exceptions in the required annual audit of the Indian tribal government self-determination contracts or self-governance funding agreements with any Federal agency during the 3-fiscal year period referred in clause (i) shall be conclusive evidence of the financial stability and financial management capability for purposes of clause (i).

"(G) ASSUMPTION OF FUNCTIONS AND DUTIES.—An Indian tribal government receiving funding under subparagraph (A) for a program or project shall assume all functions and duties that the Secretary of the Interior would have performed with respect to a program or project under this chapter, other than those functions and duties that inherently cannot be legally transferred under the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450b et seq.).

"(H) POWERS.—An Indian tribal government receiving funding under subparagraph (A) for a program or project shall have all powers that the Secretary of the Interior would have exercised in administering the funds transferred to the Indian tribal government for such program or project under this section if the funds had not been transferred, except to the extent that such powers are powers that inherently cannot be legally transferred under the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450b et seq.).

"(I) DISPUTE RESOLUTION.—In the event of a disagreement between the Secretary or the Secretary of the Interior and an Indian tribe over whether a particular function, duty, or power may be lawfully transferred under the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450b et seq.), the Indian tribe shall have the right to pursue all alternative dispute resolutions and appeal procedures authorized by such Act, including regulations issued to carry out such Act.

"(J) TERMINATION OF CONTRACT OR AGREEMENT.—On the date of the termination of a contract or agreement under this section by an Indian tribal government, the Secretary shall transfer all funds that would have been allocated to the Indian tribal government under the contract or agreement to the Secretary of the Interior to provide continued transportation services in accordance with applicable law.".

(h) PLANNING AND AGENCY COORDINATION.—Section 204 of such title is amended—

(1) in subsection (a)(1) by inserting "refuge roads," after "parkways,"; and

(2) by striking subsection (b) and inserting the following: "(b) USE OF FUNDS.—

"(1) IN GENERAL.—Funds made available for public lands highways, park roads and parkways, and Indian reservation roads shall be used by the Secretary and the Secretary of the appropriate Federal land management agency to pay the cost of—

"(A) transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit

facilities located on public lands, national parks, and Indian reservations; and

"(B) operation and maintenance of transit facilities located on public lands, national parks, and Indian reservations.

"(2) CONTRACT.—In connection with an activity described in paragraph (1), the Secretary and the Secretary of the appropriate Federal land management agency may enter into a contract or other appropriate agreement with respect to such activity with—

"(A) a State (including a political subdivision of a State); or

"(B) an Indian tribe.

"(3) INDIAN RESERVATION ROADS.—In the case of an Indian reservation road—

"(A) Indian labor may be employed, in accordance with such rules and regulations as may be promulgated by the Secretary of the Interior, to carry out any construction or other activity described in paragraph (1); and

"(B) funds made available to carry out this section may be used to pay bridge preconstruction costs (including planning, design, and engineering).

"(4) FEDERAL EMPLOYMENT.—No maximum limitation on Federal employment shall be applicable to construction or improvement of Indian reservation roads.

"(5) AVAILABILITY OF FUNDS.—Funds made available under this section for each class of Federal lands highways shall be available for any transportation project eligible for assistance under this title that is within or adjacent to, or that provides access to, the areas served by the particular class of Federal lands highways.

"(6) RESERVATION OF FUNDS.—The Secretary of the Interior may reserve funds from administrative funds of the Bureau of Indian Affairs that are associated with the Indian reservation roads program to finance Indian technical centers under section 504(b).".

(i) MAINTENANCE OF INDIAN RESERVATION ROADS.—Section 204(c) of such title is amended by striking the second and third sentences and inserting the following: "Notwithstanding any other provision of this title, of the amount of funds allocated for Indian reservation roads from the Highway Trust Fund, not more than 25 percent of the funds allocated to an Indian tribe may be expended for the purpose of maintenance, excluding road sealing which shall not be subject to any limitation. The Bureau of Indian Affairs shall continue to retain primary responsibility, including annual funding request responsibility, for road maintenance programs on Indian reservations. The Secretary shall ensure that funding made available under this subsection for maintenance of Indian reservation roads for each fiscal year is supplementary to and not in lieu of any obligation of funds by the Bureau of Indian Affairs for road maintenance programs on Indian reservations.".

(j) REFUGE ROADS.—Section 204(k)(1) of such title is amended—

(1) in subparagraph (B)—

(A) by striking "(2), (5)," and inserting "(2), (3), (5),"; and

(B) by striking "and" after the semicolon;

(2) in subparagraph (C) by striking the period at the end and inserting a semicolon; and

(3) by adding at the end the following:

"(D) the non-Federal share of the cost of any project funded under this title or chapter 53 of title 49 that provides access to or within a wildlife refuge; and

"(E) maintenance and improvement of recreational trails; except that expenditures on trails under this subparagraph shall not exceed 5 percent of available funds for each fiscal year.".

(k) TRIBAL-STATE ROAD MAINTENANCE AGREEMENTS.—Section 204 of such title is amended by adding at the end the following:

"(l) TRIBAL-STATE ROAD MAINTENANCE AGREEMENTS.—

"(1) IN GENERAL.—An Indian tribe and a State may enter into a road maintenance agreement under which an Indian tribe assumes the responsibilities of the State for—

"(A) Indian reservation roads; and

"(B) roads providing access to Indian reservation roads.

"(2) TRIBAL-STATE AGREEMENTS.—Agreements entered into under paragraph (1)—

"(A) shall be negotiated between the State and the Indian tribe; and

"(B) shall not require the approval of the Secretary.

"(3) ANNUAL REPORT.—Effective beginning with fiscal year 2005, the Secretary shall prepare and submit to Congress an annual report that identifies— Effective date.

"(A) the Indian tribes and States that have entered into agreements under paragraph (1);

"(B) the number of miles of roads for which Indian tribes have assumed maintenance responsibilities; and

"(C) the amount of funding transferred to Indian tribes for the fiscal year under agreements entered into under paragraph (1).".

(l) DEPUTY ASSISTANT SECRETARY OF TRANSPORTATION FOR TRIBAL GOVERNMENT AFFAIRS.—Section 102 of title 49, United States Code, is amended—

(1) by redesignating subsections (f) and (g) as subsections (g) and (h), respectively; and

(2) by inserting after subsection (e) the following:

"(f) DEPUTY ASSISTANT SECRETARY FOR TRIBAL GOVERNMENT AFFAIRS.—

"(1) ESTABLISHMENT.—In accordance with Federal policies promoting Indian self determination, the Department of Transportation shall have, within the office of the Secretary, a Deputy Assistant Secretary for Tribal Government Affairs appointed by the President to plan, coordinate, and implement the Department of Transportation policy and programs serving Indian tribes and tribal organizations and to coordinate tribal transportation programs and activities in all offices and administrations of the Department and to be a participant in any negotiated rulemaking relating to, or having an impact on, projects, programs, or funding associated with the tribal transportation program. President.

"(2) RESERVATION OF TRUST OBLIGATIONS.—

"(A) RESPONSIBILITY OF SECRETARY.—In carrying out this title, the Secretary shall be responsible to exercise the trust obligations of the United States to Indians and

Indian tribes to ensure that the rights of a tribe or individual Indian are protected.

"(B) PRESERVATION OF UNITED STATES RESPONSIBILITY.—Nothing in this title shall absolve the United States from any responsibility to Indians and Indian tribes, including responsibilities derived from the trust relationship and any treaty, executive order, or agreement between the United States and an Indian tribe.".

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

(1) not to exceed $20,000,000 per fiscal year may be used for the maintenance of forest highways;

(2) not to exceed $1,000,000 per fiscal year may be used for signage identifying public hunting and fishing access; and

(3) not to exceed $10,000,000 per fiscal year shall be used by the Secretary of Agriculture to pay the costs of facilitating the passage of aquatic species beneath roads in the National Forest System, including the costs of constructing, maintaining, replacing, or removing culverts and bridges, as appropriate.

23 USC 401 note.

(n) WILDLIFE VEHICLE COLLISION REDUCTION STUDY.—

(1) IN GENERAL.—The Secretary shall conduct a study of methods to reduce collisions between motor vehicles and wildlife (in this subsection referred to as "wildlife vehicle collisions").

(2) CONTENTS.—

(A) AREAS OF STUDY.—The study shall include an assessment of the causes and impacts of wildlife vehicle collisions and solutions and best practices for reducing such collisions.

(B) METHODS FOR CONDUCTING THE STUDY.—In carrying out the study, the Secretary shall—

(i) conduct a thorough literature review; and

(ii) survey current practices of the Department of Transportation.

(3) CONSULTATION.—In carrying out the study, the Secretary shall consult with appropriate experts in the field of wildlife vehicle collisions.

(4) REPORT.—

(A) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the study.

(B) CONTENTS.—The report shall include a description of each of the following:

(i) Causes of wildlife vehicle collisions.

(ii) Impacts of wildlife vehicle collisions.

(iii) Solutions to and prevention of wildlife vehicle collisions.

(5) MANUAL.—

(A) DEVELOPMENT.—Based upon the results of the study, the Secretary shall develop a best practices manual to support State efforts to reduce wildlife vehicle collisions.

Deadline.

(B) AVAILABILITY.—The manual shall be made available to States not later than 1 year after the date of transmission of the report under paragraph (4).

(C) CONTENTS.—The manual shall include, at a minimum, the following:

(i) A list of best practices addressing wildlife vehicle collisions.

(ii) A list of information, technical, and funding resources for addressing wildlife vehicle collisions.

(iii) Recommendations for addressing wildlife vehicle collisions.

(iv) Guidance for developing a State action plan to address wildlife vehicle collisions.

(6) TRAINING.—Based upon the manual developed under paragraph (5), the Secretary shall develop a training course on addressing wildlife vehicle collisions for transportation professionals.

(o) LIMITATION ON APPLICABILITY.—The requirements of the January 4, 2005, Federal Highway Administration, a final rule on the implementation of the Uniform Relocation Assistance and Real Property Acquisition policy Act of 1970 (42 U.S.C. 4601 et seq.) shall not apply to the voluntary conservation easement activities of the Department of Agriculture or the Department of the Interior.

**SEC. 1120. PUERTO RICO HIGHWAY PROGRAM.**

(a) IN GENERAL.—Subchapter I of chapter 1 of title 23, United States Code, is amended by adding at the end the following:

**"§ 165. Puerto Rico highway program**

"(a) IN GENERAL.—The Secretary shall allocate funds made available to carry out this section for each of fiscal years 2005 through 2009 to the Commonwealth of Puerto Rico to carry out a highway program in the Commonwealth.

"(b) APPLICABILITY OF TITLE.—Amounts made available by section 1101(a)(14) of the SAFETEA–LU shall be available for obligation in the same manner as if such funds were apportioned under this chapter.

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

"(1) APPORTIONMENT.—For the purpose of imposing any penalty under this title or title 49, the amounts shall be treated as being apportioned to Puerto Rico under sections 104(b) and 144, for each program funded under those sections in an amount determined by multiplying—

"(A) the aggregate of the amounts for the fiscal year; by

"(B) the ratio that—

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

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

"(2) PENALTY.—The amounts treated as being apportioned to Puerto Rico under each section referred to in paragraph (1) shall be deemed to be required to be apportioned to Puerto Rico under that section for purposes of the imposition of any penalty under this title or title 49.

"(d) EFFECT ON ALLOCATIONS AND APPORTIONMENTS.—Subject to subsection (c)(2), nothing in this section affects any allocation under section 105 and any apportionment under sections 104 and 144.".

(b) CONFORMING AMENDMENT.—The analysis for subchapter I of chapter 1 of such title is amended by adding at the end the following:

"165. Puerto Rico highway program.".

23 USC 101 note.

(c) DEFINITION OF STATE.—For the purposes of apportioning funds under sections 104, 105, 130, 144, and 206 of title 23, United States Code, and section 1404, relating to the safe routes to school program, the term "State" means any of the 50 States and the District of Columbia.

**SEC. 1121. HOV FACILITIES.**

(a) IN GENERAL.—Subchapter I of chapter 1 of title 23, United States Code (as amended by section 1120 of this Act), is amended by adding at the end the following:

**"§ 166. HOV facilities**

"(a) IN GENERAL.—

"(1) AUTHORITY OF STATE AGENCIES.—A State agency that has jurisdiction over the operation of a HOV facility shall establish the occupancy requirements of vehicles operating on the facility.

"(2) OCCUPANCY REQUIREMENT.—Except as otherwise provided by this section, no fewer than two occupants per vehicle may be required for use of a HOV facility.

"(b) EXCEPTIONS.—

Applicability.

"(1) IN GENERAL.—Notwithstanding the occupancy requirement of subsection (a)(2), the exceptions in paragraphs (2) through (5) shall apply with respect to a State agency operating a HOV facility.

"(2) MOTORCYCLES AND BICYCLES.—

"(A) IN GENERAL.—Subject to subparagraph (B), the State agency shall allow motorcycles and bicycles to use the HOV facility.

"(B) SAFETY EXCEPTION.—

"(i) IN GENERAL.—A State agency may restrict use of the HOV facility by motorcycles or bicycles (or both) if the agency certifies to the Secretary that such use would create a safety hazard and the Secretary accepts the certification.

"(ii) ACCEPTANCE OF CERTIFICATION.—The Secretary may accept a certification under this subparagraph only after the Secretary publishes notice of the certification in the Federal Register and provides an opportunity for public comment.

"(3) PUBLIC TRANSPORTATION VEHICLES.—The State agency may allow public transportation vehicles to use the HOV facility if the agency—

Guidelines.

"(A) establishes requirements for clearly identifying the vehicles; and

Procedures.

"(B) establishes procedures for enforcing the restrictions on the use of the facility by the vehicles.

"(4) HIGH OCCUPANCY TOLL VEHICLES.—The State agency may allow vehicles not otherwise exempt pursuant to this subsection to use the HOV facility if the operators of the vehicles pay a toll charged by the agency for use of the facility and the agency—

"(A) establishes a program that addresses how motorists can enroll and participate in the toll program;

"(B) develops, manages, and maintains a system that will automatically collect the toll; and

"(C) establishes policies and procedures to— Procedures.

"(i) manage the demand to use the facility by varying the toll amount that is charged; and

"(ii) enforce violations of use of the facility.

"(5) LOW EMISSION AND ENERGY-EFFICIENT VEHICLES.—

"(A) INHERENTLY LOW EMISSION VEHICLE.—Before September 30, 2009, the State agency may allow vehicles that are certified as inherently low-emission vehicles pursuant to section 88.311–93 of title 40, Code of Federal Regulations (or successor regulations), and are labeled in accordance with section 88.312–93 of such title (or successor regulations), to use the HOV facility if the agency establishes procedures for enforcing the restrictions on the use of the facility by the vehicles.

"(B) OTHER LOW EMISSION AND ENERGY-EFFICIENT VEHICLES.—Before September 30, 2009, the State agency may allow vehicles certified as low emission and energy-efficient vehicles under subsection (e), and labeled in accordance with subsection (e), to use the HOV facility if the operators of the vehicles pay a toll charged by the agency for use of the facility and the agency—

"(i) establishes a program that addresses the selection of vehicles under this paragraph; and

"(ii) establishes procedures for enforcing the restrictions on the use of the facility by the vehicles. Procedures.

"(C) AMOUNT OF TOLLS.—Under subparagraph (B), a State agency may charge no toll or may charge a toll that is less than tolls charged under paragraph (3).

"(c) REQUIREMENTS APPLICABLE TO TOLLS.—

"(1) IN GENERAL.—Tolls may be charged under paragraphs (4) and (5) of subsection (b) notwithstanding section 301 and, except as provided in paragraphs (2) and (3), subject to the requirements of section 129.

"(2) HOV FACILITIES ON THE INTERSTATE SYSTEM.—Notwithstanding section 129, tolls may be charged under paragraphs (4) and (5) of subsection (b) on a HOV facility on the Interstate System.

"(3) EXCESS TOLL REVENUES.—If a State agency makes a certification under section 129(a)(3) with respect to toll revenues collected under paragraphs (4) and (5) of subsection (b), the State, in the use of toll revenues under that sentence, shall give priority consideration to projects for developing alternatives to single occupancy vehicle travel and projects for improving highway safety.

"(d) HOV FACILITY MANAGEMENT, OPERATION, MONITORING, AND ENFORCEMENT.—

"(1) IN GENERAL.—A State agency that allows vehicles to use a HOV facility under paragraph (4) or (5) of subsection (b) in a fiscal year shall certify to the Secretary that the agency will carry out the following responsibilities with respect to the facility in the fiscal year: Certification.

"(A) Establishing, managing, and supporting a performance monitoring, evaluation, and reporting program for

the facility that provides for continuous monitoring, assessment, and reporting on the impacts that the vehicles may have on the operation of the facility and adjacent highways.

"(B) Establishing, managing, and supporting an enforcement program that ensures that the facility is being operated in accordance with the requirements of this section.

"(C) Limiting or discontinuing the use of the facility by the vehicles if the presence of the vehicles has degraded the operation of the facility.

"(2) DEGRADED FACILITY.—

"(A) DEFINITION OF MINIMUM AVERAGE OPERATING SPEED.—In this paragraph, the term 'minimum average operating speed' means—

"(i) 45 miles per hour, in the case of a HOV facility with a speed limit of 50 miles per hour or greater; and

"(ii) not more than 10 miles per hour below the speed limit, in the case of a HOV facility with a speed limit of less than 50 miles per hour.

"(B) STANDARD FOR DETERMINING DEGRADED FACILITY.—For purposes of paragraph (1), the operation of a HOV facility shall be considered to be degraded if vehicles operating on the facility are failing to maintain a minimum average operating speed 90 percent of the time over a consecutive 180-day period during morning or evening weekday peak hour periods (or both).

"(C) MANAGEMENT OF LOW EMISSION AND ENERGY-EFFICIENT VEHICLES.—In managing the use of HOV lanes by low emission and energy-efficient vehicles that do not meet applicable occupancy requirements, a State agency may increase the percentages described in subsection (f)(3)(B)(i).

Deadline.

"(e) CERTIFICATION OF LOW EMISSION AND ENERGY-EFFICIENT VEHICLES.—Not later than 180 days after the date of enactment of this section, the Administrator of the Environmental Protection Agency shall—

Regulations.

"(1) issue a final rule establishing requirements for certification of vehicles as low emission and energy-efficient vehicles for purposes of this section and requirements for the labeling of the vehicles; and

Guidelines.

"(2) establish guidelines and procedures for making the vehicle comparisons and performance calculations described in subsection (f)(3)(B), in accordance with section 32908(b) of title 49.

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

"(1) ALTERNATIVE FUEL VEHICLE.—The term 'alternative fuel vehicle' means a vehicle that is operating on—

"(A) methanol, denatured ethanol, or other alcohols;

"(B) a mixture containing at least 85 percent of methanol, denatured ethanol, and other alcohols by volume with gasoline or other fuels;

"(C) natural gas;

"(D) liquefied petroleum gas;

"(E) hydrogen;

"(F) coal derived liquid fuels;

"(G) fuels (except alcohol) derived from biological materials;

"(H) electricity (including electricity from solar energy); or

"(I) any other fuel that the Secretary prescribes by regulation that is not substantially petroleum and that would yield substantial energy security and environmental benefits, including fuels regulated under section 490 of title 10, Code of Federal Regulations (or successor regulations).

"(2) HOV FACILITY.—The term 'HOV facility' means a high occupancy vehicle facility.

"(3) LOW EMISSION AND ENERGY-EFFICIENT VEHICLE.—The term 'low emission and energy-efficient vehicle' means a vehicle that—

"(A) has been certified by the Administrator as meeting the Tier II emission level established in regulations prescribed by the Administrator under section 202(i) of the Clean Air Act (42 U.S.C. 7521(i)) for that make and model year vehicle; and

"(B)(i) is certified by the Administrator of the Environmental Protection Agency, in consultation with the manufacturer, to have achieved not less than a 50-percent increase in city fuel economy or not less than a 25-percent increase in combined city-highway fuel economy (or such greater percentage of city or city-highway fuel economy as may be determined by a State under subsection (d)(2)(C)) relative to a comparable vehicle that is an internal combustion gasoline fueled vehicle (other than a vehicle that has propulsion energy from onboard hybrid sources); or

"(ii) is an alternative fuel vehicle.

"(4) PUBLIC TRANSPORTATION VEHICLE.—The term 'public transportation vehicle' means a vehicle that—

"(A) provides designated public transportation (as defined in section 221 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12141) or provides public school transportation (to and from public or private primary, secondary, or tertiary schools); and

"(B)(i) is owned or operated by a public entity;

"(ii) is operated under a contract with a public entity; or

"(iii) is operated pursuant to a license by the Secretary or a State agency to provide motorbus or school vehicle transportation services to the public.

"(5) STATE AGENCY.—

"(A) IN GENERAL.—The term 'State agency', as used with respect to a HOV facility, means an agency of a State or local government having jurisdiction over the operation of the facility.

"(B) INCLUSION.—The term 'State agency' includes a State transportation department.".

(b) CONFORMING AMENDMENTS.—

(1) PROGRAM EFFICIENCIES.—Section 102 of title 23, United States Code, is amended—

(A) by striking subsection (a); and

(B) by redesignating subsections (b) and (c) as subsections (a) and (b), respectively.

(2) CHAPTER ANALYSIS.—The analysis for such subchapter (as amended by section 1120 of this Act) is amended by adding at the end the following:

"166. HOV facilities.".

(c) SENSE OF CONGRESS.—It is the sense of Congress that the Secretary and the States should provide additional incentives (including the use of high occupancy vehicle lanes on State and Interstate highways) for the purchase and use of hybrid and other fuel efficient vehicles, which have been proven to minimize air emissions and decrease consumption of fossil fuels.

**SEC. 1122. DEFINITIONS.**

(a) TRANSPORTATION ENHANCEMENT ACTIVITY.—Section 101(a)(35) of title 23, United States Code, is amended to read as follows:

"(35) TRANSPORTATION ENHANCEMENT ACTIVITY.—The term 'transportation enhancement activity' means, with respect to any project or the area to be served by the project, any of the following activities as the activities relate to surface transportation:

"(A) Provision of facilities for pedestrians and bicycles.

"(B) Provision of safety and educational activities for pedestrians and bicyclists.

"(C) Acquisition of scenic easements and scenic or historic sites (including historic battlefields).

"(D) Scenic or historic highway programs (including the provision of tourist and welcome center facilities).

"(E) Landscaping and other scenic beautification.

"(F) Historic preservation.

"(G) Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).

"(H) Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).

"(I) Inventory, control, and removal of outdoor advertising.

"(J) Archaeological planning and research.

"(K) Environmental mitigation—

"(i) to address water pollution due to highway runoff; or

"(ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

"(L) Establishment of transportation museums.".

(b) ADVANCED TRUCK STOP ELECTRIFICATION SYSTEM.—Such section 101(a) is amended by adding at the end the following:

"(38) ADVANCED TRUCK STOP ELECTRIFICATION SYSTEM.—The term 'advanced truck stop electrification system' means a system that delivers heat, air conditioning, electricity, or communications to a heavy duty vehicle.".

# Subtitle B—Congestion Relief

23 USC 303 note.

**SEC. 1201. REAL-TIME SYSTEM MANAGEMENT INFORMATION PROGRAM.**

(a) ESTABLISHMENT.—

(1) IN GENERAL.—The Secretary shall establish a real-time system management information program to provide, in all States, the capability to monitor, in real-time, the traffic and travel conditions of the major highways of the United States and to share that information to improve the security of the surface transportation system, to address congestion problems, to support improved response to weather events and surface transportation incidents, and to facilitate national and regional highway traveler information.

(2) PURPOSES.—The purposes of the real-time system management information program are to—

(A) establish, in all States, a system of basic real-time information for managing and operating the surface transportation system;

(B) identify longer range real-time highway and transit monitoring needs and develop plans and strategies for meeting such needs; and

(C) provide the capability and means to share that data with State and local governments and the traveling public.

(b) DATA EXCHANGE FORMATS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall establish data exchange formats to ensure that the data provided by highway and transit monitoring systems, including statewide incident reporting systems, can readily be exchanged across jurisdictional boundaries, facilitating nationwide availability of information. Deadline.

(c) REGIONAL INTELLIGENT TRANSPORTATION SYSTEM ARCHITECTURE.—

(1) ADDRESSING INFORMATION NEEDS.—As State and local governments develop or update regional intelligent transportation system architectures, described in section 940.9 of title 23, Code of Federal Regulations, such governments shall explicitly address real-time highway and transit information needs and the systems needed to meet such needs, including addressing coverage, monitoring systems, data fusion and archiving, and methods of exchanging or sharing highway and transit information.

(2) DATA EXCHANGE.—States shall incorporate the data exchange formats established by the Secretary under subsection (b) to ensure that the data provided by highway and transit monitoring systems may readily be exchanged with State and local governments and may be made available to the traveling public.

(d) ELIGIBILITY.—Subject to project approval by the Secretary, a State may obligate funds apportioned to the State under sections 104(b)(1), 104(b)(2), and 104(b)(3) of title 23, United States Code, for activities relating to the planning and deployment of real-time monitoring elements that advance the goals and purposes described in subsection (a).

(e) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed as altering or otherwise affecting the applicability of the requirements of chapter 1 of title 23, United States Code (including requirements relating to the eligibility of a project for assistance under the program, the location of the project, and the Federal-share payable on account of the project), to amounts apportioned to a State for a program under section

104(b) that are obligated by the State for activities and projects under this section.

(f) STATEWIDE INCIDENT REPORTING SYSTEM DEFINED.—In this section, the term "statewide incident reporting system" means a statewide system for facilitating the real-time electronic reporting of surface transportation incidents to a central location for use in monitoring the event, providing accurate traveler information, and responding to the incident as appropriate.

## Subtitle C—Mobility and Efficiency

23 USC 101 note.

**SEC. 1301. PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE.**

(a) FINDINGS.—Congress finds the following:

(1) Under current law, surface transportation programs rely primarily on formula capital apportionments to States.

(2) Despite the significant increase for surface transportation program funding in the Transportation Equity Act of the 21st Century, current levels of investment are insufficient to fund critical high-cost transportation infrastructure facilities that address critical national economic and transportation needs.

(3) Critical high-cost transportation infrastructure facilities often include multiple levels of government, agencies, modes of transportation, and transportation goals and planning processes that are not easily addressed or funded within existing surface transportation program categories.

(4) Projects of national and regional significance have national and regional benefits, including improving economic productivity by facilitating international trade, relieving congestion, and improving transportation safety by facilitating passenger and freight movement.

(5) The benefits of projects described in paragraph (4) accrue to local areas, States, and the Nation as a result of the effect such projects have on the national transportation system.

(6) A program dedicated to constructing projects of national and regional significance is necessary to improve the safe, secure, and efficient movement of people and goods throughout the United States and improve the health and welfare of the national economy.

(b) ESTABLISHMENT OF PROGRAM.—The Secretary shall establish a program to provide grants to States for projects of national and regional significance.

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

(1) ELIGIBLE PROJECT COSTS.—The term "eligible project costs" means the costs of—

(A) development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and

(B) construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

(2) ELIGIBLE PROJECT.—The term "eligible project" means any surface transportation project eligible for Federal assistance under title 23, United States Code, including freight railroad projects and activities eligible under such title.

(3) STATE.—The term "State" has the meaning such term has in section 101(a) of title 23, United States Code.

(d) ELIGIBILITY.—To be eligible for assistance under this section, a project shall have eligible project costs that are reasonably anticipated to equal or exceed the lesser of—

(1) $500,000,000; or

(2) 75 percent of the amount of Federal highway assistance funds apportioned for the most recently completed fiscal year to the State in which the project is located.

(e) APPLICATIONS.—Each State seeking to receive a grant under this section for an eligible project shall submit to the Secretary an application in such form and in accordance with such requirements as the Secretary shall establish.

(f) COMPETITIVE GRANT SELECTION AND CRITERIA FOR GRANTS.—

(1) IN GENERAL.—The Secretary shall—

(A) establish criteria for selecting among projects that meet the eligibility criteria specified in subsection (d);

(B) conduct a national solicitation for applications; and

(C) award grants on a competitive basis.

(2) CRITERIA FOR GRANTS.—The Secretary may approve a grant under this section for a project only if the Secretary determines that the project—

(A) is based on the results of preliminary engineering;

(B) is justified based on the ability of the project—

(i) to generate national economic benefits, including creating jobs, expanding business opportunities, and impacting the gross domestic product;

(ii) to reduce congestion, including impacts in the State, region, and Nation;

(iii) to improve transportation safety, including reducing transportation accidents, injuries, and fatalities;

(iv) to otherwise enhance the national transportation system; and

(v) to garner support for non-Federal financial commitments and provide evidence of stable and dependable financing sources to construct, maintain, and operate the infrastructure facility; and

(C) is supported by an acceptable degree of non-Federal financial commitments, including evidence of stable and dependable financing sources to construct, maintain, and operate the infrastructure facility.

(3) SELECTION CONSIDERATIONS.—In selecting a project under this section, the Secretary shall consider the extent to which the project—

(A) leverages Federal investment by encouraging non-Federal contributions to the project, including contributions from public-private partnerships;

(B) uses new technologies, including intelligent transportation systems, that enhance the efficiency of the project; and

(C) helps maintain or protect the environment.

(4) PRELIMINARY ENGINEERING.—In evaluating a project under paragraph (2)(A), the Secretary shall analyze and consider the results of preliminary engineering for the project.

(5) NON-FEDERAL FINANCIAL COMMITMENT.—

(A) EVALUATION OF PROJECT.—In evaluating a project under paragraph (2)(C), the Secretary shall require that—

(i) the proposed project plan provides for the availability of contingency amounts that the Secretary determines to be reasonable to cover unanticipated cost increases; and

(ii) each proposed non-Federal source of capital and operating financing is stable, reliable, and available within the proposed project timetable.

(B) CONSIDERATIONS.—In assessing the stability, reliability, and availability of proposed sources of non-Federal financing under subparagraph (A), the Secretary shall consider—

(i) existing financial commitments;

(ii) the degree to which financing sources are dedicated to the purposes proposed;

(iii) any debt obligation that exists or is proposed by the recipient for the proposed project; and

(iv) the extent to which the project has a non-Federal financial commitment that exceeds the required non-Federal share of the cost of the project.

Deadline.

(6) REGULATIONS.—Not later than 180 days after the date of enactment of this Act, the Secretary shall issue regulations on the manner in which the Secretary will evaluate and rate the projects based on the results of preliminary engineering, project justification, and the degree of non-Federal financial commitment, as required under this subsection.

(7) PROJECT EVALUATION AND RATING.—

(A) IN GENERAL.—A proposed project may advance from preliminary engineering to final design and construction only if the Secretary finds that the project meets the requirements of this subsection and there is a reasonable likelihood that the project will continue to meet such requirements.

(B) EVALUATION AND RATING.—In making such findings, the Secretary shall evaluate and rate the project as "highly recommended", "recommended", or "not recommended" based on the results of preliminary engineering, the project justification criteria, and the degree of non-Federal financial commitment, as required under this subsection. In rating the projects, the Secretary shall provide, in addition to the overall project rating, individual ratings for each of the criteria established under the regulations issued under paragraph (6).

(g) LETTERS OF INTENT AND FULL FUNDING GRANT AGREEMENTS.—

(1) LETTER OF INTENT.—

(A) IN GENERAL.—The Secretary may issue a letter of intent to an applicant announcing an intention to obligate, for a project under this section, an amount from future available budget authority specified in law that is not more than the amount stipulated as the financial participation of the Secretary in the project.

(B) NOTIFICATION.—At least 60 days before issuing a letter under subparagraph (A) or entering into a full funding grant agreement, the Secretary shall notify in writing the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate of the proposed letter or agreement. The Secretary shall include with the notification a copy of the proposed letter or agreement as well as the evaluations and ratings for the project.

Deadline.

Records.

(C) NOT AN OBLIGATION.—The issuance of a letter is deemed not to be an obligation under sections 1108(c), 1108(d), 1501, and 1502(a) of title 31, United States Code, or an administrative commitment.

(D) OBLIGATION OR COMMITMENT.—An obligation or administrative commitment may be made only when contract authority is allocated to a project.

(2) FULL FUNDING GRANT AGREEMENT.—

(A) IN GENERAL.—A project financed under this subsection shall be carried out through a full funding grant agreement. The Secretary shall enter into a full funding grant agreement based on the evaluations and ratings required under subsection (f)(7).

(B) TERMS.—If the Secretary makes a full funding grant agreement with an applicant, the agreement shall—

(i) establish the terms of participation by the United States Government in a project under this section;

(ii) establish the maximum amount of Government financial assistance for the project;

(iii) cover the period of time for completing the project, including a period extending beyond the period of an authorization; and

(iv) make timely and efficient management of the project easier according to the laws of the United States.

(C) AGREEMENT.—An agreement under this paragraph obligates an amount of available budget authority specified in law and may include a commitment, contingent on amounts to be specified in law in advance for commitments under this paragraph, to obligate an additional amount from future available budget authority specified in law. The agreement shall state that the contingent commitment is not an obligation of the Government. Interest and other financing costs of efficiently carrying out a part of the project within a reasonable time are a cost of carrying out the project under a full funding grant agreement, except that eligible costs may not be more than the cost of the most favorable financing terms reasonably available for the project at the time of borrowing. The applicant shall certify, in a way satisfactory to the Secretary, that the applicant has shown reasonable diligence in seeking the most favorable financing terms.

(3) AMOUNTS.—The total estimated amount of future obligations of the Government and contingent commitments to incur obligations covered by all outstanding letters of intent and full funding grant agreements may be not more than the greater of the amount authorized to carry out this section or an amount

equivalent to the last 2 fiscal years of funding authorized to carry out this section less an amount the Secretary reasonably estimates is necessary for grants under this section not covered by a letter. The total amount covered by new letters and contingent commitments included in full funding grant agreements may be not more than a limitation specified in law.

(h) GRANT REQUIREMENTS.—

(1) IN GENERAL.—A grant for a project under this section shall be subject to all of the requirements of title 23, United States Code.

(2) OTHER TERMS AND CONDITIONS.—The Secretary shall require that all grants under this section be subject to all terms, conditions, and requirements that the Secretary decides are necessary or appropriate for purposes of this section, including requirements for the disposition of net increases in value of real property resulting from the project assisted under this section.

(i) GOVERNMENT'S SHARE OF PROJECT COST.—Based on engineering studies, studies of economic feasibility, and information on the expected use of equipment or facilities, the Secretary shall estimate the cost of a project receiving assistance under this section. A grant for the project is for 80 percent of the project cost, unless the grant recipient requests a lower grant percentage. A refund or reduction of the remainder may be made only if a refund of a proportional amount of the grant of the Government is made at the same time.

(j) FISCAL CAPACITY CONSIDERATIONS.—If the Secretary gives priority consideration to financing projects that include more than the non-Government share required under subsection (i) the Secretary shall give equal consideration to differences in the fiscal capacity of State and local governments.

(k) REPORTS.—

(1) ANNUAL REPORT.—Not later than the first Monday in February of each year, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report that includes a proposal on the allocation of amounts to be made available to finance grants under this section.

(2) RECOMMENDATIONS ON FUNDING.—The annual report under this paragraph shall include evaluations and ratings, as required under subsection (f). The report shall also include recommendations of projects for funding based on the evaluations and ratings and on existing commitments and anticipated funding levels for the next 3 fiscal years and for the next 10 fiscal years based on information currently available to the Secretary.

(l) APPLICABILITY OF TITLE 23.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended and the Federal share of the cost of a project under this section shall be as provided in this section.

(m) DESIGNATED PROJECTS.—Notwithstanding any other provision of this section, the Secretary shall allocate for each of fiscal

years 2005, 2006, 2007, 2008, and 2009, from funds made available to carry out this section, 10 percent, 20 percent, 25 percent, 25 percent, and 20 percent respectively, of the following amounts for grants to carry out the following projects under this section:

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1. | CA | Bakersfield Beltway System | $140,000,000 |
| 2. | VA, WV, OH | Heartland Corridor Project including multiple intermodal facility improvements and improvements to facilitate the movement of intermodal freight from VA to OH | $90,000,000 |
| 3. | CA | Roadway improvements in and around the former Norton Air Force Base as part of the Inland Empire Goods Movement Gateway project | $55,000,000 |
| 4. | MI | Planning, design, and construction of a new American border plaza at the Blue Water Bridge in or near Port Huron, MI | $20,000,000 |
| 5. | IL | Construction of O'Hare Bypass/Elgin O'Hare Extension | $140,000,000 |
| 6. | WI | Reconstruction of the Marquette Interchange, Milwaukee WI | $30,000,000 |
| 7. | IL | CREATE | $100,000,000 |
| 8. | OR | I–5 Bridge repair, replacement and associated improvements in the I–5 corridor | $160,000,000 |
| 9. | CA | Alameda Corridor East | $125,000,000 |
| 10. | IL | Mississippi River Bridge and related roads | $150,000,000 |
| 11. | CA | Transbay Terminal | $27,000,000 |
| 12. | NY | Cross Harbor Freight Movement Project, New York | $100,000,000 |
| 13. | WA | Alaska Way Viaduct and Seawall Replacement | $100,000,000 |
| 14. | CA | Gerald Desmond/I–710 Gateway Project | $100,000,000 |
| 15. | CO | Denver's Union Station | $50,000,000 |
| 16. | MN | Union Depot Multimodal Transit Facility | $50,000,000 |
| 17. | CA | Sacramento Intermodal Station | $3,000,000 |
| 18. | NJ | Liberty Corridor | $100,000,000 |
| 19. | NM | Relocate the El Paso, TX rail yard to Santa Teresa | $14,000,000 |

| No. | State | Project Description | Amount |
|---|---|---|---|
| 20. | PA | Route 23/US 422 Interchange Modernization and Route 363/US 422 Interchange Improvement Project and U.S. 422 Widening, Montgomery County, PA | $20,000,000 |
| 21. | PA | Route 28 Widening and improvements, Allegheny County, PA | $15,000,000 |
| 22. | PA | Improvements to I–80, Monroe County, PA | $15,000,000 |
| 23. | SC | I–73, Construction of I–73 from Myrtle Beach, SC to I–95, ending at the North Carolina State line | $40,000,000 |
| 24. | VA | Rail Relocation to route 164/I–664 rail corridor, Portsmouth | $15,000,000 |
| 25. | WA | Replacement of the Alaskan Way Viaduct and Seawall in Seattle | $120,000,000 |

23 USC 101 note.

**SEC. 1302. NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM.**

(a) IN GENERAL.—The Secretary shall establish and implement a program to make allocations to States for highway construction projects in corridors of national significance to promote economic growth and international or interregional trade pursuant to the selection factors provided in this section. A State must submit an application to the Secretary in order to receive an allocation under this section.

(b) SELECTION PROCESS.—

(1) PRIORITY.—In the selection process under this section, the Secretary shall give priority to projects in corridors that are a part of, or will be designated as part of, the Dwight D. Eisenhower National System of Interstate and Defense Highways after completion of the work described in the application received by the Secretary and to any project that will be completed within 5 years of the date of the allocation of funds for the project.

(2) SELECTION FACTORS.—In making allocations under this section, the Secretary shall consider the following factors:

(A) The extent to which the corridor provides a link between two existing segments of the Interstate System.

(B) The extent to which the project will facilitate major multistate or regional mobility and economic growth and development in areas underserved by existing highway infrastructure.

(C) The extent to which commercial vehicle traffic in the corridor—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (16 U.S.C. 4401 et seq.); and

(ii) is projected to increase in the future.

(D) The extent to which international truck-borne commodities move through the corridor.

(E) The extent to which the project will make improvements to an existing segment of the Interstate System that will result in a decrease in congestion.

(F) The reduction in commercial and other travel time through a major freight corridor expected as a result of the project.

(G) The value of the cargo carried by commercial vehicle traffic in the corridor and the economic costs arising from congestion in the corridor.

(H) The extent of leveraging of Federal funds provided to carry out this section, including—

(i) use of innovative financing;

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

(iii) combination with other sources of Federal, State, local, or private funding.

(c) APPLICABILITY OF TITLE 23.—Funds made available by section 1101(a)(10) of this Act to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall remain available until expended, and the Federal share of the cost of a project under this section shall be determined in accordance with section 120 of such title.

(d) STATE DEFINED.—In this section, the term "State" has the meaning such term has in section 101(a) of title 23, United States Code.

(e) DESIGNATED PROJECTS.—The Secretary shall allocate for each of fiscal years 2005, 2006, 2007, 2008, and 2009, from funds made available to carry out this section, 10 percent, 20 percent, 25 percent, 25 percent, and 20 percent respectively, of the following amounts for grants to carry out the following projects under this section:

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1. | TX, AR, MS, TN, KY, IN | Planning, Design, and Construction of I–69 in TX, LA, AR, MS, TN, KY, and IN | $50,000,000 |
| 2. | LA | Improvements to Louisiana Highway 1 between the Caminada Bridge and the intersection of LA Highway 1 and U.S. 90 | $20,000,000 |
| 3. | MD | Planning, design, and construction of the Inter County Connector in Montgomery and Prince Georges County in Maryland | $10,000,000 |
| 4. | CA | Centennial Corridor Loop in Bakersfield | $330,000,000 |
| 5. | VA | Construction of dedicated truck lanes on additional capacity in I–81 in VA | $100,000,000 |
| 6. | CA | Design, Planning and Construction of State Route 178 in Bakersfield | $100,000,000 |

| No. | State | Project Description | Amount |
|---|---|---|---|
| 7. | CA | Widening of Rosedale Highway between SR 43 and SR 99 in Bakersfield and widening of SR 178 between SR 99 and D street in Bakersfield | $60,000,000 |
| 8. | LA | Construction of the 36 mile segment of I–49 in LA between the Arkansas State line and I–220 in Shreveport | $150,000,000 |
| 9. | AR | Construction of an extension of I–530 from Pine Bluff, Arkansas to Wilmar, Arkansas to interstate specifications | $40,000,000 |
| 10. | IL | Construction of the U.S. I–80 to I–88 North-South Connector in Illinois | $152,000,000 |
| 11. | WI | Construction and reconstruction of the U.S. Highway 41 corridor between Milwaukee and Green Bay, Wisconsin | $30,000,000 |
| 12. | IL | Construction of Route 34 Interchange and improvements in Illinois | $55,000,000 |
| 13. | CA | Increase capacity on I–80 between Sacrament/Placer County Line and SR 65 | $50,000,000 |
| 14. | AK | Planning, design, and construction of Knik Arm Bridge | $30,000,000 |
| 15. | IA, IL | Planning, design, right-of-way acquisition and construction of the Interstate Route 74 bridge from Bettendorf, Iowa, to Moline, Illinois | $15,000,000 |
| 16. | AR | Planning, design, and construction of the I–49/Bella Vista Bypass in Arkansas | $20,000,000 |
| 17. | SC | Planning, design, and construction of the I–73 corridor of national significance in South Carolina | $10,000,000 |
| 18. | CA | I–405 HOV lane | $100,000,000 |
| 19. | AR | I–69 Corridor, including the Great River Bridge | $75,000,000 |
| 20. | MN | Falls-to-Falls Corridor | $50,000,000 |
| 21. | DC | Frederick Douglass Memorial Bridge | $75,000,000 |
| 22. | CT | Pearl Harbor Memorial Bridge | $35,000,000 |
| 23. | IN | I–80 Improvements | $10,000,000 |
| 24. | CA | State Route 4 East Upgrade | $20,000,000 |
| 25. | LA | LA 1 Replacement | $5,000,000 |
| 26. | AZ | State Route 85 Upgrade | $3,000,000 |
| 27. | WV | I–73/I–74 Corridor | $50,000,000 |

| No. | State | Project Description | Amount |
|---|---|---|---|
| 28. | LA | Construction of I–49 North from Shreveport, Louisiana to Arkansas State line (I–220 to AR Line) | $27,500,000 |
| 29. | LA | Transportation improvements to I–49 South | $27,500,000 |
| 30. | OK | Ports to Plain Corridor in Oklahoma | $35,000,000 |
| 31. | TN | For design, ROW and construction of Interstate 69 | $100,000,000 |
| 32. | CO | U.S. 287, Ports-to-Plains Corridor | $3,000,000 |
| 33. | OK | State of Oklahoma I–44 from Riverside to Yale Avenue in Tulsa | $110,000,000 |

**SEC. 1303. COORDINATED BORDER INFRASTRUCTURE PROGRAM.** 23 USC 101 note.

(a) GENERAL AUTHORITY.—The Secretary shall implement a coordinated border infrastructure program under which the Secretary shall distribute funds to border States to improve the safe movement of motor vehicles at or across the border between the United States and Canada and the border between the United States and Mexico.

(b) ELIGIBLE USES.—Subject to subsection (d), a State may use funds apportioned under this section only for—

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

(2) construction of highways and related safety and safety enforcement facilities in a border region that facilitate motor vehicle and cargo movements related to international trade;

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

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

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

(c) APPORTIONMENT OF FUNDS.—On October 1 of each fiscal year, the Secretary shall apportion among border States sums authorized to be appropriated to carry out this section for such fiscal year as follows:

(1) 20 percent in the ratio that—

(A) the total number of incoming commercial trucks that pass through the land border ports of entry within the boundaries of a border State, as determined by the Secretary; bears to

(B) the total number of incoming commercial trucks that pass through such ports of entry within the boundaries of all the border States, as determined by the Secretary.

(2) 30 percent in the ratio that—

(A) the total number of incoming personal motor vehicles and incoming buses that pass through land border ports of entry within the boundaries of a border State, as determined by the Secretary; bears to

(B) the total number of incoming personal motor vehicles and incoming buses that pass through such ports of entry within the boundaries of all the border States, as determined by the Secretary.

(3) 25 percent in the ratio that—

(A) the total weight of incoming cargo by commercial trucks that pass through land border ports of entry within the boundaries of a border State, as determined by the Secretary; bears to

(B) the total weight of incoming cargo by commercial trucks that pass through such ports of entry within the boundaries of all the border States, as determined by the Secretary.

(4) 25 percent of the ratio that—

(A) the total number of land border ports of entry within the boundaries of a border State, as determined by the Secretary; bears to

(B) the total number of land border ports of entry within the boundaries of all the border States, as determined by the Secretary.

(d) PROJECTS IN CANADA OR MEXICO.—A project in Canada or Mexico, proposed by a border State to directly and predominantly facilitate cross-border motor vehicle and cargo movements at an international port of entry into the border region of the State, may be constructed using funds apportioned to the State under this section if, before obligation of those funds, Canada or Mexico, or the political subdivision of Canada or Mexico that is responsible for the operation of the facility to be constructed, provides assurances satisfactory to the Secretary that any facility constructed under this subsection will be—

(1) constructed in accordance with standards equivalent to applicable standards in the United States; and

(2) properly maintained and used over the useful life of the facility for the purpose for which the Secretary is allocating such funds to the project.

(e) TRANSFER OF FUNDS TO THE GENERAL SERVICES ADMINISTRATION.—

(1) STATE FUNDS.—At the request of a border State, funds apportioned to the State under this section may be transferred to the General Services Administration for the purpose of funding one or more projects described in subsection (b) if—

(A) the Secretary determines, after consultation with the transportation department of the border State, that the General Services Administration should carry out the project; and

(B) the General Services Administration agrees to accept the transfer of, and to administer, those funds in accordance with this section.

(2) NON-FEDERAL SHARE.—

(A) IN GENERAL.—A border State that makes a request under paragraph (1) shall provide directly to the General Services Administration, for each project covered by the request, the non-Federal share of the cost of the project.

(B) NO AUGMENTATION OF APPROPRIATIONS.—Funds provided by a border State under subparagraph (A)—

(i) shall not be considered to be an augmentation of the appropriations made available to the General Services Administration; and

(ii) shall be—

(I) administered, subject to paragraph (1)(B), in accordance with the procedures of the General Services Administration; but

(II) available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(3) OBLIGATION AUTHORITY.—Obligation authority shall be transferred to the General Services Administration for a project in the same manner and amount as the funds provided for the project under paragraph (1).

(4) LIMITATION ON TRANSFER OF FUNDS.—No State may transfer to the General Services Administration under this subsection an amount that is more than the lesser of—

(A) 15 percent of the aggregate amount of funds apportioned to the State under this section for such fiscal year; or

(B) $5,000,000.

(f) APPLICABILITY OF TITLE 23.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that, subject to subsection (e), such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project under this section shall be determined in accordance with section 120 of such title.

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

(1) BORDER REGION.—The term "border region" means any portion of a border State within 100 miles of an international land border with Canada or Mexico.

(2) BORDER STATE.—The term "border State" means any State that has an international land border with Canada or Mexico.

(3) COMMERCIAL TRUCK.—The term "commercial truck" means a commercial motor vehicle as defined in section 31301(4) (other than subparagraph (B)) of title 49, United States Code.

(4) MOTOR VEHICLE.—The term "motor vehicle" has the meaning such term has under section 101(a) of title 23, United States Code.

(5) STATE.—The term "State" has the meaning such term has in section 101(a) of such title 23.

**SEC. 1304. HIGH PRIORITY CORRIDORS ON THE NATIONAL HIGHWAY SYSTEM.**

(a) EVACUATION ROUTES.—Section 1105(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2032) is amended in the first sentence by inserting "and evacuation routes" after "corridors" the first place it appears.

(b) CORRIDORS.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended—

(1) by striking paragraph (14) and inserting the following:

"(14) Heartland Expressway from Denver, Colorado, through Scottsbluff, Nebraska, to Rapid City, South Dakota as follows:

"(A) In the State of Colorado, the Heartland Expressway Corridor shall generally follow—

"(i) Interstate 76 from Denver to Brush; and

"(ii) Colorado Highway 71 from Limon to the border between the States of Colorado and Nebraska.

"(B) In the State of Nebraska, the Heartland Expressway Corridor shall generally follow—

"(i) Nebraska Highway 71 from the border between the States of Colorado and Nebraska to Scottsbluff;

"(ii) United States Route 26 from Scottsbluff to the intersection with State Highway L62A;

"(iii) State Highway L62A from the intersection with United States Route 26 to United States Route 385 north of Bridgeport;

"(iv) United States Route 385 to the border between the States of Nebraska and South Dakota; and

"(v) United States Highway 26 from Scottsbluff to the border of the States of Nebraska and Wyoming.

"(C) In the State of Wyoming, the Heartland Expressway Corridor shall generally follow United States Highway 26 from the border of the States of Nebraska and Wyoming to the termination at Interstate 25 at Interchange number 94.

"(D) In the State of South Dakota, the Heartland Expressway Corridor shall generally follow—

"(i) United States Route 385 from the border between the States of Nebraska and South Dakota to the intersection with State Highway 79; and

"(ii) State Highway 79 from the intersection with United States Route 385 to Rapid City.";

(2) in paragraph (23) by inserting before the period at the end the following: "and the connection from Wichita, Kansas, to Sioux City, Iowa, which includes I–135 from Wichita, Kansas to Salina, Kansas, United States Route 81 from Salina, Kansas, to Norfolk, Nebraska, Nebraska State Route 35 from Norfolk, Nebraska, to South Sioux City, Nebraska, and the connection to I–29 in Sioux City, Iowa";

(3) in paragraph (33) by striking "I–395" and inserting "and including the I–395 corridor";

(4) by striking paragraph (34) and inserting the following:

"(34) The Alameda Corridor-East and Southwest Passage, California. The Alameda Corridor-East is generally described as the corridor from East Los Angeles (terminus of Alameda Corridor) through Los Angeles, Orange, San Bernardino, and Riverside Counties, to termini at Barstow in San Bernardino County and Coachella in Riverside County. The Southwest Passage shall follow I–10 from San Bernardino to the Arizona State line.";

(5) by adding at the end the following:

"(46) Interstate Route 710 between the terminus at Long Beach, California, to California State Route 60.

"(47) Interstate Route 87 from the Quebec border to New York City.

"(48) The Route 50 High Plains Corridor along the United States Route 50 corridor from Newton, Kansas, to Pueblo, Colorado.

"(49) The Atlantic Commerce Corridor on Interstate Route 95 from Jacksonville, Florida, to Miami, Florida.

"(50) The East-West Corridor commencing in Watertown, New York, continuing northeast through New York, Vermont, New Hampshire, and Maine, and terminating in Calais, Maine.

"(51) The SPIRIT Corridor on United States Route 54 from El Paso, Texas, through New Mexico, Texas, and Oklahoma to Wichita, Kansas.

"(52) The route in Arkansas running south of and parallel to Arkansas State Highway 226 from the relocation of United States Route 67 to the vicinity of United States Route 49 and United States Route 63.

"(53) United States Highway Route 6 from Interstate Route 70 to Interstate Route 15, Utah.

"(54) The California Farm-to-Market Corridor, California State Route 99 from south of Bakersfield to Sacramento, California.

"(55) In Texas, Interstate Route 20 from Interstate Route 35E in Dallas County, east to the intersection of Interstate Route 635, north to the intersection of Interstate Route 30, northeast through Texarkana to Little Rock, Arkansas, Interstate Route 40 northeast from Little Rock east to the proposed Interstate Route 69 corridor.

"(56) In the State of Texas, the La Entrada al Pacifico Corridor consisting of the following highways and any portion of a highway in a corridor on 2 miles of either side of the center line of the highway:

"(A) State Route 349 from Lamesa to the point on that highway that is closest to 32 degrees, 7 minutes, north latitude, by 102 degrees, 6 minutes, west longitude.

"(B) The segment or any roadway extending from the point described by subparagraph (A) to the point on Farm-to-Market Road 1788 closest to 32 degrees, 0 minutes, north latitude, by 102 degrees, 16 minutes, west longitude.

"(C) Farm-to-Market Road 1788 from the point described by subparagraph (B) to its intersection with Interstate Route 20.

"(D) Interstate Route 20 from its intersection with Farm-to-Market Road 1788 to its intersection with United States Route 385.

"(E) United States Route 385 from Odessa to Fort Stockton, including those portions that parallel United States Route 67 and Interstate Route 10.

"(F) United States Route 67 from Fort Stockton to Presidio, including those portions that parallel Interstate Route 10 and United States Route 90.

"(57) United States Route 41 corridor between Interstate Route 94 via Interstate Route 894 and Highway 45 near Milwaukee and Interstate Route 43 near Green Bay in the State of Wisconsin.

"(58) The Theodore Roosevelt Expressway from Rapid City, South Dakota, north on United States Route 85 to Williston,

North Dakota, west on United States Route 2 to Culbertson, Montana, and north on Montana Highway 16 to the international border with Canada at the port of Raymond, Montana.

"(59) The Central North American Trade Corridor from the border between North Dakota and South Dakota, north on United States Route 83 through Bismark and Minot, North Dakota, to the international border with Canada.

"(60) The Providence Beltline Corridor beginning at Interstate Route 95 in the vicinity of Hope Valley, Rhode Island, traversing eastwardly intersecting and merging into Interstate Route 295, continuing northeastwardly along Interstate Route 95, and terminating at the Massachusetts border, and including the western bypass of Providence, Rhode Island, from Interstate Route 295 to the Massachusetts border.

"(61) In the State of Missouri, the corridors consisting of the following highways:

"(A) Interstate Route 70, from Interstate Route 29/35 to United States Route 61/Avenue of the Saints.

"(B) Interstate Route 72/United States Route 36, from the intersection with Interstate Route 29 to United States Route 61/Avenue of the Saints.

"(C) United States Route 67, from Interstate Route 55 to the Arkansas State line.

"(D) United States Route 65, from United States Route 36/Interstate Route 72 to the East-West TransAmerica corridor, at the Arkansas State line.

"(E) United States Route 63, from United States Route 36 and the proposed Interstate Route 72 to the East-West TransAmerica corridor, at the Arkansas State line.

"(F) United States Route 54, from the Kansas State line to United States Route 61/Avenue of the Saints.

"(62) The Georgia Developmental Highway System Corridors identified in section 32–4–22 of the Official Code of Georgia, Annotated.

"(63) The Liberty Corridor, a corridor in an area encompassing very critical and significant transportation infrastructure providing regional, national, and international access through the State of New Jersey, including Interstate Routes 95, 80, 287, and 78, and United States Routes 1, 3, 9, 17, and 46, and portways and connecting infrastructure.

"(64) The corridor in an area of passage in the State of New Jersey serving significant interstate and regional traffic, located near the cities of Camden, New Jersey, and Philadelphia, Pennsylvania, and including Interstate Route 295, United States Route 42, United States Route 130, and Interstate Route 676.

"(65) The Interstate Route 95 Corridor beginning at the New York State line and continuing through Connecticut to the Rhode Island State line.

"(66) The Interstate Route 91 Corridor from New Haven, Connecticut, to the Massachusetts State line.

"(67) The Fairbanks-Yukon International Corridor consisting of the portion of the Alaska Highway from the international border with Canada to the Richardson Highway, and the Richardson Highway from its junction with the Alaska Highway to Fairbanks, Alaska.

"(68) The Washoe County corridor, along Interstate Route 580/United States Route 95/United States Route 95A, from Reno, Nevada, to Las Vegas, Nevada.

"(69) The Cross Valley Connector connecting Interstate Route 5 and State Route 14, Santa Clarita Valley, California.

"(70) The Economic Lifeline corridor, along Interstate Route 15 and Interstate Route 40, California, Arizona, and Nevada, including Interstate Route 215 South from near San Bernadino, California, to Riverside, California, and State Route 91 from Riverside, California, to the intersection with Interstate Route 15 near Corona, California.

"(71) The High Desert Corridor/E–220 from Los Angeles, California, to Las Vegas, Nevada, via Palmdale and Victorville, California.

"(72) The North-South corridor, along Interstate Route 49 North, from Kansas City, Missouri, to Shreveport, Louisiana.

"(73) The Louisiana Highway corridor, along Louisiana Highway 1, from Grand Isle, Louisiana, to the intersection with United States Route 90.

"(74) The portion of United States Route 90 from Interstate Route 49 in Lafayette, Louisiana, to Interstate Route 10 in New Orleans, Louisiana.

"(75) The Louisiana 28 corridor from Fort Polk to Alexandria, Louisiana.

"(76) The portion of Interstate Route 75 from Toledo, Ohio, to Cincinnati, Ohio.

"(77) The portion of United States Route 24 from the Indiana/Ohio State line to Toledo, Ohio.

"(78) The portion of Interstate Route 71 from Cincinnati, Ohio, to Cleveland, Ohio.

"(79) Interstate Route 376 from the Pittsburgh Interchange (I/C No. 56) of the Pennsylvania Turnpike, westward on Interstate Route 279, United States Route 22, United States Route 30, and Pennsylvania Route 60, continuing past the Pittsburgh International Airport on Turnpike Route 60, to the Pennsylvania Turnpike (Interstate Route 76), Interchange 10, and continuing north on Pennsylvania Turnpike Route 60 and on United States Route 422 to Interstate Route 80.

"(80) The Intercounty Connector, a new east-west multimodal highway between Interstate Route 270 and Interstate Route 95/United States Route 1 in Montgomery and Prince George's Counties, Maryland."; and

(6) by aligning paragraph (45) with paragraph (46) (as added by paragraph (5)).

(c) INTERSTATE ROUTES.—Section 1105(e)(5) of the Intermodal Surface Transporation Efficiency Act of 1991 is amended— 105 Stat. 2031.

(1) in subparagraph (A) by striking "and subsection (c)(45)" and inserting "subsection (c)(45), subsection (c)(54), and subsection (c)(57)";

(2) by redesignating subparagraphs (B) through (D) as subparagraphs (C) through (E); and

(3) by inserting after subparagraph (A) the following:

"(B) INTERSTATE ROUTE 376.—

"(i) DESIGNATION OF INTERSTATE ROUTE 376.—

"(I) IN GENERAL.—The routes referred to in subsection (c)(79), except the portion of Pennsylvania Turnpike Route 60 and United States Route

422 between Pennsylvania Turnpike Interchange 10 and Interstate Route 80, shall be designated as Interstate Route 376.

"(II) SIGNS.—The State of Pennsylvania shall have jurisdiction over the highways described in subclause (I) (except Pennsylvania Turnpike Route 60) and erect signs in accordance with Interstate signing criteria that identify the routes described in subclause (I) as Interstate Route 376.

"(III) ASSISTANCE FROM SECRETARY.—The Secretary shall assist the State of Pennsylvania in carrying out, not later than December 31, 2008, an activity under subclause (II) relating to Interstate Route 376 and in complying with sections 109 and 139 of title 23, United States Code.

"(ii) OTHER SEGMENTS.—The segment of the route referred to in subsection (c)(79) located between the Pennsylvania Turnpike, Interchange 10, and Interstate Route 80 may be signed as Interstate Route 376 under clause (i)(II) if that segment meets the criteria under sections 109 and 139 of title 23, United States Code.".

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out, in accordance with title 23, United States Code, projects on corridors identified in section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) such sums as may be necessary.

23 USC 137 note.

**SEC. 1305. TRUCK PARKING FACILITIES.**

(a) ESTABLISHMENT.—In cooperation with appropriate State, regional, and local governments, the Secretary shall establish a pilot program to address the shortage of long-term parking for commercial motor vehicles on the National Highway System.

(b) ALLOCATION OF FUNDS.—

(1) IN GENERAL.—The Secretary shall allocate funds made available to carry out this section among States, metropolitan planning organizations, and local governments.

(2) APPLICATIONS.—To be eligible for an allocation under this section, a State (as defined in section 101(a) of title 23, United States Code), metropolitan planning organization, or local government shall submit to the Secretary an application at such time and containing such information as the Secretary may require.

(3) ELIGIBLE PROJECTS.—Funds allocated under this subsection shall be used by the recipient for projects described in an application approved by the Secretary. Such projects shall serve the National Highway System and may include the following:

(A) Constructing safety rest areas (as defined in section 120(c) of title 23, United States Code) that include parking for commercial motor vehicles.

(B) Constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas.

(C) Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities.

(D) Promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means.

(E) Constructing turnouts along the National Highway System for commercial motor vehicles.

(F) Making capital improvements to public commercial motor vehicle parking facilities currently closed on a seasonal basis to allow the facilities to remain open year-round.

(G) Improving the geometric design of interchanges on the National Highway System to improve access to commercial motor vehicle parking facilities.

(4) PRIORITY.—In allocating funds made available to carry out this section, the Secretary shall give priority to applicants that—

(A) demonstrate a severe shortage of commercial motor vehicle parking capacity in the corridor to be addressed;

(B) have consulted with affected State and local governments, community groups, private providers of commercial motor vehicle parking, and motorist and trucking organizations; and

(C) demonstrate that their proposed projects are likely to have positive effects on highway safety, traffic congestion, or air quality.

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

(d) FUNDING.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $6,250,000 for each of fiscal years 2006 through 2009.

(2) CONTRACT AUTHORITY.—Funds authorized under this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project under this section shall be determined in accordance with sections 120(b) and 120(c) of such title.

(e) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, projects funded under this section shall be treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code.

**SEC. 1306. FREIGHT INTERMODAL DISTRIBUTION PILOT GRANT PROGRAM.** 23 USC 103 note.

(a) IN GENERAL.—The Secretary shall establish and implement a freight intermodal distribution pilot grant program.

(b) PURPOSES.—The purposes of the program established under subsection (a) shall be for the Secretary to make grants to States—

(1) to facilitate and support intermodal freight transportation initiatives at the State and local levels to relieve congestion and improve safety; and

(2) to provide capital funding to address infrastructure and freight distribution needs at inland ports and intermodal freight facilities.

(c) ELIGIBLE PROJECTS.—Projects for which grants may be made under this section shall help relieve congestion, improve transportation safety, facilitate international trade, and encourage public-private partnership and may include projects for the development and construction of intermodal freight distribution and transfer facilities at inland ports.

(d) SELECTION PROCESS.—

(1) APPLICATIONS.—A State (as defined in section 101(a) of title 23, United States Code) shall submit for approval by the Secretary an application for a grant under this section containing such information as the Secretary may require to receive such a grant.

(2) PRIORITY.—In selecting projects for grants, the Secretary shall give priority to projects that will—

(A) reduce congestion into and out of international ports located in the United States;

(B) demonstrate ways to increase the likelihood that freight container movements involve freight containers carrying goods; and

(C) establish or expand intermodal facilities that encourage the development of inland freight distribution centers.

(3) DESIGNATED PROJECTS.—Subject to the provisions of this section, the Secretary shall allocate for each of fiscal years 2005 through 2009, from funds made available to carry out this section, 20 percent of the following amounts for grants to carry out the following projects under this section:

(A) Short-haul intermodal projects, Oregon, $5,000,000.

(B) The Georgia Port Authority, $5,000,000.

(C) The ports of Los Angeles and Long Beach, California, $5,000,000.

(D) Fairbanks, Alaska, $5,000,000.

(E) Charlotte Douglas International Airport Freight Intermodal Facility, North Carolina, $5,000,000.

(F) South Piedmont Freight Intermodal Center, North Carolina, $5,000,000.

(e) USE OF GRANT FUNDS.—Funds made available to a recipient of a grant under this section shall be used by the recipient for the project described in the application of the recipient approved by the Secretary.

(f) REPORT.—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the results of the pilot program carried out under this section.

(g) FUNDING.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $6,000,000 for each of fiscal years 2005 through 2009.

(2) CONTRACT AUTHORITY.—Funds authorized by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project under this section

shall be determined in accordance with section 120 of such title.

(h) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, projects for which grants are made under this section shall be treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code.

**SEC. 1307. DEPLOYMENT OF MAGNETIC LEVITATION TRANSPORTATION PROJECTS.** 23 USC 322 note.

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

(1) ELIGIBLE PROJECT COSTS.—The term "eligible project costs"—

(A) means the capital cost of the fixed guideway infrastructure of a MAGLEV project, including land, piers, guideways, propulsion equipment and other components attached to guideways, power distribution facilities (including substations), control and communications facilities, access roads, and storage, repair, and maintenance facilities, but not including costs incurred for a new station; and

(B) includes the costs of preconstruction planning activities.

(2) FULL PROJECT COSTS.—The term "full project costs" means the total capital costs of a MAGLEV project, including eligible project costs and the costs of stations, vehicles, and equipment.

(3) MAGLEV.—The term "MAGLEV" means transportation systems employing magnetic levitation that would be capable of safe use by the public at a speed in excess of 240 miles per hour.

(4) STATE.—The term "State" has the meaning such term has under section 101(a) of title 23, United States Code.

(b) IN GENERAL.—

(1) ASSISTANCE FOR ELIGIBLE PROJECTS.—The Secretary shall make available financial assistance to pay the Federal share of full project costs of eligible projects authorized by this section.

(2) USE OF ASSISTANCE.—Financial assistance provided under paragraph (1) shall be used only to pay eligible project costs of projects authorized by this section.

(3) APPLICABILITY OF OTHER LAWS.—Financial assistance made available under this section, and projects assisted with such assistance, shall be subject to section 5333(a) of title 49, United States Code.

(c) PROJECT ELIGIBILITY.—To be eligible to receive financial assistance under subsection (b), a project shall—

(1) involve a segment or segments of a high-speed ground transportation corridor;

(2) result in an operating transportation facility that provides a revenue producing service; and

(3) be approved by the Secretary based on an application submitted to the Secretary by a State or authority designated by one or more States.

(d) ALLOCATION.—Of the amounts made available to carry out this section for a fiscal year, the Secretary shall allocate 50 percent for the MAGLEV project between Las Vegas and Primm, Nevada,

and 50 percent for a MAGLEV project located east of the Mississippi River.

State listing.
23 USC 101 note.

**SEC. 1308. DELTA REGION TRANSPORTATION DEVELOPMENT PROGRAM.**

(a) IN GENERAL.—The Secretary shall carry out a program in the 8 States comprising the Delta Region (Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee) to—

(1) support and encourage multistate transportation planning and corridor development;

(2) provide for transportation project development;

(3) facilitate transportation decisionmaking; and

(4) support transportation construction.

(b) ELIGIBLE RECIPIENTS.—A State transportation department or metropolitan planning organization in a Delta Region State may receive and administer funds provided under the program.

(c) ELIGIBLE ACTIVITIES.—The Secretary shall make allocations under the program for multistate highway planning, development, and construction projects.

(d) OTHER PROVISIONS REGARDING ELIGIBILITY.—All activities funded under this program shall be consistent with the continuing, cooperative, and comprehensive planning processes required by sections 134 and 135 of title 23, United States Code.

(e) SELECTION CRITERIA.—The Secretary shall select projects to be carried out under the program based on—

(1) whether the project is located—

(A) in an area under the authority of the Delta Regional Authority; and

(B) on a Federal-aid highway;

(2) endorsement of the project by the State department of transportation; and

(3) evidence of the ability of the recipient of funds provided under the program to complete the project.

(f) PROGRAM PRIORITIES.—In administering the program, the Secretary shall—

(1) encourage State and local officials to work together to develop plans for multimodal and multijurisdictional transportation decisionmaking; and

(2) give priority to projects that emphasize multimodal planning, including planning for operational improvements that—

(A) increase the mobility of people and goods;

(B) improve the safety of the transportation system with respect to catastrophic natural disasters or disasters caused by human activity; and

(C) contribute to the economic vitality of the area in which the project is being carried out.

(g) FEDERAL SHARE.—Amounts provided by the Delta Regional Authority to carry out a project under this subsection may be applied to the non-Federal share of the project required by section 120 of title 23, United States Code.

(h) FUNDING.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $10,000,000 for each of fiscal years 2006 through 2009.

(2) CONTRACT AUTHORITY.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended.

**SEC. 1309. EXTENSION OF PUBLIC TRANSIT VEHICLE EXEMPTION FROM AXLE WEIGHT RESTRICTIONS.**

Section 1023(h)(1) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 127 note; 106 Stat. 1552) is amended by striking "2005" and inserting "2009".

**SEC. 1310. INTERSTATE OASIS PROGRAM.** 23 USC 111 note.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this section, in consultation with the States and other interested parties, the Secretary shall— Deadline.

(1) establish an interstate oasis program; and

(2) after providing an opportunity for public comment, develop standards for designating, as an interstate oasis, a facility that— Standards.

(A) offers—

(i) products and services to the public;

(ii) 24-hour access to restrooms; and

(iii) parking for automobiles and heavy trucks; and

(B) meets other standards established by the Secretary.

(b) STANDARDS FOR DESIGNATION.—The standards for designation under subsection (a) shall include standards relating to—

(1) the appearance of a facility; and

(2) the proximity of the facility to the Dwight D. Eisenhower National System of Interstate and Defense Highways.

(c) ELIGIBILITY FOR DESIGNATION.—If a State (as defined in section 101(a) of title 23, United States Code) elects to participate in the interstate oasis program, any facility meeting the standards established by the Secretary shall be eligible for designation under this section.

(d) LOGO.—The Secretary shall design a logo to be displayed by a facility designated under this section.

# Subtitle D—Highway Safety

**SEC. 1401. HIGHWAY SAFETY IMPROVEMENT PROGRAM.**

(a) SAFETY IMPROVEMENT.—

(1) IN GENERAL.—Section 148 of title 23, United States Code, is amended to read as follows:

**"§ 148. Highway safety improvement program**

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

"(1) HIGH RISK RURAL ROAD.—The term 'high risk rural road' means any roadway functionally classified as a rural major or minor collector or a rural local road—

"(A) on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or

"(B) that will likely have increases in traffic volume that are likely to create an accident rate for fatalities

and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

"(2) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—The term 'highway safety improvement program' means the program carried out under this section.

"(3) HIGHWAY SAFETY IMPROVEMENT PROJECT.—

"(A) IN GENERAL.—The term 'highway safety improvement project' means a project described in the State strategic highway safety plan that—

"(i) corrects or improves a hazardous road location or feature; or

"(ii) addresses a highway safety problem.

"(B) INCLUSIONS.—The term 'highway safety improvement project' includes a project for one or more of the following:

"(i) An intersection safety improvement.

"(ii) Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).

"(iii) Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists, pedestrians, and the disabled.

"(iv) Installation of a skid-resistant surface at an intersection or other location with a high frequency of accidents.

"(v) An improvement for pedestrian or bicyclist safety or safety of the disabled.

"(vi) Construction of any project for the elimination of hazards at a railway-highway crossing that is eligible for funding under section 130, including the separation or protection of grades at railway-highway crossings.

"(vii) Construction of a railway-highway crossing safety feature, including installation of protective devices.

"(viii) The conduct of a model traffic enforcement activity at a railway-highway crossing.

"(ix) Construction of a traffic calming feature.

"(x) Elimination of a roadside obstacle.

"(xi) Improvement of highway signage and pavement markings.

"(xii) Installation of a priority control system for emergency vehicles at signalized intersections.

"(xiii) Installation of a traffic control or other warning device at a location with high accident potential.

"(xiv) Safety-conscious planning.

"(xv) Improvement in the collection and analysis of crash data.

"(xvi) Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety.

"(xvii) Installation of guardrails, barriers (including barriers between construction work zones

and traffic lanes for the safety of motorists and workers), and crash attenuators.

"(xviii) The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife.

"(xix) Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones.

"(xx) Construction and yellow-green signs at pedestrian-bicycle crossings and in school zones.

"(xxi) Construction and operational improvements on high risk rural roads.

"(4) SAFETY PROJECT UNDER ANY OTHER SECTION.—

"(A) IN GENERAL.—The term 'safety project under any other section' means a project carried out for the purpose of safety under any other section of this title.

"(B) INCLUSION.—The term 'safety project under any other section' includes a project to promote the awareness of the public and educate the public concerning highway safety matters (including motorcyclist safety) and a project to enforce highway safety laws.

"(5) STATE HIGHWAY SAFETY IMPROVEMENT PROGRAM.—The term 'State highway safety improvement program' means projects or strategies included in the State strategic highway safety plan carried out as part of the State transportation improvement program under section 135(g).

"(6) STATE STRATEGIC HIGHWAY SAFETY PLAN.—The term 'State strategic highway safety plan' means a plan developed by the State transportation department that—

"(A) is developed after consultation with—

"(i) a highway safety representative of the Governor of the State;

"(ii) regional transportation planning organizations and metropolitan planning organizations, if any;

"(iii) representatives of major modes of transportation;

"(iv) State and local traffic enforcement officials;

"(v) persons responsible for administering section 130 at the State level;

"(vi) representatives conducting Operation Lifesaver;

"(vii) representatives conducting a motor carrier safety program under section 31102, 31106, or 31309 of title 49;

"(viii) motor vehicle administration agencies; and

"(ix) other major State and local safety stakeholders;

"(B) analyzes and makes effective use of State, regional, or local crash data;

"(C) addresses engineering, management, operation, education, enforcement, and emergency services elements (including integrated, interoperable emergency communications) of highway safety as key factors in evaluating highway projects;

"(D) considers safety needs of, and high-fatality segments of, public roads;

"(E) considers the results of State, regional, or local transportation and highway safety planning processes;

"(F) describes a program of projects or strategies to reduce or eliminate safety hazards;

"(G) is approved by the Governor of the State or a responsible State agency; and

"(H) is consistent with the requirements of section 135(g).

"(b) PROGRAM.—

"(1) IN GENERAL.—The Secretary shall carry out a highway safety improvement program.

"(2) PURPOSE.—The purpose of the highway safety improvement program shall be to achieve a significant reduction in traffic fatalities and serious injuries on public roads.

"(c) ELIGIBILITY.—

"(1) IN GENERAL.—To obligate funds apportioned under section 104(b)(5) to carry out this section, a State shall have in effect a State highway safety improvement program under which the State—

"(A) develops and implements a State strategic highway safety plan that identifies and analyzes highway safety problems and opportunities as provided in paragraph (2);

"(B) produces a program of projects or strategies to reduce identified safety problems;

"(C) evaluates the plan on a regular basis to ensure the accuracy of the data and priority of proposed improvements; and

Reports.

"(D) submits to the Secretary an annual report that—

"(i) describes, in a clearly understandable fashion, not less than 5 percent of locations determined by the State, using criteria established in accordance with paragraph (2)(B)(ii), as exhibiting the most severe safety needs; and

"(ii) contains an assessment of—

"(I) potential remedies to hazardous locations identified;

"(II) estimated costs associated with those remedies; and

"(III) impediments to implementation other than cost associated with those remedies.

"(2) IDENTIFICATION AND ANALYSIS OF HIGHWAY SAFETY PROBLEMS AND OPPORTUNITIES.—As part of the State strategic highway safety plan, a State shall—

"(A) have in place a crash data system with the ability to perform safety problem identification and countermeasure analysis;

"(B) based on the analysis required by subparagraph (A)—

"(i) identify hazardous locations, sections, and elements (including roadside obstacles, railway-highway crossing needs, and unmarked or poorly marked roads) that constitute a danger to motorists (including motorcyclists), bicyclists, pedestrians, and other highway users; and

"(ii) using such criteria as the State determines to be appropriate, establish the relative severity of

those locations, in terms of accidents, injuries, deaths, traffic volume levels, and other relevant data;

"(C) adopt strategic and performance-based goals that—

"(i) address traffic safety, including behavioral and infrastructure problems and opportunities on all public roads;

"(ii) focus resources on areas of greatest need; and

"(iii) are coordinated with other State highway safety programs;

"(D) advance the capabilities of the State for traffic records data collection, analysis, and integration with other sources of safety data (such as road inventories) in a manner that—

"(i) complements the State highway safety program under chapter 4 and the commercial vehicle safety plan under section 31102 of title 49;

"(ii) includes all public roads;

"(iii) identifies hazardous locations, sections, and elements on public roads that constitute a danger to motorists (including motorcyclists), bicyclists, pedestrians, the disabled, and other highway users; and

"(iv) includes a means of identifying the relative severity of hazardous locations described in clause (iii) in terms of accidents, injuries, deaths, and traffic volume levels;

"(E)(i) determine priorities for the correction of hazardous road locations, sections, and elements (including railway-highway crossing improvements), as identified through crash data analysis;

"(ii) identify opportunities for preventing the development of such hazardous conditions; and

"(iii) establish and implement a schedule of highway safety improvement projects for hazard correction and hazard prevention; and

"(F)(i) establish an evaluation process to analyze and assess results achieved by highway safety improvement projects carried out in accordance with procedures and criteria established by this section; and

"(ii) use the information obtained under clause (i) in setting priorities for highway safety improvement projects.

"(d) ELIGIBLE PROJECTS.—

"(1) IN GENERAL.—A State may obligate funds apportioned to the State under section 104(b)(5) to carry out—

"(A) any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; or

"(B) as provided in subsection (e), other safety projects.

"(2) USE OF OTHER FUNDING FOR SAFETY.—

"(A) EFFECT OF SECTION.—Nothing in this section prohibits the use of funds made available under other provisions of this title for highway safety improvement projects.

"(B) USE OF OTHER FUNDS.—States are encouraged to address the full scope of their safety needs and opportunities by using funds made available under other provisions of this title (except a provision that specifically prohibits that use).

"(e) FLEXIBLE FUNDING FOR STATES WITH A STRATEGIC HIGHWAY SAFETY PLAN.—

Certification.

"(1) IN GENERAL.—To further the implementation of a State strategic highway safety plan, a State may use up to 10 percent of the amount of funds apportioned to the State under section 104(b)(5) for a fiscal year to carry out safety projects under any other section as provided in the State strategic highway safety plan if the State certifies that—

"(A) the State has met needs in the State relating to railway-highway crossings; and

"(B) the State has met the State's infrastructure safety needs relating to highway safety improvement projects.

"(2) OTHER TRANSPORTATION AND HIGHWAY SAFETY PLANS.—Nothing in this subsection requires a State to revise any State process, plan, or program in effect on the date of enactment of this section.

"(f) HIGH RISK RURAL ROADS.—

"(1) IN GENERAL.—After making an apportionment under section 104(b)(5) for a fiscal year beginning after September 30, 2005, the Secretary shall ensure, from amounts made available to carry out this section for such fiscal year, that a total of $90,000,000 of such apportionment is set aside by the States, proportionally according to the share of each State of the total amount so apportioned, for use only for construction and operational improvements on high risk rural roads.

"(2) SPECIAL RULE.—A State may use funds apportioned to the State pursuant to this subsection for any project under this section if the State certifies to the Secretary that the State has met all of State needs for construction and operational improvements on high risk rural roads.

"(g) REPORTS.—

"(1) IN GENERAL.—A State shall submit to the Secretary a report that—

"(A) describes progress being made to implement highway safety improvement projects under this section;

"(B) assesses the effectiveness of those improvements; and

"(C) describes the extent to which the improvements funded under this section contribute to the goals of—

"(i) reducing the number of fatalities on roadways;

"(ii) reducing the number of roadway-related injuries;

"(iii) reducing the occurrences of roadway-related crashes;

"(iv) mitigating the consequences of roadway-related crashes; and

"(v) reducing the occurrences of crashes at railway-highway crossings.

"(2) CONTENTS; SCHEDULE.—The Secretary shall establish the content and schedule for a report under paragraph (1).

Public information.

"(3) TRANSPARENCY.—The Secretary shall make reports submitted under subsection (c)(1)(D) available to the public through—

"(A) the Web site of the Department; and

"(B) such other means as the Secretary determines to be appropriate.

"(4) DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION.—Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose directly relating to paragraph (1) or subsection (c)(1)(D), or published by the Secretary in accordance with paragraph (3), shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in such reports, surveys, schedules, lists, or other data.

"(h) FEDERAL SHARE OF HIGHWAY SAFETY IMPROVEMENT PROJECTS.—Except as provided in sections 120 and 130, the Federal share of the cost of a highway safety improvement project carried out with funds apportioned to a State under section 104(b)(5) shall be 90 percent.".

(2) CLERICAL AMENDMENT.—The analysis for chapter 1 of such title is amended by striking the item relating to section 148 and inserting the following:

"148. Highway safety improvement program.".

(3) CONFORMING AMENDMENTS.—

(A) TRANSFERS OF APPORTIONMENTS.—Section 104(g) of such title is amended in the first sentence by striking "sections 130, 144, and 152 of this title" and inserting "sections 130 and 144".

(B) UNIFORM TRANSFERABILITY.—Section 126(a) of such title is amended by inserting "under" after "State's apportionment".

(C) OTHER SECTIONS.—Sections 154, 164, and 409 of such title are amended by striking "152" each place it appears and inserting "148".

(b) APPORTIONMENT OF HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDS.—Section 104(b) of such title (as amended by section 1103 of this Act) is amended—

(1) in the matter preceding paragraph (1), by inserting after "Improvement program," the following: "the highway safety improvement program,"; and

(2) by adding at the end the following:

"(5) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—

"(A) IN GENERAL.—For the highway safety improvement program, in accordance with the following formula:

"(i) 33⅓ percent of the apportionments in the ratio that—

"(I) the total lane miles of Federal-aid highways in each State; bears to

"(II) the total lane miles of Federal-aid highways in all States.

"(ii) 33⅓ percent of the apportionments in the ratio that—

"(I) the total vehicle miles traveled on lanes on Federal-aid highways in each State; bears to

"(II) the total vehicle miles traveled on lanes on Federal-aid highways in all States.

"(iii) 33⅓ percent of the apportionments in the ratio that—

"(I) the number of fatalities on the Federal-aid system in each State in the latest fiscal year for which data are available; bears to

"(II) the number of fatalities on the Federal-aid system in all States in the latest fiscal year for which data are available.

"(B) MINIMUM APPORTIONMENT.—Notwithstanding subparagraph (A), each State shall receive a minimum of one-half of 1 percent of the funds apportioned under this paragraph.".

(d) ELIMINATION OF HAZARDS RELATING TO RAILWAY-HIGHWAY CROSSINGS.—

(1) FUNDS FOR PROTECTIVE DEVICES.—Section 130(e) of such title is amended—

(A) by striking "At" and inserting the following:

"(1) IN GENERAL.—Before making an apportionment under section 104(b)(5) for a fiscal year, the Secretary shall set aside, from amounts made available to carry out the highway safety improvement program under section 148 for such fiscal year, at least $220,000,000 for the elimination of hazards and the installation of protective devices at railway-highway crossings. At"; and

(B) by adding at the end the following:

"(2) SPECIAL RULE.—If a State demonstrates to the satisfaction of the Secretary that the State has met all its needs for installation of protective devices at railway-highway crossings, the State may use funds made available by this section for other purposes under this subsection.".

(2) APPORTIONMENT.—Section 130(f) of such title is amended to read as follows:

"(f) APPORTIONMENT.—

"(1) FORMULA.—Fifty percent of the funds set aside to carry out this section pursuant to subsection (e)(1) shall be apportioned to the States in accordance with the formula set forth in section 104(b)(3)(A), and 50 percent of such funds shall be apportioned to the States in the ratio that total public railway-highway crossings in each State bears to the total of such crossings in all States.

"(2) MINIMUM APPORTIONMENT.—Notwithstanding paragraph (1), each State shall receive a minimum of one-half of 1 percent of the funds apportioned under paragraph (1).

"(3) FEDERAL SHARE.—The Federal share payable on account of any project financed with funds set aside to carry out this section shall be 90 percent of the cost thereof.".

(3) BIENNIAL REPORTS TO CONGRESS.—Section 130(g) of such title is amended in the third sentence—

(A) by inserting "and the Committee on Commerce, Science, and Transportation," after "Public Works"; and

(B) by striking "not later than April 1 of each year" and inserting ", not later than April 1, 2006, and every 2 years thereafter,".

(4) EXPENDITURE OF FUNDS.—Section 130 of such title is amended by adding at the end the following:

"(k) EXPENDITURE OF FUNDS.—Not more than 2 percent of funds apportioned to a State to carry out this section may be used by the State for compilation and analysis of data in support of activities carried out under subsection (g).".

(e) TRANSITION.—

23 USC 148 note.

(1) IMPLEMENTATION.—Except as provided in paragraph (2), the Secretary shall approve obligations of funds apportioned under section 104(b)(5) of title 23, United States Code (as added by subsection (b)), to carry out section 148 of that title, only if, not later than October 1 of the second fiscal year beginning after the date of enactment of this Act, a State has developed and implemented a State strategic highway safety plan as required pursuant to section 148(c) of that title.

Deadline.

(2) INTERIM PERIOD.—

(A) IN GENERAL.—Before October 1 of the second fiscal year after the date of enactment of this Act and until the date on which a State develops and implements a State strategic highway safety plan, the Secretary shall apportion funds to a State for the highway safety improvement program and the State may obligate funds apportioned to the State for the highway safety improvement program under section 148 for projects that were eligible for funding under sections 130 and 152 of that title, as in effect on the day before the date of enactment of this Act.

(B) NO STRATEGIC HIGHWAY SAFETY PLAN.—If a State has not developed a strategic highway safety plan by October 1, 2007, the State shall receive for the highway safety improvement program for each subsequent fiscal year until the date of development of such plan an amount that equals the amount apportioned to the State for that program for fiscal year 2007.

**SEC. 1402. WORKER INJURY PREVENTION AND FREE FLOW OF VEHICULAR TRAFFIC.**

Deadline.
Regulations.
23 USC 401 note.

Not later than 1 year after the date of enactment of this Act, the Secretary shall issue regulations to decrease the likelihood of worker injury and maintain the free flow of vehicular traffic by requiring workers whose duties place them on or in close proximity to a Federal-aid highway (as defined in section 101 of title 23, United States Code) to wear high visibility garments. The regulations may also require such other worker-safety measures for workers with those duties as the Secretary determines to be appropriate.

**SEC. 1403. TOLL FACILITIES WORKPLACE SAFETY STUDY.**

(a) IN GENERAL.—The Secretary shall conduct a study on the safety of highway toll collection facilities, including toll booths, to determine the safety of the facilities for the toll collectors who work in and around the facilities, including consideration of—

(1) the effect of design or construction of the facilities on the likelihood of vehicle collisions with the facilities;

(2) the safety of crosswalks used by toll collectors in transit to and from toll booths;

(3) the extent of the enforcement of speed limits in the vicinity of the facilities;

(4) the use of warning devices, such as vibration and rumble strips, to alert drivers approaching the facilities;

(5) the use of cameras to record traffic violations in the vicinity of the facilities;

(6) the use of traffic control arms in the vicinity of the facilities;

(7) law enforcement practices and jurisdictional issues that affect safety in the vicinity of the facilities; and

(8) the incidence of accidents and injuries in the vicinity of toll booths.

(b) DATA COLLECTION.—As part of the study, the Secretary shall collect data regarding the incidence of accidents and injuries in the vicinity of highway toll collection facilities.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the results of the study, together with recommendations for improving toll facilities workplace safety.

(d) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund (other than the Mass Transit Account), $500,000 for fiscal year 2006.

(2) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be available for obligation in the same manner and to the same extent as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of the project shall be 100 percent, and the funds shall remain available until expended and shall not be transferable.

23 USC 402 note.

**SEC. 1404. SAFE ROUTES TO SCHOOL PROGRAM.**

(a) ESTABLISHMENT.—Subject to the requirements of this section, the Secretary shall establish and carry out a safe routes to school program for the benefit of children in primary and middle schools.

(b) PURPOSES.—The purposes of the program shall be—

(1) to enable and encourage children, including those with disabilities, to walk and bicycle to school;

(2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and

(3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

(c) APPORTIONMENT OF FUNDS.—

(1) IN GENERAL.—Subject to paragraphs (2), (3), and (4), amounts made available to carry out this section for a fiscal year shall be apportioned among the States in the ratio that—

(A) the total student enrollment in primary and middle schools in each State; bears to

(B) the total student enrollment in primary and middle schools in all States.

(2) MINIMUM APPORTIONMENT.—No State shall receive an apportionment under this section for a fiscal year of less than $1,000,000.

(3) SET-ASIDE FOR ADMINISTRATIVE EXPENSES.—Before apportioning under this subsection amounts made available to carry out this section for a fiscal year, the Secretary shall set aside not more than $3,000,000 of such amounts for the

administrative expenses of the Secretary in carrying out this subsection.

(4) DETERMINATION OF STUDENT ENROLLMENTS.—Determinations under this subsection concerning student enrollments shall be made by the Secretary.

(d) ADMINISTRATION OF AMOUNTS.—Amounts apportioned to a State under this section shall be administered by the State's department of transportation.

(e) ELIGIBLE RECIPIENTS.—Amounts apportioned to a State under this section shall be used by the State to provide financial assistance to State, local, and regional agencies, including nonprofit organizations, that demonstrate an ability to meet the requirements of this section.

(f) ELIGIBLE PROJECTS AND ACTIVITIES.—

(1) INFRASTRUCTURE-RELATED PROJECTS.—

(A) IN GENERAL.—Amounts apportioned to a State under this section may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

(B) LOCATION OF PROJECTS.—Infrastructure-related projects under subparagraph (A) may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

(2) NONINFRASTRUCTURE-RELATED ACTIVITIES.—

(A) IN GENERAL.—In addition to projects described in paragraph (1), amounts apportioned to a State under this section may be used for noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

(B) ALLOCATION.—Not less than 10 percent and not more than 30 percent of the amount apportioned to a State under this section for a fiscal year shall be used for noninfrastructure-related activities under this subparagraph.

(3) SAFE ROUTES TO SCHOOL COORDINATOR.—Each State receiving an apportionment under this section for a fiscal year shall use a sufficient amount of the apportionment to fund a full-time position of coordinator of the State's safe routes to school program.

(g) CLEARINGHOUSE.—

(1) IN GENERAL.—The Secretary shall make grants to a national nonprofit organization engaged in promoting safe routes to schools to— Grants.

(A) operate a national safe routes to school clearinghouse;

(B) develop information and educational programs on safe routes to school; and

(C) provide technical assistance and disseminate techniques and strategies used for successful safe routes to school programs.

(2) FUNDING.—The Secretary shall carry out this subsection using amounts set aside for administrative expenses under subsection (c)(3).

(h) TASK FORCE.—

(1) IN GENERAL.—The Secretary shall establish a national safe routes to school task force composed of leaders in health, transportation, and education, including representatives of appropriate Federal agencies, to study and develop a strategy for advancing safe routes to school programs nationwide.

(2) REPORT.—Not later than March 31, 2006, the Secretary shall submit to Congress a report containing the results of the study conducted, and a description of the strategy developed, under paragraph (1) and information regarding the use of funds for infrastructure-related and noninfrastructure-related activities under paragraphs (1) and (2) of subsection (f).

(3) FUNDING.—The Secretary shall carry out this subsection using amounts set aside for administrative expenses under subsection (c)(3).

(i) APPLICABILITY OF TITLE 23.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project or activity under this section shall be 100 percent.

(j) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, projects assisted under this subsection shall be treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code.

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

(1) IN THE VICINITY OF SCHOOLS.—The term "in the vicinity of schools" means, with respect to a school, the area within bicycling and walking distance of the school (approximately 2 miles).

(2) PRIMARY AND MIDDLE SCHOOLS.—The term "primary and middle schools" means schools providing education from kindergarten through eighth grade.

23 USC 401 note.

**SEC. 1405. ROADWAY SAFETY IMPROVEMENTS FOR OLDER DRIVERS AND PEDESTRIANS.**

(a) IN GENERAL.—The Secretary shall carry out a program to improve traffic signs and pavement markings in all States (as such term is defined in section 101 of title 23, United States Code) in a manner consistent with the recommendations included in the publication of the Federal Highway Administration entitled "Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians (FHWA–RD–01–103)" and dated October 2001.

(b) FEDERAL SHARE.—The Federal share of the cost of a project carried out under this section shall be determined in accordance with section 120 of title 23, United States Code.

(c) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated such sums as may be necessary to carry out this section for each of fiscal years 2005 through 2009.

**SEC. 1406. SAFETY INCENTIVE GRANTS FOR USE OF SEAT BELTS.**

Section 157(g)(1) of title 23, United States Code, is amended by striking "2004, and" and all that follows through "2005" and inserting "2004, and $112,000,000 for fiscal year 2005".

**SEC. 1407. SAFETY INCENTIVES TO PREVENT OPERATION OF MOTOR VEHICLES BY INTOXICATED PERSONS.**

(a) CODIFICATION OF PENALTY.—Section 163 of title 23, United States Code, is amended—

(1) by redesignating subsection (e) as subsection (f); and

(2) by inserting after subsection (d) the following:

"(e) PENALTY.—

"(1) IN GENERAL.—On October 1, 2003, and October 1 of each fiscal year thereafter, if a State has not enacted or is not enforcing a law described in subsection (a), the Secretary shall withhold from amounts apportioned to the State on that date under each of paragraphs (1), (3), and (4) of section 104(b) an amount equal to the amount specified in paragraph (2). Deadline.

"(2) AMOUNT TO BE WITHHELD.—If a State is subject to a penalty under paragraph (1), the Secretary shall withhold for a fiscal year from the apportionments of the State described in paragraph (1) an amount equal to a percentage of the funds apportioned to the State under paragraphs (1), (3), and (4) of section 104(b) for fiscal year 2003. The percentage shall be as follows:

"(A) For fiscal year 2004, 2 percent.

"(B) For fiscal year 2005, 4 percent.

"(C) For fiscal year 2006, 6 percent.

"(D) For fiscal year 2007, and each fiscal year thereafter, 8 percent.

"(3) FAILURE TO COMPLY.—If, within 4 years from the date that an apportionment for a State is withheld in accordance with this subsection, the Secretary determines that the State has enacted and is enforcing a law described in subsection (a), the apportionment of the State shall be increased by an amount equal to the amount withheld. If, at the end of such 4-year period, any State has not enacted or is not enforcing a law described in subsection (a) any amounts so withheld from such State shall lapse.".

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 163(f)(1) of such title (as redesignated by subsection (a)(1) of this section) is amended by striking "2004, and" and inserting "2004, and $110,000,000 for fiscal year 2005".

(c) REPEAL.—Section 351 of the Department of Transportation and Related Agencies Appropriations Act, 2001 (23 U.S.C. 163 note; 114 Stat. 1356A–34) is repealed.

**SEC. 1408. IMPROVEMENT OR REPLACEMENT OF HIGHWAY FEATURES ON NATIONAL HIGHWAY SYSTEM.**

(a) UPDATE OF IMPLEMENTATION GUIDANCE.—The Secretary, in cooperation with the American Association of State Highway and Transportation Officials, shall update as appropriate the August 28, 1998, Federal Highway Administration Policy on Implementation of the report of the Transportation Research Board

of the National Research Council entitled "NCHRP Report 350–Recommended Procedures for the Safety Performance Evaluation of Highway Features".

Publication.

(b) GUIDANCE.—The Secretary, in cooperation with the Association, shall publish updated guidance regarding the conditions under which States, when choosing to improve or replace highway features on the National Highway System, should improve or replace such features with highway features that have been tested, evaluated, and found to be acceptable under the guidelines of the report referred to in subsection (a).

(c) MATTERS TO BE CONSIDERED.—Guidance published in accordance with subsection (a)—

(1) shall address those highway features that are covered by the guidelines in the report referred to in subsection (b); and

(2) shall consider types of highway features, cost-effectiveness, and practicality of replacement with highway features that have been found to be acceptable under the report guidelines to determine conditions when such features should be used.

**SEC. 1409. WORK ZONE SAFETY GRANTS.**

23 USC 401 note.

(a) IN GENERAL.—The Secretary shall establish and implement a work zone safety grant program under which the Secretary may make grants to nonprofit organizations and not-for-profit organizations to provide training to prevent or reduce highway work zone injuries and fatalities.

(b) ELIGIBLE ACTIVITIES.—Grants may be made under the program for the following purposes:

(1) Training for construction craft workers on the prevention of injuries and fatalities in highway and road construction.

(2) Development of guidelines for the prevention of highway work zone injuries and fatalities.

(3) Training for State and local government transportation agencies and other groups implementing guidelines for the prevention of highway work zone injuries and fatalities.

(c) FUNDING.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $5,000,000 for each of fiscal years 2006 through 2009.

(2) CONTRACT AUTHORITY.—Funds authorized by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable.

(d) CONSTRUCTION WORK IN ALASKA.—Section 114 of title 23, United States Code, is amended by adding at the end of the following:

"(c) CONSTRUCTION WORK IN ALASKA.—

"(1) IN GENERAL.—The Secretary shall ensure that a worker who is employed on a remote project for the construction of a highway or portion of a highway located on a Federal-aid system in the State of Alaska and who is not a domiciled resident of the locality shall receive meals and lodging.

"(2) LODGING.—The lodging under paragraph (1) shall be in accordance with section 1910.142 of title 29, Code of Federal Regulations (relating to temporary labor camp requirements).

"(3) PER DIEM.—

"(A) IN GENERAL.—Contractors are encouraged to use commercial facilities and lodges on remote projects, however, when such facilities are not available, per diem in lieu of room and lodging may be paid on remote Federal highway projects at a basic rate of $75.00 per day or part of a day the worker is employed on the project. Where the contractor provides or furnishes room and lodging or pays a per diem, the cost of the amount shall not be considered a part of wages and shall be excluded from the calculation of wages.

"(B) SECRETARY OF LABOR.—Such per diem rate shall be adopted by the Secretary of Labor for all applicable remote Federal highway projects in Alaska.

"(C) EXCEPTION.—Per diem shall not be allowed on any of the following remote projects for the construction of a highway or portion of a highway located on a Federal-aid system:

"(i) West of Livengood on the Elliot Highway.

"(ii) Mile 0 on the Dalton Highway to the North Slope of Alaska; north of Mile 20 on the Taylor Highway.

"(iii) East of Chicken on the Top of the World Highway and south of Tetlin Junction to the Alaska Canadian border.

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

"(A) REMOTE.—The term 'remote', as used with respect to a project, means that the project is 65 road miles or more from the international airport in Fairbanks, Anchorage, or Juneau, Alaska, as the case may be, or is inaccessible by road in a 2-wheel drive vehicle.

"(B) RESIDENT.—The term 'resident', as used with respect to a project, means a person living within 65 road miles of the midpoint of the project for at least 12 consecutive months prior to the award of the project.".

**SEC. 1410. NATIONAL WORK ZONE SAFETY INFORMATION CLEARINGHOUSE.** 23 USC 401 note.

(a) GRANTS.—The Secretary shall make grants for fiscal years 2006 through 2009 to a national nonprofit foundation for the operation of the National Work Zone Safety Information Clearinghouse, authorized by section 358(b)(2) of Public Law 104–59, created for the purpose of assembling and disseminating, by electronic and other means, information relating to improvement of roadway work zone safety.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $1,000,000 for each of fiscal years 2006 through 2009.

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

out using such funds shall be 100 percent, and such funds shall remain available until expended and shall not be transferable.

23 USC 402 note.

**SEC. 1411. ROADWAY SAFETY.**

(a) ROAD SAFETY.—

Contracts.

(1) IN GENERAL.—The Secretary shall enter into an agreement to assist in the activities of a national nonprofit organization that is dedicated solely to improving public road safety—

(A) by improving the quality of data pertaining to public road hazards and design features that affect or increase the severity of motor vehicle crashes;

(B) by developing and carrying out a public awareness campaign to educate State and local transportation officials, public safety officials, and motorists regarding the extent to which public road hazards and design features are a factor in motor vehicle crashes; and

(C) by promoting public road safety research and technology transfer activities.

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) $500,000 for each of fiscal years 2006 through 2009 to carry out this subsection.

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

(b) BICYCLE AND PEDESTRIAN SAFETY GRANTS.—

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

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

(B) to develop information and educational programs; and

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

(2) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) $300,000 for fiscal year 2005 and $500,000 for each of fiscal years 2006 through 2009 to carry out this subsection.

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

**SEC. 1412. IDLING REDUCTION FACILITIES IN INTERSTATE RIGHTS-OF-WAY.**

Section 111 of title 23, United States Code, is amended by adding at the end the following:

"(d) IDLING REDUCTION FACILITIES IN INTERSTATE RIGHTS-OF-WAY.—

"(1) IN GENERAL.—Notwithstanding subsection (a), a State may—

"(A) permit electrification or other idling reduction facilities and equipment, for use by motor vehicles used for commercial purposes, to be placed in rest and recreation

areas, and in safety rest areas, constructed or located on rights-of-way of the Interstate System in the State, so long as those idling reduction measures do not reduce the existing number of designated truck parking spaces at any given rest or recreation area; and

"(B) charge a fee, or permit the charging of a fee, for the use of those parking spaces actively providing power to a truck to reduce idling.

"(2) PURPOSE.—The exclusive purpose of the facilities described in paragraph (1) (or similar technologies) shall be to enable operators of motor vehicles used for commercial purposes—

"(A) to reduce idling of a truck while parked in the rest or recreation area; and

"(B) to use installed or other equipment specifically designed to reduce idling of a truck, or provide alternative power for supporting driver comfort, while parked.".

# Subtitle E—Construction and Contract Efficiency

**SEC. 1501. PROGRAM EFFICIENCIES.**

(a) ADVANCE CONSTRUCTION.—Section 115 of title 23, United States Code, is amended—

(1) by redesignating subsection (c) as subsection (d); and

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

"(a) IN GENERAL.—The Secretary may authorize a State to proceed with a project authorized under this title—

"(1) without the use of Federal funds; and

"(2) in accordance with all procedures and requirements applicable to the project other than those procedures and requirements that limit the State to implementation of a project—

"(A) with the aid of Federal funds previously apportioned or allocated to the State; or

"(B) with obligation authority previously allocated to the State.

"(b) OBLIGATION OF FEDERAL SHARE.—The Secretary, on the request of a State and execution of a project agreement, may obligate all or a portion of the Federal share of a project authorized to proceed under this section from any category of funds for which the project is eligible.".

(b) OBLIGATION AND RELEASE OF FUNDS.—Section 118(d) of such title is amended to read as follows:

"(d) OBLIGATION AND RELEASE OF FUNDS.—

"(1) IN GENERAL.—Funds apportioned or allocated to a State for a purpose for any fiscal year shall be considered to be obligated if a sum equal to the total of the funds apportioned or allocated to the State for that purpose for that fiscal year and previous fiscal years is obligated.

"(2) RELEASED FUNDS.—Any funds released by the final payment for a project, or by modifying the project agreement for a project, shall be—

"(A) credited to the same class of funds previously apportioned or allocated to the State for the project; and

"(B) immediately available for obligation.

"(3) NET OBLIGATIONS.—Notwithstanding any other provision of law (including a regulation), obligations recorded against funds made available under this subsection shall be recorded and reported as net obligations.".

23 USC 114 note.

**SEC. 1502. HIGHWAYS FOR LIFE PILOT PROGRAM.**

(a) ESTABLISHMENT.—

(1) IN GENERAL.—The Secretary shall establish and implement a pilot program to be known as the "Highways for LIFE Pilot Program".

(2) PURPOSE.—The purpose of the pilot program shall be to advance longer-lasting highways using innovative technologies and practices to accomplish the fast construction of efficient and safe highways and bridges.

(3) OBJECTIVES.—Under the pilot program, the Secretary shall provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.

(b) PROJECTS.—

(1) APPLICATIONS.—To be eligible to participate in the pilot program, a State shall submit to the Secretary an application that is in such form and contains such information as the Secretary requires. Each application shall contain a description of proposed projects to be carried by the State under the pilot program.

(2) ELIGIBILITY.—A proposed project shall be eligible for assistance under the pilot program if the project—

(A) constructs, reconstructs, or rehabilitates a route or connection on a Federal-aid highway eligible for assistance under chapter 1 of title 23, United States Code;

(B) uses innovative technologies, manufacturing processes, financing, or contracting methods that improve safety, reduce congestion due to construction, and improve quality; and

(C) meets additional criteria as determined by the Secretary.

(3) PROJECT PROPOSAL.—A project proposal submitted under paragraph (1) shall contain—

(A) an identification and description of the projects to be delivered;

(B) a description of how the projects will result in improved safety, faster construction, reduced congestion due to construction, user satisfaction, and improved quality;

(C) a description of the innovative technologies, manufacturing processes, financing, and contracting methods that will be used for the proposed projects; and

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

(4) SELECTION CRITERIA.—In selecting projects for approval under this section, the Secretary shall ensure that the projects provide an evaluation of a broad range of technologies in a wide variety of project types and shall give priority to the projects that—

(A) address achieving the Highways for LIFE performance standards for quality, safety, and speed of construction;

(B) deliver and deploy innovative technologies, manufacturing processes, financing, contracting practices, and performance measures that will demonstrate substantial improvements in safety, congestion, quality, and cost-effectiveness;

(C) include innovation that will lead to change in the administration of the State's transportation program to more quickly construct long-lasting, high-quality, cost-effective projects that improve safety and reduce congestion;

(D) are or will be ready for construction within 1 year of approval of the project proposal; and

(E) meet such other criteria as the Secretary determines appropriate.

(5) FINANCIAL ASSISTANCE.—

(A) FUNDS FOR HIGHWAYS FOR LIFE PROJECTS.—Out of amounts made available to carry out this section for a fiscal year, the Secretary may allocate to a State up to 20 percent, but not more than $5,000,000, of the total cost of a project approved under this section. Notwithstanding any other provision of law, funds allocated to a State under this subparagraph may be applied to the non-Federal share of the cost of construction of a project under title 23, United States Code.

(B) USE OF APPORTIONED FUNDS.—A State may obligate not more than 10 percent of the amount apportioned to the State under one or more of paragraphs (1), (2), (3), and (4) of section 104(b) of title 23, United States Code, for a fiscal year for projects approved under this section.

(C) INCREASED FEDERAL SHARE.—Notwithstanding sections 120 and 129 of title 23, United States Code, the Federal share payable on account of any project constructed with Federal funds allocated under this section, or apportioned under section 104(b) of such title, to a State under such title and approved under this section may amount to 100 percent of the cost of construction of such project.

(D) LIMITATION ON STATUTORY CONSTRUCTION.—Except as provided in subparagraph (C), nothing in this subsection shall be construed as altering or otherwise affecting the applicability of the requirements of chapter 1 of title 23, United States Code (including requirements relating to the eligibility of a project for assistance under the program and the location of the project), to amounts apportioned to a State for a program under section 104(b) that are obligated by the State for projects approved under this subsection.

(6) PROJECT SELECTIONS.—In the period of fiscal years 2005 through 2009, the Secretary, to the maximum extent possible, shall approve at least 1 project in each State for participation in the pilot program and for financial assistance under paragraph (5) if the State submits an application and the project meets the eligibility requirements and selection criteria under this subsection.

(7) MAXIMUM NUMBER OF PROJECTS.—The maximum number of projects for which the Secretary may allocate funds under this subsection in a fiscal year is 15.

(c) TECHNOLOGY PARTNERSHIPS.—

(1) IN GENERAL.—The Secretary may make grants or enter into cooperative agreements or other transactions to foster the development, improvement, and creation of innovative technologies and facilities to improve safety, enhance the speed of highway construction, and improve the quality and durability of highways.

(2) FEDERAL SHARE.—The Federal share of the cost of an activity carried out under this subsection shall not exceed 80 percent.

(d) TECHNOLOGY TRANSFER AND INFORMATION DISSEMINATION.—

(1) IN GENERAL.—The Secretary shall conduct a highways for life technology transfer program.

(2) AVAILABILITY OF INFORMATION.—The Secretary shall ensure that the information and technology used, developed, or deployed under this subsection is made available to the transportation community and the public.

Procedures.

(e) STAKEHOLDER INPUT AND INVOLVEMENT.—The Secretary shall establish a process for stakeholder input and involvement in the development, implementation, and evaluation of the Highways for LIFE Pilot Program. The process may include participation by representatives of State departments of transportation and other interested persons.

(f) PROJECT MONITORING AND EVALUATION.—The Secretary shall monitor and evaluate the effectiveness of any activity carried out under this section.

(g) CONTRACT AUTHORITY.—Except as otherwise provided in this section, funds authorized to be appropriated to carry out 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.

(h) STATE DEFINED.—In this section, the term "State" has the meaning such term has in section 101(a) of title 23, United States Code.

**SEC. 1503. DESIGN BUILD.**

Section 112(b)(3) of title 23, United States Code, is amended—

(1) by redesignating subparagraph (D) as subparagraph (E); and

(2) by striking subparagraph (C) and inserting the following:

"(C) QUALIFIED PROJECTS.—A qualified project referred to in subparagraph (A) is a project under this chapter (including intermodal projects) for which the Secretary has approved the use of design-build contracting under criteria specified in regulations issued by the Secretary.

Deadline.
Regulations.

"(D) REGULATORY PROCESS.—Not later than 90 days after the date of enactment of the SAFETEA–LU, the Secretary shall issue revised regulations under section 1307(c) of the Transportation Equity Act for 21st Century (23 U.S.C. 112 note; 112 Stat. 230) that—

"(i) do not preclude a State transportation department or local transportation agency, prior to compliance with section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332), from—

"(I) issuing requests for proposals;

"(II) proceeding with awards of design-build contracts; or

"(III) issuing notices to proceed with preliminary design work under design-build contracts;

"(ii) require that the State transportation department or local transportation agency receive concurrence from the Secretary before carrying out an activity under clause (i); and

"(iii) preclude the design-build contractor from proceeding with final design or construction of any permanent improvement prior to completion of the process under such section 102.".

# Subtitle F—Finance

**SEC. 1601. TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT AMENDMENTS.**

(a) DEFINITIONS.—Section 181 of title 23, United States Code, is amended—

(1) in paragraph (3) by striking "category" and "offered into the capital markets";

(2) by striking paragraph (7) and redesignating paragraphs (8) through (15) as paragraphs (7) through (14), respectively;

(3) in paragraph (8) (as redesignated by paragraph (2) of this subsection)—

(A) in subparagraph (B) by striking the period at the end and inserting a semicolon; and

(B) by striking subparagraph (D) and inserting the following:

"(D) a project that—

"(i) is a project—

"(I) for a public freight rail facility or a private facility providing public benefit for highway users;

"(II) for an intermodal freight transfer facility;

"(III) for a means of access to a facility described in subclause (I) or (II);

"(IV) for a service improvement for a facility described in subclause (I) or (II) (including a capital investment for an intelligent transportation system); or

"(V) that comprises a series of projects described in subclauses (I) through (IV) with the common objective of improving the flow of goods;

"(ii) may involve the combining of private and public sector funds, including investment of public funds in private sector facility improvements; and

"(iii) if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port."; and

(4) in paragraph (10) (as redesignated by paragraph (2) of this subsection) by striking "bond" and inserting "credit".

(b) DETERMINATION OF ELIGIBILITY.—Section 182(a) of such title is amended—

(1) by striking paragraphs (1) and (2) and inserting the following:

"(1) INCLUSION IN TRANSPORTATION PLANS AND PROGRAMS.—The project shall satisfy the applicable planning and programming requirements of sections 134 and 135 at such time as an agreement to make available a Federal credit instrument is entered into under this subchapter.

"(2) APPLICATION.—A State, local government, public authority, public-private partnership, or any other legal entity undertaking the project and authorized by the Secretary, shall submit a project application to the Secretary.";

(2) in paragraph (3)(A)(i) by striking "$100,000,000" and inserting "$50,000,000";

(3) in paragraph (3)(A)(ii) by striking "50" and inserting "33⅓";

(4) in paragraph (3)(B) by striking "$30,000,000" and inserting "$15,000,000"; and

(5) in paragraph (4)—

(A) by striking "Project financing" and inserting "The Federal credit instrument"; and

(B) by inserting before the period at the end "that also secure the project obligations".

(c) PROJECT SELECTION.—Section 182(b) of such title is amended—

(1) in paragraph (1) by striking "criteria" the second place it appears and inserting "requirements"; and

(2) in paragraph (2)(B) by inserting ", which may be the Federal credit instrument," after "obligations".

(d) SECURED LOANS.—

(1) AGREEMENTS.—Section 183(a)(1) of such title is amended—

(A) in subparagraph (A) by inserting "of any project selected under section 602" after "costs";

(B) by striking the semicolon at the end of subparagraph (B) and all that follows through "under section 182." and inserting "of any project selected under section 602; or"; and

(C) by adding at the end the following:

"(C) to refinance long-term project obligations or Federal credit instruments if such refinancing provides additional funding capacity for the completion, enhancement, or expansion of any project that—

"(i) is selected under section 602; or

"(ii) otherwise meets the requirements of section 602.".

(2) INVESTMENT-GRADE RATING REQUIREMENT.—Section 183(a)(4) of such title is amended—

(A) by striking "The funding" and inserting "The execution"; and

(B) by striking the first comma and all that follows through "1 rating agency".

(3) TERMS AND LIMITATIONS.—Section 183(b) of such title is amended—

(A) in paragraph (2)—

(i) by inserting "the lesser of" after "exceed"; and

(ii) by inserting "or, if the secured loan does not receive an investment grade rating, the amount of the senior project obligations" after "costs";

(B) in paragraph (3)(A)(i) by inserting "that also secure the senior project obligations" after "sources"; and

(C) in paragraph (4) by striking "marketable".

(4) REPAYMENT.—Section 183(c) of such title is amended—

(A) by striking paragraph (3);

(B) by redesignating paragraphs (4) and (5) as paragraphs (3) and (4), respectively;

(C) in paragraph (3)(A) (as redesignated by subparagraph (B) of this paragraph) by striking "during the 10 years"; and

(D) in subparagraph (3)(B)(ii) (as so redesignated) by striking "loan" and all that follows and inserting "loan.".

(e) LINES OF CREDIT.—

(1) TERMS AND LIMITATIONS.—Section 184(b) of such title is amended—

(A) by striking paragraph (2) and inserting the following:

"(2) MAXIMUM AMOUNTS.—The total amount of the line of credit shall not exceed 33 percent of the reasonably anticipated eligible project costs.";

(B) in paragraph (3) by striking ", any debt service reserve fund, and any other available reserve" and inserting "but not including reasonably required financing reserves";

(C) in paragraph (4)—

(i) by striking "marketable";

(ii) by striking "on which" and inserting "of execution of"; and

(iii) by striking "is obligated" and inserting "agreement";

(D) in paragraph (5)(A)(i) by inserting "that also secure the senior project obligations" after "sources"; and

(E) in paragraph (6) by striking "line of credit" and inserting "full amount of the line of credit, to the extent not drawn upon,".

(2) REPAYMENT.—Section 184(c) of such title is amended—

(A) in paragraph (2)—

(i) by striking "scheduled";

(ii) by inserting "be scheduled to" after "shall"; and

(iii) by striking "be fully repaid, with interest," and inserting "to conclude, with full repayment of principal and interest,"; and

(B) by striking paragraph (3).

(f) PROGRAM ADMINISTRATION.—Section 185 of such title is amended to read as follows:

**"§ 185. Program administration**

"(a) REQUIREMENT.—The Secretary shall establish a uniform system to service the Federal credit instruments made available under this subchapter.

"(b) FEES.—

"(1) IN GENERAL.—The Secretary may collect and spend fees, contingent upon authority being provided in appropriations Acts, at a level that is sufficient to cover—

"(A) the costs of services of expert firms retained pursuant to subsection (d); and

"(B) all or a portion of the costs to the Federal Government of servicing the Federal credit instruments.

"(c) SERVICER.—

"(1) IN GENERAL.—The Secretary may appoint a financial entity to assist the Secretary in servicing the Federal credit instruments.

"(2) DUTIES.—The servicer shall act as the agent for the Secretary.

"(3) FEE.—The servicer shall receive a servicing fee, subject to approval by the Secretary.

"(d) ASSISTANCE FROM EXPERT FIRMS.—The Secretary may retain the services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments.".

(g) FUNDING.—Section 188 of such title is amended to read as follows:

**"§ 188. Funding**

"(a) FUNDING.—

"(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subchapter $122,000,000 for each of fiscal years 2005 through 2009.

"(2) AVAILABILITY.—Amounts made available to carry out this chapter shall remain available until expended.

"(3) ADMINISTRATIVE COSTS.—From funds made available to carry out this chapter, the Secretary may use, for the administration of this subchapter, not more than $2,200,000 for each of fiscal years 2005 through 2009.

"(b) CONTRACT AUTHORITY.—

"(1) IN GENERAL.—Notwithstanding any other provision of law, approval by the Secretary of a Federal credit instrument that uses funds made available under this subchapter shall impose upon the United States a contractual obligation to fund the Federal credit investment.

"(2) AVAILABILITY.—Amounts authorized under this section for a fiscal year shall be available for obligation on October 1 of the fiscal year.".

(h) DATES FOR SUBMISSION OF REPORTS.—Section 189 of such title is amended—

(1) by striking the section designation and heading and inserting the following:

**"§ 189. Reports to Congress";**

(2) by striking "Not later than 4 years after the date of enactment of this subchapter," and inserting "On June 1, 2006, and every 2 years thereafter,"; and

(3) by striking "subchapter" each place it appears and inserting "chapter (other than section 610)".

(i) CLERICAL AMENDMENT.—The analysis for chapter 1 of such title is amended by striking the item relating to section 185 and inserting the following:

"185. Program administration.".

**SEC. 1602. STATE INFRASTRUCTURE BANKS.**

(a) IN GENERAL.—Subchapter II of chapter 1 of title 23, United States Code, is amended by adding at the end the following:

**"§ 190. State infrastructure bank program**

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

"(1) CAPITAL PROJECT.—The term 'capital project' has the meaning such term has under section 5302 of title 49.

"(2) OTHER FORMS OF CREDIT ASSISTANCE.—The term 'other forms of credit assistance' includes any use of funds in an infrastructure bank—

"(A) to provide credit enhancements;

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

"(C) to subsidize interest rates;

"(D) to insure or guarantee letters of credit and credit instruments against credit risk of loss;

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

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

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

"(3) STATE.—The term 'State' has the meaning such term has under section 401.

"(4) CAPITALIZATION.—The term 'capitalization' means the process used for depositing funds as initial capital into a State infrastructure bank to establish the infrastructure bank.

"(5) COOPERATIVE AGREEMENT.—The term 'cooperative agreement' means written consent between a State and the Secretary which sets forth the manner in which the infrastructure bank established by the State in accordance with this section will be administered.

"(6) LOAN.—The term 'loan' means any form of direct financial assistance from a State infrastructure bank that is required to be repaid over a period of time and that is provided to a project sponsor for all or part of the costs of the project.

"(7) GUARANTEE.—The term 'guarantee' means a contract entered into by a State infrastructure bank in which the bank agrees to take responsibility for all or a portion of a project sponsor's financial obligations for a project under specified conditions.

"(8) INITIAL ASSISTANCE.—The term 'initial assistance' means the first round of funds that are loaned or used for credit enhancement by a State infrastructure bank for projects eligible for assistance under this section.

"(9) LEVERAGE.—The term 'leverage' means a financial structure used to increase funds in a State infrastructure bank through the issuance of debt instruments.

"(10) LEVERAGED.—The term 'leveraged', as used with respect to a State infrastructure bank, means that the bank has total potential liabilities that exceed the capital of the bank.

"(b) COOPERATIVE AGREEMENTS.—Subject to the provisions of this section, the Secretary may enter into cooperative agreements with States for the establishment of State infrastructure banks for making loans and providing other forms of credit assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under this section.

"(c) INTERSTATE COMPACTS.—

"(1) IN GENERAL.—Congress grants consent to two or more of the States, entering into a cooperative agreement under subsection (a) with the Secretary for the establishment by such States of a multistate infrastructure bank in accordance with this section, to enter into an interstate compact establishing such bank in accordance with this section.

"(2) RESERVATION OF RIGHTS.—The right to alter, amend, or repeal interstate compacts entered into under this subsection is expressly reserved.

"(d) FUNDING.—

"(1) HIGHWAY ACCOUNT.—Subject to subsection (j), the Secretary may permit a State entering into a cooperative agreement under this section to establish a State infrastructure bank to deposit into the highway account of the bank not to exceed—

"(A) 10 percent of the funds apportioned to the State for each of fiscal years 2005 through 2009 under each of sections 104(b)(1), 104(b)(3), 104(b)(4), and 144; and

"(B) 10 percent of the funds allocated to the State for each of such fiscal years under section 105.

"(2) TRANSIT ACCOUNT.—Subject to subsection (j), the Secretary may permit a State entering into a cooperative agreement under this section to establish a State infrastructure bank, and any other recipient of Federal assistance under section 5307, 5309, or 5311 of title 49, to deposit into the transit account of the bank not to exceed 10 percent of the funds made available to the State or other recipient in each of fiscal years 2005 through 2009 for capital projects under each of such sections.

"(3) RAIL ACCOUNT.—Subject to subsection (j), the Secretary may permit a State entering into a cooperative agreement under this section to establish a State infrastructure bank, and any other recipient of Federal assistance under subtitle V of title 49, to deposit into the rail account of the bank funds made available to the State or other recipient in each of fiscal years 2005 through 2009 for capital projects under such subtitle.

"(4) CAPITAL GRANTS.—

"(A) HIGHWAY ACCOUNT.—Federal funds deposited into a highway account of a State infrastructure bank under paragraph (1) shall constitute for purposes of this section a capitalization grant for the highway account of the bank.

"(B) TRANSIT ACCOUNT.—Federal funds deposited into a transit account of a State infrastructure bank under paragraph (2) shall constitute for purposes of this section a capitalization grant for the transit account of the bank.

"(C) RAIL ACCOUNT.—Federal funds deposited into a rail account of a State infrastructure bank under paragraph 3 shall constitute for purposes of this section a capitalization grant for the rail account of the bank.

"(5) SPECIAL RULE FOR URBANIZED AREAS OF OVER 200,000.—Funds in a State infrastructure bank that are attributed to urbanized areas of a State with urbanized populations of over 200,000 under section 133(d)(3) may be used to provide assistance with respect to a project only if the metropolitan planning organization designated for such area concurs, in writing, with the provision of such assistance.

"(6) DISCONTINUANCE OF FUNDING.—If the Secretary determines that a State is not implementing the State's infrastructure bank in accordance with a cooperative agreement entered into under subsection (b), the Secretary may prohibit the State from contributing additional Federal funds to the bank.

"(e) FORMS OF ASSISTANCE FROM INFRASTRUCTURE BANKS.—An infrastructure bank established under this section may make loans or provide other forms of credit assistance to a public or private entity in an amount equal to all or a part of the cost of carrying out a project eligible for assistance under this section. The amount of any loan or other form of credit assistance provided for the project may be subordinated to any other debt financing for the project. Initial assistance provided with respect to a project from Federal funds deposited into an infrastructure bank under this section may not be made in the form of a grant.

"(f) ELIGIBLE PROJECTS.—Subject to subsection (e), funds in an infrastructure bank established under this section may be used only to provide assistance for projects eligible for assistance under this title and capital projects defined in section 5302 of title 49, and any other projects relating to surface transportation that the Secretary determines to be appropriate.

"(g) INFRASTRUCTURE BANK REQUIREMENTS.—In order to establish an infrastructure bank under this section, the State establishing the bank shall—

"(1) deposit in cash, at a minimum, into each account of the bank from non-Federal sources an amount equal to 25 percent of the amount of each capitalization grant made to the State and deposited into such account; except that, if the deposit is into the highway account of the bank and the State has a non-Federal share under section 120(b) that is less than 25 percent, the percentage to be deposited from non-Federal sources shall be the lower percentage of such grant;

"(2) ensure that the bank maintains on a continuing basis an investment grade rating on its debt, or has a sufficient level of bond or debt financing instrument insurance, to maintain the viability of the bank;

"(3) ensure that investment income derived from funds deposited to an account of the bank are—

"(A) credited to the account;

"(B) available for use in providing loans and other forms of credit assistance to projects eligible for assistance from the account; and

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

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

Deadline.

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

Deadline.

"(6) ensure that the term for repaying any loan will not exceed 30 years after the date of the first payment on the loan; and

Reports.
Deadline.

"(7) require the bank to make an annual report to the Secretary on its status no later than September 30 of each year and such other reports as the Secretary may require under guidelines issued to carry out this section.

"(h) APPLICABILITY OF FEDERAL LAW.—

"(1) IN GENERAL.—The requirements of this title and title 49 that would otherwise apply to funds made available under this title or such title and projects assisted with those funds shall apply to—

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

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

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

"(2) REPAYMENTS.—The requirements of this title and title 49 shall apply to repayments from non-Federal sources to an infrastructure bank from projects assisted by the bank. Such a repayment shall be considered to be Federal funds.

"(i) UNITED STATES NOT OBLIGATED.—The deposit of Federal funds into an infrastructure bank established under this section shall not be construed as a commitment, guarantee, or obligation on the part of the United States to any third party, nor shall any third party have any right against the United States for payment solely by virtue of the contribution. Any security or debt-financing instrument issued by the infrastructure bank shall expressly state that the security or instrument does not constitute a commitment, guarantee, or obligation of the United States.

"(j) MANAGEMENT OF FEDERAL FUNDS.—Sections 3335 and 6503 of title 31 shall not apply to funds deposited into an infrastructure bank under this section.

"(k) PROGRAM ADMINISTRATION.—For each of fiscal years 2005 through 2009, a State may expend not to exceed 2 percent of the Federal funds contributed to an infrastructure bank established by the State under this section to pay the reasonable costs of administering the bank.".

(b) PREPARATORY AMENDMENTS.—

(1) SECTION 181.—Section 181 of such title is amended—

(A) by striking the section designator and heading and inserting the following:

**"§ 181. Generally applicable provisions";**

(B) by striking "In this subchapter" and inserting the following:

"(a) DEFINITIONS.—In this chapter";

(C) in paragraph (5) by striking "184" and inserting "604";

(D) in paragraph (11) (as redesignated by section 1601(a) of this Act) by striking "183" and inserting "603"; and

(E) by adding at the end the following:

"(b) TREATMENT OF CHAPTER.—For purposes of this title, this chapter shall be treated as being part of chapter 1.".

(2) SECTION 182.—Section 182(b)(2)(A)(viii) of such title is amended by inserting "and chapter 1" after "this chapter".

(3) SECTION 183.—Section 183(a)(3) of such title is amended by striking "182(b)(2)(B)" and inserting "602(b)(2)(B)".

(4) SECTION 184.—Section 184 of such title is amended—

(A) in subsection (a)(1) by striking "182" and inserting "602";

(B) in subsection (a)(3) by striking "182(b)(2)(B)" and inserting "602(b)(2)(B)"; and

(C) in subsection (b)(10) by striking "183" and inserting "603".

(5) REFERENCES IN SUBCHAPTER.—Subchapter II of chapter 1 of such title is amended by striking "this subchapter" each place it appears and inserting "this chapter".

23 USC 181–183, 185–188.

(6) SUBCHAPTER HEADINGS.—Chapter 1 of such title is further amended—

(A) by striking "SUBCHAPTER I—GENERAL PROVISIONS" preceding section 101; and

(B) by striking "SUBCHAPTER II—INFRASTRUCTURE FINANCE" preceding section 181.

(c) CHAPTER 6.—Such title is further amended by adding at the end the following:

**"CHAPTER 6—INFRASTRUCTURE FINANCE**

"Sec.
"601. Generally applicable provisions.
"602. Determination of eligibility and project selection.
"603. Secured loans.
"604. Lines of credit.
"605. Program administration.
"606. State and local permits.
"607. Regulations.
"608. Funding.
"609. Reports to Congress.
"610. State infrastructure bank program.".

(d) MOVING AND REDESIGNATING.—Such title is further amended—

(1) by redesignating sections 181 through 189 as sections 601 through 609, respectively;

(2) by moving such sections from chapter 1 to chapter 6 (as added by subsection (c)); and

(3) by inserting such sections after the analysis for chapter 6.

(e) ANALYSIS FOR CHAPTER 1 AND TABLE OF CHAPTERS.—

(1) ANALYSIS FOR CHAPTER 1.—The analysis for chapter 1 of such title is amended—

(A) by striking the headings for subchapters I and II; and

(B) by striking the items relating to sections 181 through 189.

(2) TABLE OF CHAPTERS.—The table of chapters for such title is amended by inserting after the item relating to chapter 5 the following:

"6. Infrastructure Finance ..... 601.".

23 USC 118 note.

**SEC. 1603. USE OF EXCESS FUNDS AND FUNDS FOR INACTIVE PROJECTS.**

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

(1) ELIGIBLE FUNDS.—

(A) IN GENERAL.—The term "eligible funds" means excess funds or inactive funds for a specific transportation project or activity that were—

(i) allocated before fiscal year 1991; and

(ii) designated in a public law, or a report accompanying a public law, for allocation for the specific surface transportation project or activity.

(B) INCLUSION.—The term "eligible funds" includes funds described in subparagraph (A) that were allocated and designated for a demonstration project.

(2) EXCESS FUNDS.—The term "excess funds" means—

(A) funds obligated for a specific transportation project or activity that remain available for the project or activity after the project or activity has been completed or canceled; or

(B) an unobligated balance of funds allocated for a transportation project or activity that the State in which the project or activity was to be carried out certifies are no longer needed for the project or activity.

(3) INACTIVE FUNDS.—The term "inactive funds" means—

(A) an obligated balance of Federal funds for an eligible transportation project or activity against which no expenditures have been charged during any 1-year period beginning after the date of obligation of the funds; and

(B) funds that are available to carry out a transportation project or activity in a State, but, as certified by the State, are unlikely to be advanced for the project or activity during the 1-year period beginning on the date of certification.

(b) AVAILABILITY FOR STP PURPOSES.—Eligible funds shall be—

(1) made available in accordance with this section to the State that originally received the funds; and

(2) available for obligation for any eligible purpose under section 133 of title 23, United States Code.

(c) RETENTION FOR ORIGINAL PURPOSE.—

(1) IN GENERAL.—The Secretary may determine that eligible funds identified as inactive funds shall remain available for the purpose for which the funds were initially made available if the applicable State certifies that the funds are necessary for that initial purpose.

(2) REPORT.—A certification provided by a State under paragraph (1) shall include a report on the status of, and

an estimated completion date for, the project that is the subject of the certification.

(d) AUTHORITY TO OBLIGATE.—Notwithstanding the original source or period of availability of eligible funds, the Secretary may, on the request by a State—

(1) obligate the funds for any eligible purpose under section 133 of title 23, United States Code; or

(2)(A) deobligate the funds; and

(B) reobligate the funds for any eligible purpose under that section.

(e) APPLICABILITY.—

(1) IN GENERAL.—Subject to paragraph (2), this section applies only to eligible funds.

(2) DISCRETIONARY ALLOCATIONS; SECTION 125 PROJECTS.—This section does not apply to funds that are—

(A) allocated at the discretion of the Secretary and for which the Secretary has the authority to withdraw the allocation for use on other projects; or

(B) made available to carry out projects under section 125 of title 23, United States Code.

(f) PERIOD OF AVAILABILITY; TITLE 23 REQUIREMENTS.—

(1) IN GENERAL.—Notwithstanding the original source or period of availability of eligible funds obligated, or deobligated and reobligated, under subsection (d), the eligible funds—

(A) shall remain available for obligation for a period of 3 fiscal years after the fiscal year in which this Act is enacted; and

(B) except as provided in paragraph (2), shall be subject to the requirements of title 23, United States Code, that apply to section 133 of that title, including provisions relating to Federal share.

(2) EXCEPTION.—With respect to eligible funds described in paragraph (1)—

(A) section 133(d) of title 23, United States Code, shall not apply; and

(B) the period of availability of the eligible funds shall be determined in accordance with this section.

(g) REPORT.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report describing any action taken by the Secretary under this section.

(h) SENSE OF CONGRESS REGARDING USE OF ELIGIBLE FUNDS.—It is the sense of Congress that eligible funds made available under this Act or title 23, United States Code, should be available for obligation for transportation projects and activities in the same geographic region for which the eligible funds were initially made available.

**SEC. 1604. TOLLING.**

(a) VALUE PRICING PILOT PROGRAM.—Section 1012(b)(8) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 149 note; 105 Stat. 1938) is amended—

(1) by redesignating subparagraphs (A) and (B) as subparagraphs (C) and (D), respectively; and

(2) by inserting before subparagraph (C) (as redesignated by paragraph (1)) the following:

"(A) IN GENERAL.—There are authorized to be appropriated to the Secretary from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection—

"(i) for fiscal year 2005, $11,000,000; and

"(ii) for each of fiscal years 2006 through 2009, $12,000,000.

"(B) SET-ASIDE FOR PROJECTS NOT INVOLVING HIGHWAY TOLLS.—Of the amounts made available to carry out this subsection, $3,000,000 for each of fiscal years 2006 through 2009 shall be available only for congestion pricing pilot projects that do not involve highway tolls.".

23 USC 129 note.

(b) EXPRESS LANES DEMONSTRATION PROGRAM.—

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

(A) ELIGIBLE TOLL FACILITY.—The term "eligible toll facility" includes—

(i) a facility in existence on the date of enactment of this Act that collects tolls;

(ii) a facility in existence on the date of enactment of this Act that serves high occupancy vehicles;

(iii) a facility modified or constructed after the date of enactment of this Act to create additional tolled lane capacity (including a facility constructed by a private entity or using private funds); and

(iv) in the case of a new lane added to a previously non-tolled facility, only the new lane.

(B) NONATTAINMENT AREA.—The term "nonattainment area" has the meaning given that term in section 171 of the Clean Air Act (42 U.S.C. 7501).

(2) DEMONSTRATION PROGRAM.—Notwithstanding sections 129 and 301 of title 23, United States Code, the Secretary shall carry out 15 demonstration projects during the period of fiscal years 2005 through 2009 to permit States, public authorities, or a public or private entities designated by States, to collect a toll from motor vehicles at an eligible toll facility for any highway, bridge, or tunnel, including facilities on the Interstate System—

(A) to manage high levels of congestion;

(B) to reduce emissions in a nonattainment area or maintenance area; or

(C) to finance the expansion of a highway, for the purpose of reducing traffic congestion, by constructing one or more additional lanes (including bridge, tunnel, support, and other structures necessary for that construction) on the Interstate System.

(3) LIMITATION ON USE OF REVENUES.—

(A) USE.—

(i) IN GENERAL.—Toll revenues received under paragraph (2) shall be used by a State, public authority, or private entity designated by a State, for—

(I) debt service;

(II) a reasonable return on investment of any private financing;

(III) the costs necessary for proper operation and maintenance of any facilities under paragraph (2) (including reconstruction, resurfacing, restoration, and rehabilitation); or

(IV) if the State, public authority, or private entity annually certifies that the tolled facility is being adequately operated and maintained, any other purpose relating to a highway or transit project carried out under title 23 or 49, United States Code.

(B) REQUIREMENTS.—

(i) VARIABLE PRICE REQUIREMENT.—A facility that charges tolls under this subsection may establish a toll that varies in price according to time of day or level of traffic, as appropriate to manage congestion or improve air quality.

(ii) HOV VARIABLE PRICING REQUIREMENT.—The Secretary shall require, for each high occupancy vehicle facility that charges tolls under this subsection, that the tolls vary in price according to time of day or level of traffic, as appropriate to manage congestion or improve air quality.

(iii) HOV PASSENGER REQUIREMENTS.—Pursuant to section 166 of title 23, United States Code, a State may permit motor vehicles with fewer than two occupants to operate in high occupancy vehicle lanes as part of a variable toll pricing program established under this subsection.

(C) AGREEMENT.—

(i) IN GENERAL.—Before the Secretary may permit a facility to charge tolls under this subsection, the Secretary and the applicable State, public authority, or private entity designated by a State shall enter into an agreement for each facility incorporating the conditions described in subparagraphs (A) and (B).

(ii) TERMINATION.—An agreement under clause (i) shall terminate with respect to a facility upon the decision of the State, public authority, or private entity designated by a State to discontinue the variable tolling program under this subsection for the facility.

(iii) DEBT.—If there is any debt outstanding on a facility at the time at which the decision is made to discontinue the program under this subsection with respect to the facility, the facility may continue to charge tolls in accordance with the terms of the agreement until such time as the debt is retired.

(D) LIMITATION ON FEDERAL SHARE.—The Federal share of the cost of a project on a facility tolled under this subsection, including a project to install the toll collection facility shall be a percentage, not to exceed 80 percent, determined by the applicable State.

(4) ELIGIBILITY.—To be eligible to participate in the program under this subsection, a State, public authority, or private entity designated by a State shall provide to the Secretary—

(A) a description of the congestion or air quality problems sought to be addressed under the program;

(B) a description of—

(i) the goals sought to be achieved under the program; and

(ii) the performance measures that would be used to gauge the success made toward reaching those goals; and

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

(5) AUTOMATION.—Fees collected from motorists using an express lane shall be collected only through the use of noncash electronic technology that optimizes the free flow of traffic on the tolled facility.

(6) INTEROPERABILITY.—

Regulations. Deadline.

(A) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary shall promulgate a final rule specifying requirements, standards, or performance specifications for automated toll collection systems implemented under this section.

(B) DEVELOPMENT.—In developing that rule, which shall be designed to maximize the interoperability of electronic collection systems, the Secretary shall, to the maximum extent practicable—

(i) seek to accelerate progress toward the national goal of achieving a nationwide interoperable electronic toll collection system;

(ii) take into account the use of noncash electronic technology currently deployed within an appropriate geographical area of travel and the noncash electronic technology likely to be in use within the next 5 years; and

(iii) seek to minimize additional costs and maximize convenience to users of toll facility and to the toll facility owner or operator.

(7) REPORTING.—

Public information.

(A) IN GENERAL.—The Secretary, in cooperation with State and local agencies and other program participants and with opportunity for public comment, shall—

(i) develop and publish performance goals for each express lane project;

(ii) establish a program for regular monitoring and reporting on the achievement of performance goals, including—

(I) effects on travel, traffic, and air quality;

(II) distribution of benefits and burdens;

(III) use of alternative transportation modes; and

(IV) use of revenues to meet transportation or impact mitigation needs.

(B) REPORTS TO CONGRESS.—The Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives—

(i) not later than 1 year after the date of enactment of this Act, and annually thereafter, a report that describes in detail the uses of funds under this subsection in accordance with paragraph (8)(D); and

(ii) not later than 3 years after the date of enactment of this Act, and every 3 years thereafter, a report

that describes any success of the program under this subsection in meeting congestion reduction and other performance goals established for express lane programs.

(c) INTERSTATE SYSTEM CONSTRUCTION TOLL PILOT PROGRAM.— 23 USC 129 note.

(1) ESTABLISHMENT.—The Secretary shall establish and implement an Interstate System construction toll pilot program under which the Secretary, notwithstanding sections 129 and 301 of title 23, United States Code, may permit a State or an interstate compact of States to collect tolls on a highway, bridge, or tunnel on the Interstate System for the purpose of constructing Interstate highways.

(2) LIMITATION ON NUMBER OF FACILITIES.—The Secretary may permit the collection of tolls under this section on three facilities on the Interstate System.

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

(A) An identification of the facility on the Interstate System proposed to be a toll facility.

(B) In the case of a facility that affects a metropolitan area, an assurance that the metropolitan planning organization designated under section 134 or 135 for the area has been consulted concerning the placement and amount of tolls on the facility.

(C) An analysis demonstrating that financing the construction of the facility with the collection of tolls under the pilot program is the most efficient and economical way to advance the project.

(D) A facility management plan that includes—

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

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

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

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

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

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

(A) the State's analysis under paragraph (3)(C) is reasonable;

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

(C) the State plan for construction of the facility using toll revenues is reasonable;

(D) the State will develop, manage, and maintain a system that will automatically collect the tolls; and

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

Contracts.

(5) PROHIBITION ON NONCOMPETE AGREEMENTS.—Before the Secretary may permit a State to participate in the pilot program, the State must enter into an agreement with the Secretary that provides that the State will not enter into an agreement with a private person under which the State is prevented from improving or expanding the capacity of public roads adjacent to the toll facility to address conditions resulting from traffic diverted to such roads from the toll facility, including—

(A) excessive congestion;

(B) pavement wear; and

(C) an increased incidence of traffic accidents, injuries, or fatalities.

Contracts.

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

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

(i) debt service;

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

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

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

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

(8) PROGRAM TERM.—The Secretary may approve an application of a State for permission to collect a toll under this section only if the application is received by the Secretary before the last day of the 10-year period beginning on the date of enactment of this Act.

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

# Subtitle G—High Priority Projects

**SEC. 1701. HIGH PRIORITY PROJECTS PROGRAM.**

(a) AUTHORIZATION OF HIGH PRIORITY PROJECTS.—Section 117(a) of title 23, United States Code, is amended to read as follows:

"(a) AUTHORIZATION OF HIGH PRIORITY PROJECTS.—

"(1) IN GENERAL.—The Secretary is authorized to carry out high priority projects with funds made available to carry out the high priority projects program under this section.

"(2) AVAILABILITY OF FUNDS.—

"(A) FOR TEA–21.—Of amounts made available to carry out this section for fiscal years 1998 through 2003, the Secretary, subject to subsection (b), shall make available to carry out each project described in section 1602 of the Transportation Equity Act for the 21st Century the amount listed for such project in such section.

"(B) FOR SAFETEA–LU.—Of amounts made available to carry out this section for fiscal years 2005 through 2009, the Secretary, subject to subsection (b), shall make available to carry out each project described in section 1702 of the SAFETEA–LU the amount listed for such project in such section.

"(3) AVAILABILITY OF UNALLOCATED FUNDS.—Any amounts made available to carry out such program that are not allocated for projects described in such section shall be available to the Secretary, subject to subsection (b), to carry out such other high priority projects as the Secretary determines appropriate.".

(b) ALLOCATION PERCENTAGES.—Section 117(b) of such title is amended to read as follows:

"(b) FOR TEA–21.—For each project to be carried out with funds made available to carry out the high priority projects program under this section for fiscal years 1998 through 2003—

"(1) 11 percent of such amount shall be available for obligation beginning in fiscal year 1998;

"(2) 15 percent of such amount shall be available for obligation beginning in fiscal year 1999;

"(3) 18 percent of such amount shall be available for obligation beginning in fiscal year 2000;

"(4) 18 percent of such amount shall be available for obligation beginning in fiscal year 2001;

"(5) 19 percent of such amount shall be available for obligation beginning in fiscal year 2002; and

"(6) 19 percent of such amount shall be available for obligation beginning in fiscal year 2003.

"(c) FOR SAFETEA–LU.—For each project to be carried out with funds made available to carry out the high priority projects program under this section for fiscal years 2005 through 2009—

"(1) 20 percent of such amount shall be available for obligation beginning in fiscal year 2005;

"(2) 20 percent of such amount shall be available for obligation beginning in fiscal year 2006;

"(3) 20 percent of such amount shall be available for obligation beginning in fiscal year 2007;

"(4) 20 percent of such amount shall be available for obligation beginning in fiscal year 2008; and

"(5) 20 percent of such amount shall be available for obligation beginning in fiscal year 2009.".

(c) ADVANCE CONSTRUCTION.—Section 117(e) of such title is amended—

(1) in paragraph (1) by inserting after "21st Century" the following: "or section 1701 of the SAFETEA–LU, as the case may be,"; and

(2) by striking "section 1602 of the Transportation Equity Act for the 21st Century." and inserting "such section 1602 or 1702, as the case may be."

(d) AVAILABILITY OF OBLIGATION LIMITATION.—Section 117(g) of such title is amended by inserting after "21st Century" the following: "or section 1102(g) of the SAFETEA–LU, as the case may be".

(e) FEDERAL-STATE RELATIONSHIP.—Section 145(b) of such title is amended—

(1) by inserting after "described in" the following: "section 1702 of the SAFETEA–LU,";

(2) by inserting after "for such projects by" the following: "section 1101(a)(16) of the SAFETEA–LU,"; and

(3) by striking "117 of title 23, United States Code," and inserting "section 117 of this title,".

**SEC. 1702. PROJECT AUTHORIZATIONS.**

Subject to section 117 of title 23, United States Code, the amount listed for each high priority project in the following table shall be available (from amounts made available by section 1101(a)(16) of this Act) for fiscal years 2005 through 2009 to carry out each such project:

Highway Projects
High Priority Projects

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1 | CA | Construct safe access to streets for bicyclists and pedestrians including crosswalks, sidewalks and traffic calming measures, Covina | $400,000 |
| 2 | CA | Develop and implement ITS master plan in Anaheim | $800,000 |
| 3 | TN | Improve circuitry on vehicle protection device installed at highway/RR crossing in Athens, TN | $47,200 |
| 4 | CA | Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont | $1,960,000 |
| 5 | OH | Renovate and expand National Packard Museum and adjacent historic Packard facilities | $2,750,000 |
| 6 | IL | Land acquisition for the widening of Rt. 47 in Yorkville, IL | $4,000,000 |
| 7 | NE | Interstate 80 Interchange at Pflug Road, Sarpy County, Nebraska | $1,600,000 |
| 8 | TX | Construction of Segment #1 of Morrison Road for the City of Brownsville | $1,600,000 |
| 9 | MI | I–96 at Latson Road Interchange improvements | $4,800,000 |
| 10 | IL | Preconstruction and Construction of IL 83 at IL 132 | $800,000 |
| 11 | TN | Add third lane on U.S. 27 (State Route 29) for truck-climbing lane and realignment of roadway at Wolf Creek Road to Old U.S. 27 north of Robbins | $4,800,000 |
| 12 | MI | Reconfiguration of U.S. 31 from the Manistee Bascule Bridge to Lincoln Street in the City of Manistee | $600,000 |
| 13 | AR | Bentonville, Arkansas—Widen and improve I–540 and SH 102 Interchange | $1,420,000 |
| 14 | WA | Interstate 5 and 41st Street/Broadway Interchange and Arterial Improvement Project, Everett | $3,180,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 15 | CA | Reconstruct and deep-lift asphalt on various roads throughout the district in Santa Barbara County | $4,000,000 |
| 16 | OK | Improving the I–35 Interchange at Milepost 1 Near Thackerville | $1,600,000 |
| 17 | NJ | Laurel Avenue Bridge replacement in Holmdel Township | $800,000 |
| 18 | OH | Construct overpass over CSX Railroad on Columbia Road (State Route 252), Olmsted Falls | $448,000 |
| 19 | TN | Reconstruct and widen U.S. 72 from south of State Route 175 to State Route 57, Shelby County | $800,000 |
| 20 | NY | Construct roundabout at Oregon Road—Westbrook Drive—Red Mill Road in Town of Cortlandt | $380,000 |
| 21 | IL | Construct Bike, Pedestrian Paths, Orland Hills | $320,000 |
| 22 | PA | Construct I–79/Rte 3025 missing ramps at Jackson Township, PA | $920,000 |
| 23 | NY | John Street Extension-Lehigh Station Road to Bailey Road in the Town of Henrietta | $2,000,000 |
| 24 | TX | Extension of SH 349 to U.S. 87 Relief Route in Dawson County | $2,000,000 |
| 25 | IL | Parking facility in Peoria, IL | $800,000 |
| 26 | IL | Construct Interchange on Interstate 255/Davis Ferry Road, Dupo | $17,500,000 |
| 27 | MN | Construction and right-of-way acquisition for interchange at TH 65 and TH 242 in Blaine, MN | $3,200,000 |
| 28 | CA | Huntington Beach, Remove off-ramp on I–405 at Beach Blvd. Construct fourth lane on I–405 North, at the Beach Blvd. interchange | $400,000 |
| 29 | TN | Addition of an interchange on I–40 in Roane County at Buttermilk Road and I–40 | $2,400,000 |
| 30 | NY | Purchase Three Ferries and Establish System for Ferry Service from Rockaway Peninsula to Manhattan | $15,000,000 |
| 31 | IL | Reconstruction of Mockingbird Lane and Stratford St, Granite City | $1,600,000 |
| 32 | FL | Construction a new multi-lane tunnel below the channel to link the Port of Miami on Dodge Island with I–395 on Watson Island and I–95 in Downtown Miami | $400,000 |
| 33 | MD | Rehabilitation of West Baltimore Trail and Implementation of Pedestrian Improvements Along Associated Roadways | $720,000 |
| 34 | TN | Removal and Reconfiguration of Interstate Ramps/I–40 | $2,400,000 |
| 35 | CA | Replace structurally unsafe Winters Bridge for vehicles, bicycles and pedestrians between Yolo and Solano Counties | $1,600,000 |
| 36 | IL | City of Havana, Illinois Upgrades to Broadway Street | $762,058 |
| 37 | MN | Construction of Gitchi-Gami State Trail from Cascade River to Grand Marais | $900,000 |
| 38 | LA | Develop master transportation plan for the New Orleans Regional Medical Center | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 39 | VA | Final Design and Construction for improvements at I–64 and City Line Road, Virginia Beach and Chesapeake | $800,000 |
| 40 | MA | Replacement of Cross Street Bridge spanning flood prone Aberjona River, Winchester | $800,000 |
| 41 | NC | Construction of and improvement to I–73, I–74, and U.S. 220 in Montgomery and Randolph Counties, NC | $8,800,000 |
| 42 | IA | Access and transportation enhancements to access Lake Belva Deer, Sigourney | $1,600,000 |
| 43 | CA | Roadway surface improvements, street lighting, and storm drain improvements to South Center Street from Baughman Road to State Route 78/86, Westmorland | $640,000 |
| 44 | TX | Construct two connectors between SH 288 and Beltway 8 | $1,800,000 |
| 45 | NY | Implement Central NY highway grade crossing and grade separation project | $1,600,000 |
| 46 | CA | Douglas St. Improvements, El Segundo | $3,200,000 |
| 47 | MA | Reconstruction of Massachusetts Avenue including safety improvements and related pedestrian, bike way in Arlington | $1,600,000 |
| 48 | NY | Reconstruction of Rt. 5, 8, 12 (North South Arterial) Burrstone Rd. to Oriskany Circle, City of Utica | $800,000 |
| 49 | OK | Construction of Norman highway-rail Grade Separation | $1,600,000 |
| 50 | PA | Construction of the Montour Trail, Great Allegheny Passage | $1,600,000 |
| 51 | CA | Route 1 San Pedro Creek Bridge replacement in Pacifica | $2,500,000 |
| 52 | MI | South Lyon, 2nd St. between Warren and Haggadorn | $100,000 |
| 53 | PA | Street improvements, Abington Township | $1,600,000 |
| 54 | IA | Study of a direct link to I–80, Pella | $400,000 |
| 55 | TN | Knoxville, TN Cessna Rd. Improving At-Grade highway-railroad Crossings | $76,800 |
| 56 | OR | Construct bike/pedestrian path, Powers | $440,000 |
| 57 | IL | IL 29 from IL 6 to I–180—Phase 2 study and land acquisition | $1,600,000 |
| 58 | FL | Construct a new bridge at Indian Street, Martin County | $800,000 |
| 59 | GA | Improve sidewalks, upgrade lighting, and add landscaping in downtown Glennville | $400,000 |
| 60 | LA | Continue planning and construction of the New Orleans Regional Planning Commission Mississippi River trail in St. John, Plaquemines St. Bernard and St. Charles parishes | $1,520,000 |
| 61 | MO | Road widening and curb and gutter improvements on Hwy 33 in Kearney | $2,400,000 |
| 62 | TX | The SH 146, Port Rd. direct connectors allows traffic bypass several rail lines and traffic signals at, near intersection of SH 146 and Port Rd | $10,560,000 |
| 63 | UT | Reconstruct South Moore Cut-off Road in Emery County | $7,500,000 |
| 64 | PA | Improvements to exits along Interstate 81 in Franklin County, PA—Antrim Road | $6,560,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 65 | OH | Plan and construct the Southeast Arterial Connector highway at Delaware, Ohio | $4,480,000 |
| 66 | TN | To construct transportation enhancements on a multi-faceted greenway in downtown Columbia on the Duck River | $6,400,000 |
| 67 | RI | New Interchange constructed from I–195 to Taunton and Warren Avenue in East Providence | $4,640,000 |
| 68 | NY | Town of Chester reconstruction of Walton Lake Estates subdivision and related roads | $64,000 |
| 69 | NC | Extend M.L. King, Jr., Boulevard in Monroe | $1,600,000 |
| 70 | NY | Town of Fishkill Old Glenham Road (aka Washington Ave.) reconstruction | $260,400 |
| 71 | PA | U.S. Route 13 Corridor Reconstruction, Redevelopment and Beautification, Bucks County | $4,000,000 |
| 72 | NY | Rochester and Southern Highway-Rail Grade Crossing Bypass, Silver Springs, New York | $1,464,000 |
| 73 | IL | Upgrade streets in the City of Rushville, IL | $800,000 |
| 74 | MO | Construct 2 lanes on Chouteau Trafficway from MO 210 to I–35 | $1,600,000 |
| 75 | AZ | U.S. 60 to Gonzalez Pass | $3,040,000 |
| 76 | LA | Interstate lighting system (I–10 and LA 93) | $240,000 |
| 77 | | | $0 |
| 78 | WA | SR 704 Cross-Base Highway, Spanaway Loop Road to SR 7 | $1,200,000 |
| 79 | NY | Village of Brewster Main Street and Route 6 related construction and improvements | $780,000 |
| 80 | PA | Design and construct relocation of U.S. 11 between Ridge Hill and Hempt Roads | $4,544,000 |
| 81 | VA | Improve Route 42 (Main Street) in Bridgewater, Virginia | $400,000 |
| 82 | NY | Construction of Route 59 Palisades Interstate Parkway to Route 303 | $1,000,000 |
| 83 | IL | Improve University Drive, Macomb | $400,000 |
| 84 | CA | Adams Street Rehabilitation Project, Glendale | $310,400 |
| 85 | NY | Construct grade separation-interchange between Taconic Parkway and Pudding Street | $1,160,000 |
| 86 | IA | Construction of 100th St. interchange on I–35/I–80, Urbandale | $800,000 |
| 87 | MO | Lewis and Clark Expressway | $1,600,000 |
| 88 | PA | Mercer County, PA I–79 and PA 208 Interchange Improvement Project | $2,400,000 |
| 89 | WA | Plan to relieve traffic until North-South freeway Hwy 2 | $440,000 |
| 90 | CA | San Diego River Multiuse Bicycle and Pedestrian Path | $400,000 |
| 91 | PA | Construction of the Lafayette Street extension project in Montgomery County, PA | $9,120,000 |
| 92 | NJ | Construct new ramps between I–295 and Route 42 | $4,000,000 |
| 93 | PA | Construct SR 29 Wal-mart to River Betterment, Eaton Tunkhannock, Wyoming County | $1,360,000 |
| 94 | WV | Construct Shawnee Parkway | $880,000 |
| 95 | FL | Improve pedestrian and bicycle sidewalks, lighting, and ADA ramps—Main Street, Canal Street, Miramar | $480,000 |
| 96 | MN | Reconstruct CSAH 19 from CSAH 36 to CSAH 2, Morrison County | $160,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 97 | TN | Develop trails, bike paths and recreational facilities on Bird Mountain, Morgan County for Cumberland Trail State Park | $200,000 |
| 98 | MN | Lyndale Avenue Bridge, Richfield | $13,000,000 |
| 99 | MI | Provide a bypass around the Village of Almont during M–53 reconstruction which is contiguous with Macomb County | $80,000 |
| 100 | NY | Town of Wallkill new construction road-tunnel under Rt. 17 | $800,000 |
| 101 | NY | Village of Cold Spring Main Street and ancillary road and sidewalk improvements | $656,000 |
| 102 | IL | West Ridge Nature Preserve, Chicago | $2,800,000 |
| 103 | TN | Widen Campbell Station Road in Knoxville, TN | $1,440,000 |
| 104 | AL | Widen Hwy 84 to 4 lanes west of I–65 from Evergreen to Monroeville and beyond to the State of AL line | $4,800,000 |
| 105 | MS | Widen State Highway 57 from I–10 through Vancleave | $4,800,000 |
| 106 | WA | Widening SR 527 from 2 lanes to 5 from Bothell to Mill Creek | $1,200,000 |
| 107 | TX | Paving of County Roads 3230 and 3240 connecting FM 1158 to FM 1159 Northeast of Clarksville, TX | $1,000,000 |
| 108 | MI | Construct improvements to Finkbeiner Road from Patterson Road to Whitneyville Road in Barry County, and new bridge over Thornapple River | $3,520,000 |
| 109 | PA | York Road improvements from Horsham Road to Summit Avenue, Borough of Hatboro | $1,000,000 |
| 110 | OH | Construct Highland Road pedestrian path and intersection improvements at Highland and Bishop Roads in the City of Highland Heights, OH | $489,600 |
| 111 | WI | Reconstruct Wisconsin State Highway 21 at I–94 interchange | $2,400,000 |
| 112 | MN | Safety improvements and intersection enhancements of TH 95 and TH 169, Princeton | $1,440,000 |
| 113 | NY | Wading River Bicycle and Pedestrian Project in Riverhead | $960,000 |
| 114 | FL | Widen County Line Road (CR 578) from Suncoast Parkway to U.S. 41 to four lanes | $4,800,000 |
| 115 | IL | Improve Great River Road, Warsaw | $600,000 |
| 116 | WA | SR 518 3rd lane construction, King County | $1,600,000 |
| 117 | FL | Construct East Central Regional Rail Trail in Volusia County, Florida | $800,000 |
| 118 | MO | Y Highway U.S. 71 to MO 58, Cass County | $1,600,000 |
| 119 | WY | WYO 59 Reconstruction | $1,600,000 |
| 120 | LA | Plan and construct bike/pedestrian crossings of Washington-Palmetto Canal in the vicinity of Xavier University, New Orleans | $3,200,000 |
| 121 | NC | Winston-Salem Northern Beltway, Eastern Section and Extension, NC | $4,000,000 |
| 122 | CA | Willow and Herndon Traffic Flow Improvements, City of Clovis, California | $240,000 |
| 123 | MO | U.S. 71 at Y Highway North and Southbound Ramps | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 124 | CA | Will add landscaping enhancements along the Ronald Reagan Freeway Route 118 for aesthetic purposes | $2,320,000 |
| 125 | NC | Widens U.S. 29 Business Freeway Drive from South Scales St. to NC 14 in Rockingham County | $8,000,000 |
| 126 | PA | Widening, rechannelization, signalization to 2nd Ave. and Bates street, replace Elisa Furnace bridge over Bates Street | $640,000 |
| 127 | KS | Resurfacing, grading, replacing guardrails and adding shoulders to Old Highway 77 in Geary County, to accommodate expected traffic increase | $627,200 |
| 128 | MO | Widening, curb and gutter improvements on Hwy 92 as part of Hwy 33 redevelopment project in Kearney | $2,400,000 |
| 129 | IL | Construct streetscape along Morse avenue from Clark street to Sheridan road, Chicago | $1,600,000 |
| 130 | SC | Build extension of North Rhett Boulevard from Liberty Hall Road to U.S. 176 in SC | $5,600,000 |
| 131 | NH | Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin | $800,000 |
| 132 | GA | Construct Waycross East Bypass from U.S. 84 in Pierce County, Georgia to U.S. 1 in Ware County, Georgia | $2,560,000 |
| 133 | NY | Design and Construction of a transportation enhancement project at the Erie Canal Aqueduct in downtown Rochester | $1,200,000 |
| 134 | CA | Improvement of intersection at Balboa Blvd. and San Fernando Rd | $400,000 |
| 135 | TN | Impove Vehicle Efficiencies at highway At-Grade Railroad Crossing in Athens, TN | $79,200 |
| 136 | WI | Develop pedestrian and bike connections that link to Hank Aaron State Trail in Milwaukee | $1,680,000 |
| 137 | AK | Keystone Drive Road Improvements | $1,000,000 |
| 138 | GA | Pedestrian and streetscape improvements, Ellaville | $250,000 |
| 139 | NY | Construct and improve pedestrian access on Main Street in Hempstead | $1,600,000 |
| 140 | IL | Preconstruction activities IL 336 from Macomb to Peoria | $1,600,000 |
| 141 | OH | Purchase of right-of-ways for construction of pedestrian and bicycle improvements in the City of Aurora, OH | $400,000 |
| 142 | IL | Replacement of bridge on Harlem Avenue, The Village of River Forest | $800,000 |
| 143 | CA | State Route 86S and Ave. 66 highway safety grade separation | $3,600,000 |
| 144 | IL | Construct Bissel Street Roadway Connector, Tri-City Regional Port District | $800,000 |
| 145 | CT | Improve Route 1 between East Avenue and Belden Avenue, Norwalk, CT | $1,600,000 |
| 146 | IA | Central IA Trail Loop, bicycle and pedestrian, Ankeny to Woodward section | $800,000 |
| 147 | MI | Chippewa County, Upgrade Tilson Road between M–28 South to intersection of M–48 at Rudyard | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 148 | WA | Coal Creek Parkway Bridge Replacement, Newcastle WA | $800,000 |
| 149 | PA | Complete gaps in the Pittsburgh Riverfront Trail Network including the Hot Metal Bridge | $600,000 |
| 150 | TX | Construct passing lanes on Texas State Highway 16 in Atascosa County | $797,000 |
| 151 | TX | Construct street and drainage improvements to road system in Encinal | $250,000 |
| 152 | MN | Environmental assessment and right of-way-acquisition at U.S. 52 and CSAH 24 Interchange, Cannon Falls, Goodhue Cnty, MN | $1,600,000 |
| 153 | NY | Planning and design, construction, and related relocations for approaches to Peace Bridge Development Project, Buffalo | $8,000,000 |
| 154 | MN | Construct recreational visitor center on the Mesabi Trail, City of Virginia | $1,300,000 |
| 155 | NE | Engineering, right-of-way and construction of the 23rd Street Viaduct in Fremont, Nebraska | $400,000 |
| 156 | MN | Phase III of Devil Track Road Project, Cook County | $1,200,000 |
| 157 | ME | Relocation of southbound on-ramp to I–95 at Exit 184, Bangor | $1,500,000 |
| 158 | MA | Construct access roads to Hospital Hill project in Northampton, MA | $1,600,000 |
| 159 | IN | Construct interchange for 146th St. and I–69, Hamilton County, Indiana | $2,400,000 |
| 160 | NY | Design and construct a bicycle and pedestrian walkway along the decommissioned Putnam Rail Line | $950,000 |
| 161 | AK | False Pass Road construction from small boat harbor dock to airport and town | $3,000,000 |
| 162 | IL | Improve North Illinois St. and related roads, Belleville | $5,000,000 |
| 163 | AR | Construction of I–49, Highway 71: Arkansas portion of Bella Vista Bypass | $17,000,000 |
| 164 | NM | Coors—I–40 Interchange Reconstruction, Albuquerque | $15,600,000 |
| 165 | GA | Extend the south Toccoa Bypass east of Toccoa to CR 311, four lanes for approximately 5.7 miles on new location | $2,320,000 |
| 166 | TX | Construct SH 183 from SH 360 to Belt Line Road in Irving, Texas | $1,600,000 |
| 167 | CA | Construct pedestrian, bicycle and ADA accessible boardwalks at the Pismo Beach Promenade in San Luis Obispo County | $240,000 |
| 168 | TX | SH 44 E of Alice near SH 359 to U.S. 281, Jim Wells County | $1,600,000 |
| 169 | AR | Conway Western Loop—For engineering, rights-of-way, relocations, and continued planning and design | $400,000 |
| 170 | PA | For design, land and ROW acquisition, and construction of a parking facility and associated activities in the City of Wilkes-Barre | $800,000 |
| 171 | TN | Hawkins County, Tennessee SR 31 reconstruction | $800,000 |
| 172 | WI | Reconstruct U.S. Highway 41—STH 67 interchange (Dodge County, Wisconsin) | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 173 | MA | Reconstruct Route 24/Route 140 Interchange, replace bridge and ramps, widen and extend acceleration and deceleration lanes | $13,000,000 |
| 174 | OR | Study landslides on U.S. Highway 20 between Cascadia and Santiam Pass to develop long-term repair strategy | $1,000,000 |
| 175 | MS | Upgrade Alex Gates Road and Walnut Road in Quitman County, and roads in Falcon, Sledge and Lambert | $1,400,000 |
| 176 | IL | Upgrades for Muller Road in the City of Washington, IL | $224,000 |
| 177 | AL | Construction of Valleydale Road Flyover and widening and improvements from U.S. 31 to I–65 (Shelby County Rd. 17) | $4,720,000 |
| 178 | MS | Upgrade roads in Beauregard (U. S. Hwy 51), Dentville-Jack Rd. near Crystal Springs, and Hazelhurst (U.S. Highway 51 and I–55), Copiah County | $800,000 |
| 179 | NY | Westchester County, NY Rehabilitation of June Road Town of North Salem | $520,000 |
| 180 | CA | Implement streetscape improvements on segments of Laurel Canyon Blvd. and Victory Blvd. in North Hollywood | $960,000 |
| 181 | OH | Construct loop road along U.S. 23 in City of Fostoria, Seneca County | $6,960,000 |
| 182 | PA | Design, engineering, ROW acquisition, and construction of street improvements, parking, safety enhancements, and roadway redesign in Nanticoke | $1,600,000 |
| 183 | LA | Improve Ralph Darden Memorial Parkway Between LA 182 and Martin Luther King, Jr., Road, St. Mary Parish | $280,000 |
| 184 | CA | Reconstruct segments of Hollister Avenue between San Antonio Road and State Route 154 in Santa Barbara County | $2,000,000 |
| 185 | NY | Reconstruction of Schenck Avenue from Jamaica Avenue to Flatlands Avenue, Brooklyn | $4,000,000 |
| 186 | CO | Construct Wadsworth Interchange over U.S. 36 in Broomfield | $1,600,000 |
| 187 | NY | Enhance Battery Park Bikeway Perimeter, New York City | $1,600,000 |
| 188 | FL | I–95 Interchange in the City of Boca Raton | $11,400,000 |
| 189 | NJ | Construct Long Valley Bypass | $800,000 |
| 190 | MI | Alpena County, Resurface 3.51 miles of Hamilton and Wessel Roads | $512,000 |
| 191 | CA | Construct a 2.8 mile bikeway along Lambert Road from Mills Ave., to Valley Home Ave., in the City of Whittier, CA | $2,000,000 |
| 192 | TX | Hidalgo County Loop | $800,000 |
| 193 | ME | Improvements to Route 108 to enhance access to business park, Rumford | $1,500,000 |
| 194 | NY | Installation of new turning lane from Mohansic Ave. onto eastbound Route 202 and addition of new striped crosswalk | $340,000 |
| 195 | NY | Rockland County Hudson River Greenway Trail Project construction | $1,600,000 |
| 196 | TX | Construct a segment of FM 110 in San Marcos | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 197 | TX | Big Spring, TX Construction of the Big Spring Reliever Route | $7,320,000 |
| 198 | NY | Improvements to Intermodal Transportation Facility and Construction of Waterfront Esplanade at Fort Totten | $2,240,000 |
| 199 | PA | Reconstruction and repair of Haverford Ave. Between 68th St. and Lansdowne Ave | $240,000 |
| 200 | ND | Bismarck/Mandan Liberty Memorial Bridge over the Missouri River | $24,000,000 |
| 201 | WI | City of Glendale, WI. Develop and rehabilitate exit ramps on I–43, and improvements at West Silver Spring Drive and North Port Washington Rd | $2,400,000 |
| 202 | TX | Construction of Lake Ridge and U.S. 67 Project, Cedar Hill, TX | $2,800,000 |
| 203 | NY | Install Improvements for Pedestrian Safety including in the vicinity of PS K277 | $250,000 |
| 204 | WI | Resurface U.S. 8 between CTH C and Monico | $880,000 |
| 205 | PA | South Phila. Access Rd. Design and construction of port access road from South Phila Port and intermodal facilities, Philadelphia | $2,400,000 |
| 206 | NY | Implement ITS system and apparatus to enhance citywide truck route system on Broadway to Irwin Ave. between 232 to 231 in the neighborhood of Kingsbridge, NY | $100,000 |
| 207 | PA | SR 219 Purchase of right-of-way and completion of four lane extension from the Town of Somerset to the Maryland border | $13,600,000 |
| 208 | WI | Expand U.S. 41 between Oconto and Peshtigo, Wisconsin (Oconto and Marinette Counties, Wisconsin) | $1,600,000 |
| 209 | IA | Study for NE Beltway, Polk Co | $400,000 |
| 210 | NY | This project involves a full reconstruction of all the streets in Long Island City surrounding 11th Street | $1,920,000 |
| 211 | AZ | Upgrade and Widen SR 85 to I–10 (Mileposts 120–141) | $1,200,000 |
| 212 | MS | Upgrade Dog Pen Road, Galilee Road, and Holmes County Bridge in Holmes County, and roads in Cruger, Pickens, and Goodman | $840,000 |
| 213 | GA | U.S. 19/SR 92 median work from Ellis Rd. to West Taylor ST, Griffin | $1,200,000 |
| 214 | MS | Upgrade roads at Coahoma Community College, and roads in Coahoma and Jonestown, Coahoma County | $1,200,000 |
| 215 | IN | Construction of Dixon Road from Markland Avenue to Judson Road in Kokomo, Indiana | $400,000 |
| 216 | CA | Construction of Cross Valley Connector between I–5 and SR 14 | $4,000,000 |
| 217 | MA | State Street Corridor Redevelopment Project includes street resurfacing, pedestrian walkway improvements and ornate lighting from Main Street to St. Michael's Cemetery, Springfield | $4,800,000 |
| 218 | MI | Resurfacing of Stephenson Highway in Madison Heights | $280,000 |
| 219 | CA | Soundwall construction on the 210 Freeway, Pasadena | $1,440,000 |
| 220 | GA | Streetscape-Ashburn | $200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 221 | NY | Improve traffic flow on Rockaway Point Boulevard in the Breezy Point neighborhood of Queens County, including work to install a traffic signal at the intersection of Rockaway Point Boulevard and Reid Avenue | $500,000 |
| 222 | WI | Improve Superior Avenue: Interstate 43 to State Highway 32, Sheboygan County, Wisconsin | $1,000,000 |
| 223 | TX | Design, construction, and streetscape improvements to enhance pedestrian access, pedestrian access to bus services and facilities | $800,000 |
| 224 | IL | Upgrade roads, The Village of Berkeley | $800,000 |
| 225 | GA | Upgrade sidewalks and lighting, Wrightsville | $320,000 |
| 226 | PA | Upgrades to Bedford Route 220 at the entrance of the Bedford Business Park to Beldon Ridge intersection | $1,680,000 |
| 227 | MI | Widen Baldwin Road from Morgan to Waldon in Orion Township | $3,200,000 |
| 228 | FL | Construct Saxon Boulevard Extension, Volusia County, Florida | $1,680,000 |
| 229 | NY | Construction and rehabilitation of East and West Gates Avenues in the Village of Lindenhurst, NY | $816,000 |
| 230 | TN | Widen Interstate 240 from Interstate 55 to Interstate 40 West of Memphis, Shelby County | $800,000 |
| 231 | NJ | Rahway River Corridor Greenway Bicycle and Pedestrian Path, South Orange | $1,200,000 |
| 232 | CT | Reconstruct Pearl Harbor Memorial Bridge, New Haven | $1,600,000 |
| 233 | PA | Development of Northwest Lancaster County River Trail | $200,000 |
| 234 | CA | Widen SR 89 at existing mousehole two lane RR underpass | $2,827,744 |
| 235 | LA | Construct Mississippi River Trail and Bikepath, New Orleans | $400,000 |
| 236 | NY | Utica Marsh-Reestablish Water Street | $2,120,000 |
| 237 | AR | Widen to 5 lanes, improvement, and other development to U.S. Highway 79B/University Ave. in Pine Bluff | $3,200,000 |
| 238 | WA | SR 9 and 20th St. SE Intersection Reconstruction in Snohomish County | $250,000 |
| 239 | OH | Streetscape and related safety improvements to U.S. 20 in Painesville Township, OH | $280,000 |
| 240 | PA | Design, construct intersection and other upgrades on PA 24 and 124 in York County, PA | $800,000 |
| 241 | WA | Issaquah Historical Society, Issaquah Valley Trolley Project | $200,000 |
| 242 | IL | Construct new bridge on Illinois Prairie Path over East Branch River in Milton Township, IL | $240,000 |
| 243 | TN | Plan and construct improvements, Livingston public square | $40,000 |
| 244 | GA | Construction on U.S. 82 from Dawson to Alabama Line | $800,000 |
| 245 | IA | Construct I–74 Bridge in Bettendorf, IA | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 246 | CA | Operations and management improvements, including ITS technologies, on U.S. Highway 101 in Santa Barbara County | $800,000 |
| 247 | OH | Plan and construct new interchange on Interstate 71 at Big Walnut Road in Delaware County, Ohio | $4,160,000 |
| 248 | PA | Design and construct access to intermodal facility in York County | $1,600,000 |
| 249 | WA | Complete preliminary engineering and environmental analysis for SR 14 through Camas and Washougal | $1,500,000 |
| 250 | UT | Construct Bingham Junction Boulevard in Midvale City | $5,400,000 |
| 251 | MD | Construct Centreville, MD spur of Queen Annes County Cross Island Trail, Centreville to U.S. Route 301 | $305,600 |
| 252 | MN | Polk, Pennington, Marshall County 10-Ton Corridor in Northwestern Minnesota | $4,480,000 |
| 253 | CA | Quincy-Oroville Highway Rehabilitation in Plumas County | $800,000 |
| 254 | CA | Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose | $2,000,000 |
| 255 | TX | Construct Depression of Belt Line Road at I–35 E Intermodal Transportation Project in Carrollton, TX | $5,600,000 |
| 256 | AL | Construct Anniston Eastern Bypass from Golden Springs Road to U.S. Highway 431 | $21,600,000 |
| 257 | NY | Construct greenway along East River waterfront between East River Park (ERP) and Brooklyn Bridge, and reconstruct South entrance to ERP, in Manhattan | $1,000,000 |
| 258 | NE | Construction of I–80/Cherry Avenue Interchange and East Bypass, Kearney, Nebraska | $6,400,000 |
| 259 | MN | Corridor study, EIS, and ROW acquisition for a future highway and bridge over the Mississippi River, City of Brainerd | $800,000 |
| 260 | CA | Escondido, CA Construction of Bear Valley Parkway, East Valley Parkway | $1,600,000 |
| 261 | AR | Junction Bridge—Rehabilitation and conversion from rail to pedestrian use | $1,280,000 |
| 262 | WA | Port of Tacoma Rd.—Construct a second left turn lane for traffic from westbound Pac. Hwy E. to Port of Tacoma Rd. and I–5 | $400,000 |
| 263 | NY | Realign Union Valley Road in Town of Carmel | $264,000 |
| 264 | MO | Roadway improvements to U.S. 67 in St. Francois County | $3,200,000 |
| 265 | FL | Homestead, FL Widening of SW 328 from SW 137 Ave. to 152 Ave | $5,600,000 |
| 266 | CA | Reconstruct I–710 southern terminus off ramps, Long Beach | $2,400,000 |
| 267 | GA | SR 4 widen from Milledgeville Road to Government Street, Richmond County | $4,000,000 |
| 268 | TN | Develop trails, bike paths and recreational facilities on Western Slope of Black Mountain, Cumberland County for Cumberland Trail State Park | $200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 269 | NJ | Routes 1 and 9 Secaucus Road to Broad Avenue in Hudson and Bergen Counties | $800,000 |
| 270 | MA | Massachusetts Avenue Reconstruction, Boston | $3,850,000 |
| 271 | NY | Improve Ashburton Ave. from the Saw Mill River Parkway to the waterfront, Yonkers | $1,200,000 |
| 272 | MN | Trail extensions to Mesabi Trail, City of Aurora | $235,796 |
| 273 | LA | I–10 Ryan Street exit ramp to include relocation and realignment of Lakeshore Drive to include portions of Front Street and or Ann Street, and to include expansion of Contraband Bayou Bridge | $4,000,000 |
| 274 | MI | Van Buren, Belleville Road widen to 5 lanes between Tyler and Ecorse | $880,000 |
| 275 | IA | Widening University Blvd., Clive | $800,000 |
| 276 | HI | Construct Waimea Bypass | $800,000 |
| 277 | IL | Widening two blocks of Poplar St. from Park Ave. to 13th Street, Williamson County | $384,000 |
| 278 | CA | Widening the highway and reconstructing off ramps on Hwy 101 between Steele Lane and Windsor, CA to reduce traffic and promote carpools | $5,600,000 |
| 279 | WA | Granite Falls Alternate Freight Route in Granite Falls | $2,834,000 |
| 280 | NY | Construction and rehabilitation of North Queens Avenue and Grand Avenue in the Village of Lindenhurst, NY | $616,000 |
| 281 | SC | Extension and expansion of Lower Richland Roads Phase I | $560,000 |
| 282 | OR | Kuebler Boulevard improvements, Salem | $1,200,000 |
| 283 | NC | Upgrade U.S. 1 in Rockingham | $8,000,000 |
| 284 | CA | Implement Southwest San Fernando Valley Road and Safety Improvements | $1,840,000 |
| 285 | VA | Upgrade DOT crossing #467662S to constant warning time devices | $161,440 |
| 286 | TX | Construct new location highway and interchanges on Inner Loop, from Global Reach to Loop 375 including the Global Reach ext., El Paso | $12,800,000 |
| 287 | CA | Rehabilitation, repair, and/or reconstruction of deficient 2-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide, Fresno County | $2,800,000 |
| 288 | OH | Relocate SR 149 from 26th Street to Trough Run in Bellaire | $520,000 |
| 289 | WA | Auburn, Washington—M Street SE rehabilitation between 29th Street SE and 37th Street SE | $400,000 |
| 290 | KY | Replace Bridge over Stoner Creek, 2 Miles East of U.S. 27 Junction, Bourbon County | $800,000 |
| 291 | NM | Development of Paseo del Volcan corridor located in Sandoval County from Iris Road to U.S. Highway 550 | $1,600,000 |
| 292 | OH | Stan Hywet Hall and Gardens to restore, expand, construct, and improve pedestrian paths and bike trail system | $144,000 |
| 293 | MS | Construct bicycle path, Petal | $160,000 |
| 294 | NJ | Construction of Route 206 Chester Township, NJ | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 295 | IL | For IDOT to conduct Phase II engineering for reconstruction of 159th St./US 6/IL 7 in Will and Cook Counties | $800,000 |
| 296 | IL | For Will County to begin Phase II engineering and preconstruction activities for a high level bridge linking Caton Farm Road with Bruce Road | $1,600,000 |
| 297 | CA | Study of Thomas Bridge to meet future cargo and passenger traffic needs of the ports of Long Beach and Los Angeles | $1,600,000 |
| 298 | MD | Construct new Greenbelt Metro Station Access Interchange at I–95/I–495 | $1,000,000 |
| 299 | IL | Construct Citywide bicycle path network, City of Evanston | $200,000 |
| 300 | CA | Mount Vernon Avenue grade separation and bridge expansion in Colton | $1,600,000 |
| 301 | NJ | Improvements for St. Georges Avenue from Wood Avenue to Chestnut Street including the Linden and Roselle sides of the street | $400,000 |
| 302 | PA | Design, construct and upgrade interchange of U.S. 15 and U.S. 30 in Adams County | $3,200,000 |
| 303 | OH | State Route 8 Improvements in Northern Summit County | $3,000,000 |
| 304 | CO | U.S. 50 East, State Line to Pueblo | $6,000,000 |
| 305 | IN | Widening road (along Gordon Road, Sixth Street, and West Shafer Drive) to 3-lane street, with sidewalk and improvements to existing bridge White County/Monticello, Indiana | $11,520,000 |
| 306 | OH | Widening Pleasant Valley Bagley Road (Rte 27), Parma and Middleburg Heights | $1,200,000 |
| 307 | MA | Rehabilitation of I–95 Whittier Bridge—Amesbury and Newburyport | $1,600,000 |
| 308 | CA | Streetscape improvements at East 14th St-Mission Blvd. in Alameda County | $600,000 |
| 309 | NY | Construct W. 79th St. Rotunda, New York City | $1,600,000 |
| 310 | TX | Acquire Kelly Parkway Corridor Right-of-way through San Antonio | $400,000 |
| 311 | NC | Construct new route from U.S. 17 to U.S. 421 in Brunswick and New Hanover Counties | $800,000 |
| 312 | PA | Construct safety and capacity improvements to Route 309 and Old Packhouse Road | $200,000 |
| 313 | OR | Delta Ponds Bike/Pedestrian Path | $2,880,000 |
| 314 | FL | Hollywood U.S. Route 1 Young Circle Safety Improvement | $1,840,000 |
| 315 | MI | Houghton County, Gravel and paving of remaining 3.2 miles in 5.5 mile stretch of Jacobsville Rd | $344,000 |
| 316 | PA | Improve access to Airport Connector from PA 283 to the terminus of the Airport Connector at State Route 230 and adjacent access roads | $800,000 |
| 317 | CA | Construct one additional all purpose lane in each direction on I–405 and provide additional capital improvements from SR 73 through the LA County line | $2,568,000 |
| 318 | IL | Improve Roads and Bridges, Cook County | $3,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 319 | CA | Improve traffic safety, including streetlights, from Queen to Barclay to Los Angeles River to Riverside in Elysian Valley, Los Angeles | $1,120,000 |
| 320 | MI | Construction and improvements to Western Avenue and associated streets between Third Street and Terrace Street in Muskegon | $2,320,000 |
| 321 | IL | Construct Reed Station Parkway Extension to IL Rt. 3, Carbondale | $1,655,004 |
| 322 | AL | Construction of Patton Island Bridge Corridor | $8,000,000 |
| 323 | MI | Highland, Clyde Road from Hickory Ridge to Strathcona | $100,000 |
| 324 | MI | Alger County, Repaving a portion of H–58 from Buck Hill towards Little Beaver Road | $1,280,720 |
| 325 | TX | Improvements to U.S. 183 in Gonzales County | $400,000 |
| 326 | CA | Construct a raised landscaped median on Alondra Blvd. between Clark Ave. and Woodruff Ave. in Bellflower | $320,000 |
| 327 | MN | Right-of-way acquisition for TH 23 Paynesville Bypass | $2,000,000 |
| 328 | FL | Construct interchange improvements at I–75 and University Parkway | $400,000 |
| 329 | CO | For construction and architectural improvements of Wadsworth Bypass (SH 121) Burlington Northern Railroad and Grandview Grade Separation | $4,000,000 |
| 330 | KS | Construction of 4-lane improvement on K–18 in Riley County, Kansas | $2,000,000 |
| 331 | NJ | Replace Rockaway Road Bridge, Randolph Township, New Jersey | $800,000 |
| 332 | FL | Construction of paved road over existing unpaved roadway on SE 144th Ave. from SR 100 to U.S. 301, distance of 1.2 miles | $2,400,000 |
| 333 | FL | Construct I–4 Frontage Rd., Volusia County, Florida | $1,600,000 |
| 334 | MD | Construction of Fringe and Corridor Parking Facility at intersection of Clinton Street and Keith Avenue in Baltimore | $3,200,000 |
| 335 | OH | Purchase of right-of-way for transportation enhancement activities in Bainbridge Township, OH | $1,152,000 |
| 336 | NJ | Rowan Boulevard Parking adjacent to Highway 322 Corridor in Glassboro Township | $800,445 |
| 337 | CA | Construct interchange on U.S. 50 at Empire Ranch Road in Folsom | $1,440,000 |
| 338 | FL | Bicycle and Pedestrian Improvements in the Town of Windermere, Florida | $240,000 |
| 339 | TN | Plan and construct a bicycle and pedestrian trail, Smyrna | $2,400,000 |
| 340 | CA | Santa Anita Avenue Corridor Improvement project, Arcadia, California | $2,400,000 |
| 341 | AL | Phoenix City on/off ramps for U.S. Highway 80 | $257,200 |
| 342 | PA | Design, engineering, ROW acquisition, and construction of a connector road between Pennsylvania Rt. 93 and Pennsylvania Rt. 309 in Hazle Township | $480,000 |
| 343 | GA | South Tifton Bypass from U.S. 82/SR 520 west to U.S. 319/SR 35 east, Tift County | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 344 | NJ | Streetscape and Traffic Improvement Project to Downtown West Orange | $800,000 |
| 345 | NJ | Bergen County, NJ On Route 17, address congestion, safety, drainage, maintenance, signing, access, pedestrian circulation and transit access | $4,400,000 |
| 346 | CA | Road widening, construct bike path, lighting, and safety improvements on road leading to Hansen Dam Recreation Area, Los Angeles | $5,200,000 |
| 347 | OH | Highway grade crossing improvement on Summit Road at Pataskala, Ohio | $54,400 |
| 348 | NY | Reconstruct a historic bridge crossing Maxwell Creek in the Town of Sodus, NY | $464,000 |
| 349 | NJ | Safety and operation improvements on Route 73 in Berlin, Voorhees and Evesham | $960,000 |
| 350 | NJ | Study and preliminary engineering designs for a boulevard on State Route 440 and U.S. Highway Routes 1 and 9, Jersey City | $800,000 |
| 351 | VA | Construction of Route 17 Dominion Boulevard, Chesapeake, VA | $6,400,000 |
| 352 | LA | Installation of proper lighting standards to illuminate inbound and outbound ramps of I–10 and portions of Hwy 95 | $160,000 |
| 353 | IN | Cyntheanne Rd. Interchange and Corridor Improvements, Town of Fishers, Indiana | $800,000 |
| 354 | ME | Plan and construct North-South Aroostook highways, to improve access to St. John Valley, including Presque Isle Bypass and other improvements | $3,000,000 |
| 355 | TN | Plan and construct a bicycle and pedestrian trail, LaVergne | $1,200,000 |
| 356 | TX | Build Arkansas Street Grade Separation in Laredo | $1,000,000 |
| 357 | CA | Construct new left turn lane at State Route 19 and Telstar in El Monte | $560,000 |
| 358 | NY | Meadow Drive Extension—North Tonawanda, New York | $1,600,000 |
| 359 | CA | Reconstruct I–880 and Coleman Avenue Interchange and implement other I–880 Corridor operational improvements in Santa Clara County | $8,000,000 |
| 360 | OR | Improve Millican, West Butte Road which connects U.S. Highway 20 with U.S. Highway 126 | $1,600,000 |
| 361 | VA | Metropolitan Washington, D.C. Regional Transportation Coordination Program | $1,600,000 |
| 362 | NY | Brooks Landing Transportation Improvements and Enhancement project, Rochester | $400,000 |
| 363 | NJ | Construct CR 538 Coles Mill Road Bridge over Scotland Run, Gloucester County | $400,000 |
| 364 | TX | Convert discontinuous 2-way frontage roads to continuous one-way frontage roads on IH 30 in Texarkana, TX | $4,000,000 |
| 365 | TX | Regional bicycle routes on existing highways in Austin, TX | $800,000 |
| 366 | IN | Construct Interchange at I–65 and 109th Avenue, Crown Point | $5,963,375 |
| 367 | GA | Intersection improvement at Harris Drive at SR 42 | $480,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 368 | IL | Engineering and construction of the East Branch DuPage River Greenway Trail in central DuPage County, IL | $80,000 |
| 369 | NY | Rehabilitate a historic transportation-related warehouse on the Erie Canal in the Town of Lyons, NY | $480,000 |
| 370 | NY | Relocating Miller Highway W 59th-72 St. Manhattan under future expansion of Riverside Park | $2,000,000 |
| 371 | MI | Allen Road under the CN Railroad Grade Separation, Woodhaven | $3,560,000 |
| 372 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in Larksville Borough, Luzerne County | $160,000 |
| 373 | AR | Northeast Arkansas Connector (relocation of Highway 226) | $2,400,000 |
| 374 | NJ | Reconstruct Route 168 from Route 41 to 6th Avenue in Runnemede | $526,400 |
| 375 | NY | Renovation of Metropolitan Avenue and Unionport Road center islands | $1,700,000 |
| 376 | PA | Rt. 60 Millennium Park Interchange, construct new interchange on Rt. 60 to provide access to new Lawrence County Industrial Park | $640,000 |
| 377 | AR | Bentonville, Arkansas—Widen Arkansas Highway 102 between U.S. 71B and the west city limits | $1,500,000 |
| 378 | PA | Purchase of right-of-way, utilities and construction for Northern Access to Altoona from Interstate 99, Blair County, PA | $2,400,000 |
| 379 | CA | Construct Class I bike and pedestrian path from San Luis Obispo to Avila Beach | $320,000 |
| 380 | MN | Reconstruct CSAH 61 from south county line to TH 73, Moose Lake | $252,800 |
| 381 | AZ | Improving Lone Pine Dam Road in Navajo County | $2,000,000 |
| 382 | MI | Construct Road Improvements to North Henry St. from Vermont Ave. to Wilder Rd. Bay City | $2,160,000 |
| 383 | TX | Reconstruct I–35E Trinity River Bridge, Dallas | $12,000,000 |
| 384 | NY | Town of Greenville rehabilitation of Grahamtown Rd. and Burnt Corners Rd | $100,000 |
| 385 | NJ | Completion of Hudson River Waterfront Walkway through Stevens Institute of Technology in Hoboken | $800,000 |
| 386 | NC | Construct U.S. 74 Bypass, Shelby, NC | $2,400,000 |
| 387 | WA | Tukwila Urban Access Improvement Project—Address necessary improvements to Southcenter Parkway in Tukwila to relieve congestion | $800,000 |
| 388 | CA | Construction of a traffic signal at the intersection of Independence Avenue and Sherman Way | $100,000 |
| 389 | NH | Design and construction of intersection of Rte 101A and Rte 13 in Milford | $800,000 |
| 390 | NJ | Construct Rte 30—Pomona Road Intersection Improvements, Atlantic County | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 391 | CA | I–10 and Indian Ave. Interchange, Palm Springs, CA | $2,200,000 |
| 392 | CA | Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail | $800,000 |
| 393 | KY | Right-of-way for and construction of Pennyrile Parkway Extension from 41A S. to I–24 | $2,560,000 |
| 394 | TN | Sevier County, Tennessee SR 66 widening | $1,400,000 |
| 395 | TN | Plan and construct interchange improvements, I–65 at Highland Road | $320,000 |
| 396 | IA | Reconstruction of NW Madrid Drive, Polk Co | $800,000 |
| 397 | NH | Relocation and Reconstruction of intersection at Route 103 and North Street in Claremont | $1,040,000 |
| 398 | IL | To construct a new 2-lane road extending 1650 feet north from intersection with University Park Drive, Edwardsville | $400,000 |
| 399 | NY | Town of Highlands reconstruction of bridge on School Street | $180,000 |
| 400 | AK | Unalaska, AK Construction of AMHW ferry terminal including approach, staging, and upland improvements | $7,500,000 |
| 401 | PA | Design and construct interchange and related improvements to I–83 Exit 4 | $2,800,000 |
| 402 | MD | Great Allegheny Passage, Allegany County, MD. Construction of 5 miles of trail from Cumberland to Wharf Branch | $1,600,000 |
| 403 | MI | Northwestern Highway Extension projects in Oakland County | $7,280,000 |
| 404 | PA | PA Route 61 safety improvements, Leesport Borough and Ontelaunee and Muhlenburg Townships | $2,400,000 |
| 405 | OH | Improve Rt. 62 (Main and Town Streets) Bridges over Scioto River, Columbus | $5,200,000 |
| 406 | AK | Planning, design, and construction of a bridge joining the Island of Gravina to the Community of Ketchikan | $100,000,000 |
| 407 | MN | U.S. Trunk Highway 14 from Waseca to Owatonna, Minnesota | $3,315,200 |
| 408 | TX | Construct Mission Trails Project Packages 4 and 5 in San Antonio | $3,820,000 |
| 409 | MS | Upgrade Roads in Carthage, Leake County | $160,000 |
| 410 | MI | Construct access road at intersection of Doerr Road and Schell Street to Develop 65-Acre of Municipal Tract of Industrial Land. Village of Cass City, Tuscola County | $20,800 |
| 411 | MS | Upgrade roads in Humphreys County Districts 1 and 5 and Isola | $680,000 |
| 412 | IN | 126th Street Project, Town of Fishers, Indiana | $1,000,000 |
| 413 | HI | Construct Puanaiko Street | $800,000 |
| 414 | AZ | Burro Creek section between Wikieup and the Santa Maria River | $800,000 |
| 415 | PA | Conduct Environmental Impact Statement study for Parkway West corridor | $800,000 |
| 416 | SC | Build Railroad Avenue Extension in Berkeley County, SC—SCDOT | $1,600,000 |
| 417 | MD | Construct a visitors center and related roads serving Fort McHenry | $3,760,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 418 | OH | Construction of Gracemont Street Exchange Interstate 77—Bethlehem Township and Pike Township, Ohio | $2,400,000 |
| 419 | MI | Design, Right-of-Way and Construction of the I–196 Chicago Drive (Baldwin Street) Interchange Modification, Michigan | $15,480,000 |
| 420 | CA | Folsom Blvd. Transportation Enhancements, City of Rancho Cordova | $5,600,000 |
| 421 | TN | improve streetscape and pavement repair, Monroe County, TN | $240,000 |
| 422 | TX | IH37 frontage roads in Mathis | $1,600,000 |
| 423 | WV | Construct New River Parkway | $3,600,000 |
| 424 | NY | Construct sidewalk and improvements on Broadway in the Town of Cortlandt | $264,000 |
| 425 | PA | Erie, PA Powell Avenue Bridge Replacement, Asbury Road Improvement Project | $3,200,000 |
| 426 | VA | Liberty Street Construction in Martinsville, Virginia | $236,800 |
| 427 | CA | Implement streetscape project on Central Avenue from 103rd Street to Watts/103rd Street Station, Watts | $3,200,000 |
| 428 | MA | Realignments and reconstruction of a section of Route 32 in Palmer to the Ware town line | $2,560,000 |
| 429 | CA | Seismic retrofit of the Golden Gate Bridge | $8,800,000 |
| 430 | CA | Upgrade and extend Commerce Avenue, City of Concord | $1,600,000 |
| 431 | MA | Somerville Roadway Improvements | $2,300,000 |
| 432 | LA | Replace Almonaster Bridge, New Orleans | $400,000 |
| 433 | IN | Upgrade Traffic Signals Phase III in the City of Muncie, Indiana | $512,000 |
| 434 | FL | Sharpes Ferry Bridge replacement in Marion County | $2,240,000 |
| 435 | IA | U.S. 34 Missouri River bridge relocation and replacement | $2,000,000 |
| 436 | NY | Village of Highland Falls repaving and sidewalk construction of Oak Avenue | $120,000 |
| 437 | MN | Interchange Reconstruction at CSAH 4 and U.S. 169 | $800,000 |
| 438 | IL | Development and construction of an interchange at Brisbin Rd. and Interstate 80 | $4,800,000 |
| 439 | NE | Design, right-of-way and construction of rail-grade separations throughout Nebraska as identified by Nebraska Dept. of Roads | $12,000,000 |
| 440 | MO | Redesign and Reconstruction of the I–270 Dorsett Road Interchange Complex in the City of Maryland Heights | $1,600,000 |
| 441 | SC | Build Berlin Myers Extension in Summerville, SC | $6,400,000 |
| 442 | IN | Improve 100 South, Porter County | $800,000 |
| 443 | NY | Improve safety measures at the railroad grade crossings on the West Short River Line, Rockland County | $1,280,000 |
| 444 | NJ | Street Improvements and Traffic Signal Replacement in Union City Central Business District | $640,000 |
| 445 | GA | Streetscape project to replace sidewalks in downtown Forsyth | $300,000 |
| 446 | AK | Westside development Williamsport-Pile Bay Road | $5,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 447 | NV | Construct Interstate 15-Las Vegas Beltway Interchange | $10,000,000 |
| 448 | NY | Palisades Trailway Phase 2-Rockland County, New York | $150,000 |
| 449 | PA | Replace a Highway Rail Grade crossing in Jeanette, PA at Wegleys Road | $400,000 |
| 450 | CA | Conduct project design and environmental analysis of Heritage Bridge on Heritage Road linking Chula Vista to Otay Mesa | $2,800,000 |
| 451 | MA | Assabet River National Wildlife Refuge, MA, Design and Construction of parking areas | $420,000 |
| 452 | NY | Reconstruct Main Street in the Town of Lewisboro | $72,000 |
| 453 | MA | Study and analysis of Lowell Westford St.-Wood St. Rourke Bridge Corridor, Lowell | $500,000 |
| 454 | OR | Highway 20, Lincoln County | $5,600,000 |
| 455 | MN | Construction of 8th Street North: Stearns C.R. 120 to TH 15 in St. Cloud, MN | $1,600,000 |
| 456 | IL | Construction of a pedestrian sidewalk along S. Chicago Street in Geneseo, IL | $180,000 |
| 457 | OH | Construct Bike and Walking Path from West 210 St. to Metroparks Fairview Park | $280,000 |
| 458 | PA | Great Allegheny Passage, Somerset County, PA. Garrett Crossing Bridge, realign trail and construct a new bridge to eliminate a dangerous crossing of a State highway | $800,000 |
| 459 | MN | City of East Grand Forks Construct 13th St. SE Extension | $960,000 |
| 460 | NY | Improvements to Clark Pl. and Cherry Ln.—Rt. 6 and 6 N in Putnam County | $296,000 |
| 461 | NJ | Construct Garden State Parkway Grade Separation, Cape May County | $32,000,000 |
| 462 | VA | High Knob Horse Trails—Construction of horse riding trails and associated facilities in High Knob area of Jefferson National Forest | $600,000 |
| 463 | TN | Plan and construct a bicycle and pedestrian trail, Cookeville | $2,000,000 |
| 464 | UT | Provo, Utah Westside Connector from I–15 to Provo Municipal Airport | $800,000 |
| 465 | CA | I–5 Santa Clarita-Los Angeles Gateway Improvement Project | $1,600,000 |
| 466 | NY | Project will revitalize staircases used as streets due to steep grade of terrain in areas in which they are located, the Bronx | $800,000 |
| 467 | TX | Construct and rehabilitate pedestrian walkways along the Main Street Corridor to improve transit-related accessibility | $800,000 |
| 468 | MD | Reconstruct East North Avenue (US Route 1) in Baltimore | $4,000,000 |
| 469 | CT | Reconstructoin of Lakeville Center to improve pedestrian and vehicle safety at the intersection of Routes 41 and 44 | $716,000 |
| 470 | TX | City of Robstown Trade Processing and Inland Center | $5,000,000 |
| 471 | CA | San Gabriel Blvd. Rehabilitation Project—Mission Rd. to Broadway, San Gabriel | $240,000 |
| 472 | NC | To plan, design, and construct the 10th Street Connector Project in Greenville, NC | $2,131,200 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 473 | OH | To widen Western Reserve Road from SR 7 to Hitchcock Road, Mahoning Co | $2,000,000 |
| 474 | NY | Binghamton, Improve Front Street | $4,000,000 |
| 475 | FL | U.S. Highway 19 Bayside Segment | $1,600,000 |
| 476 | MI | Arenac County, Upgrade Maple Ridge Road from Briggs Road east to M–65 | $1,316,800 |
| 477 | NY | Village of Highland Falls repaving and sidewalk construction of Mearns Ave | $180,000 |
| 478 | NY | Village of Nelsonville improvements, paving and sidewalk installation to North Pearl St., Crown St., Pine St., and Wood Ave | $200,000 |
| 479 | CA | Widen Firestone Blvd. between Ryerson Blvd. and Stewart and Gray Road in Downey | $1,600,000 |
| 480 | CA | Construct Air Cargo Access Road to Oakland International Airport | $720,000 |
| 481 | MD | Peer review study of conflicts between road system and light rail operations in Linthicum, MD | $80,000 |
| 482 | GA | Resurface and widen Jac-Art Road as part of the Bleckley County Development Authority project | $200,000 |
| 483 | VA | Construction of Virginia Blue Ridge Trail in Amherst County, VA | $240,000 |
| 484 | FL | Implement NE 6th Street/Sistrunk Boulevard Streetscape and Enhancement Project, City of Fort Lauderdale | $800,000 |
| 485 | CA | Widen Lakewood Blvd. between Telegraph Rd. and Fifth St. in Downey | $1,600,000 |
| 486 | TX | Widen Motor Street thoroughfare in Dallas to improve accessibility to Southwestern Medical District | $4,400,000 |
| 487 | MN | Construction of Gitchi-Gami State Trail, Lutsen Phase, CR 34 to Lockport store | $500,000 |
| 488 | PA | Widen of SR 309 through the Borough of Coopersburg to create left-turn lanes and complete the Rt. 309 Corridor Improvement Project | $2,400,000 |
| 489 | CA | Pasadena Ave/Monterey Rd. Partial Grade Separation—Preliminary Engineering—Feasibility, South Pasadena | $240,000 |
| 490 | OH | Intermodal Bikeway, Independence | $2,000,000 |
| 491 | MO | Widen shoulder and resurface U.S. 136 and replace 2 deficient bridges between Rock Port and Bethany, Missouri | $2,400,000 |
| 492 | FL | SR 43 (U.S.301) Improvement Project—Ellentown to Parrish, Florida | $3,200,000 |
| 493 | GA | Bike and pedestrian paths and other transportation enhancements at Georgia Veterans Memorial Park | $640,000 |
| 494 | AK | Citywide pavement rehabilitation in City of North Pole | $1,000,000 |
| 495 | GA | Replace and upgrade sidewalks, Glenwood | $50,000 |
| 496 | MI | Reconstruction of Leeman Road from County Road 581 west 7 miles to Lerza Road, Dickinson County | $1,200,000 |
| 497 | GA | Widen SR 133 from Spence Field to SR 35 in Colquitt County, Georgia | $800,000 |
| 498 | CA | Mariposa County, CA Improve 16 roads, bridge and one bike path | $2,800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 499 | LA | Upgrade highway-rail crossings at Madison Street, City of Gretna | $160,000 |
| 500 | PA | Two-lane Extension of Bristol Road, Bucks County | $1,600,000 |
| 501 | TN | Widen SR 30 From Athens to Etowah, Tennessee | $4,606,400 |
| 502 | MI | Iosco County, Reconstruct Bissonette Road from Lorenz Road to Chambers Road | $258,000 |
| 503 | TX | Development of one-story 300-vehicle parking facility | $1,200,000 |
| 504 | WA | Design and construct improved I–182 interchange ramps at Broadmoor Blvd. in Pasco, WA | $1,600,000 |
| 505 | NY | Erie Canalway National Heritage Corridor in Lockport, NY—Transportation Enhancements | $2,600,000 |
| 506 | MI | M–6 Paul Henry Freeway trail design and construction | $2,224,000 |
| 507 | CT | Reconstruction and conversion of Union Station in North Canaan to establish a transportation museum | $1,364,000 |
| 508 | OR | Construct passing lanes on U.S. 199, Josephine County | $1,827,000 |
| 509 | CA | Scenic preservation and run-off mitigation in the Santa Monica Mountains National Recreation Area near PCH and U.S. 101 | $1,200,000 |
| 510 | IL | South Shore Drive and 67th Underpass | $1,040,000 |
| 511 | CA | Mission Boulevard/State Route 71 Interchange—Corridor Improvements | $3,360,000 |
| 512 | OR | For purchase of right-of-way, planning, design, and construction of a highway, Newberg | $8,545,600 |
| 513 | VA | Smith River Trail—Construction of trail along Smith River in Henry County | $400,000 |
| 514 | IL | Resurface Clifton Park Ave. and S. Louis Ave., Village of Evergreen | $320,000 |
| 515 | NJ | University Heights Connector for improvements to First Street in Newark from Sussex Street to West Market Street | $509,600 |
| 516 | GA | Broad Avenue Bridge: Albany | $400,000 |
| 517 | CA | Carlsbad, CA Construction of Poinsettia Lane | $1,600,000 |
| 518 | CA | Construct pedestrian enhancements on Broadway in Los Angeles | $2,000,000 |
| 519 | NJ | Construct Rt. 56 Maurice River Bridge Replacement, Salem and Cumberland Counties | $1,600,000 |
| 520 | WA | Conduct route analysis for community pathway through Chehalis | $50,000 |
| 521 | WA | Construct a multi-jurisdictional non-motorized transportation project parallel to SR 99 called the Interurban Trail | $1,600,000 |
| 522 | FL | Construct Downtown Bypass Roadway Connector, Lake Mary, Florida | $400,000 |
| 523 | NY | To study, design, and construct the Brooklyn Waterfront Greenway in Red Hook, Greenpoint, and the Navy Yard in Brooklyn | $6,600,000 |
| 524 | NY | Update all county and town traffic signage in Wayne County, NY | $220,000 |
| 525 | CA | Construct Route 101 Auxiliary Lanes 3rd Ave. in the City of San Mateo to Millbrae Ave. in Millbrae | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 526 | CA | Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano County | $2,400,000 |
| 527 | MS | Construct I–20 Interchange at Hawkins Crossing, Lauderdale County | $2,000,000 |
| 528 | TN | Sevier, Jefferson, Cocke Counties, Tennessee SR 35 and U.S. 411 widening | $1,400,000 |
| 529 | GA | Upgrade Safety of Bicycle and Pedestrian Access to Public Schools, Dekalb County | $2,400,000 |
| 530 | OH | Construction of Safety and related improvements on Rutlege Transfer Road in Vernon Township, OH | $96,000 |
| 531 | WI | Reconstruct U.S. 45 in Antigo | $1,616,000 |
| 532 | WA | SR 2/Main Street/Old Owen Road Intersection in Monroe | $384,000 |
| 533 | GA | Install landscaping and upgrade lighting on Fall Line Freeway, Reynolds | $350,000 |
| 534 | WA | Congestion relief on I–405 with added lanes from SR 520–SR 522 including 2 lanes each way from NE 85th-NE 124th | $800,000 |
| 535 | NY | Conduct NYS 5 construction study | $64,000 |
| 536 | PA | Widen lanes, add left turn lanes and update and install traffic signals at SR 309, SR 4010 interchange in North Whitehall Township | $1,200,000 |
| 537 | KY | Reconstruct I–64–KY 180 Interchange, Boyd County, Kentucky | $1,600,000 |
| 538 | TX | Widen U.S. 271 from a 2-lane facility to a 4 lane divided facility from Paris, TX to Pattonville, TX | $1,600,000 |
| 539 | TN | Carter County, Tennessee SR 362 reconstruction | $400,000 |
| 540 | OH | Construct Ohio River Trail, Anderson Township | $220,000 |
| 541 | MI | Delta County, CR 515 from U.S. 2 and U.S. 41 in Rapid River to County Road 446 at Days River Road-Bituminous overlay and joint repair | $256,000 |
| 542 | FL | Fund design phase for widening U.S. 41 north of Dunnellon to four lanes | $800,000 |
| 543 | TN | Construction of Elizabethton Connector in Carter County, Tennessee | $800,000 |
| 544 | NJ | Newark Waterfront Pedestrian and Bicycle Access project | $1,200,000 |
| 545 | ME | Plan and construct Lewiston/Auburn Downtown Connector | $4,360,000 |
| 546 | OH | Conduct Miami St. along SR Route 53 safety enhancement project to improve access to railroad crossing | $800,000 |
| 547 | AK | Planning, design, and construction of Juneau access roads in Juneau, Alaska | $15,000,000 |
| 548 | TN | Construction of an intersection/interchange in the City of Cleveland along I–75 | $1,920,000 |
| 549 | FL | Construct Flagler Avenue Improvements, City of Key West, Florida | $808,000 |
| 550 | CA | Rehabilitate street surface of Cedros Avenue between Burbank Blvd. and Magnolia Blvd | $34,400 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 551 | VA | Engineering and Right-of-way to widen Route 221 in Forest, Virginia | $1,000,000 |
| 552 | NY | Install Improvements for Pedestrian Safety including in the vicinity of PS Q200 | $250,000 |
| 553 | TX | SH 146 grade separation over Red Bluff Rd | $13,600,000 |
| 554 | TN | Construction of park access road and adjacent trails at the Athens Regional Park in Athens, TN | $240,000 |
| 555 | IL | State Street Road Improvements from 43rd Street to IL Rt. 157, East St. Louis | $3,080,000 |
| 556 | GA | Streetscape-Dawson | $160,000 |
| 557 | SC | Build Carolina Bays Parkway Segment from SC 544 to U.S. 17 in Myrtle Beach, SC | $2,400,000 |
| 558 | GA | U.S. 341 U.S. 41 SR 7 from Barnesville to SR 3, Georgia | $3,200,000 |
| 559 | OH | Reconstruct and widen State Route 82 in North Royalton | $800,000 |
| 560 | FL | Acquisition, engineering, and construction of West Avenue Connector Bridge, City of Miami Beach, FL | $800,000 |
| 561 | ME | Safety Enhancements on Routes 11, 6, and 16 for Piscataquis County Industrial Development | $400,000 |
| 562 | IL | Study, design, and construction of a designated truck route through the City of Monticello | $905,600 |
| 563 | CA | Improvement of intersection at Aviation Blvd. and Rosecrans Ave. to reduce congestion, City of Hawthorne | $2,000,000 |
| 564 | WI | Preliminary engineering for upgrading I–94 between Illinois State Line and Mitchell Interchange in SE Wisconsin | $7,200,000 |
| 565 | MI | Cogshall Road Crossing Improvement and Life Safety Access Project in Holly, MI | $960,000 |
| 566 | MI | Ontonagon County, Improve Fed. Forest Hwy 16 from M–38 to Houghton County Line | $400,000 |
| 567 | UT | Forest Street Improvements, Brigham City, UT | $2,000,000 |
| 568 | NC | I–40 Union Cross Road Interchange in Forsyth County, NC | $800,000 |
| 569 | NJ | Construct Sea Isle Boulevard Reconstruction from Garden State Parkway to Ludlams Thoroughfare, Cape May County | $1,600,000 |
| 570 | CA | I–5 HOV Improvements from Route 134 to Route 170 | $400,000 |
| 571 | NY | Reconfiguration of intersection and redesign of traffic signal timing at Mohegan Ave. and Lakeland St | $400,000 |
| 572 | CA | Shoal Creek Pedestrian Bridge (San Diego) | $1,200,000 |
| 573 | GA | Streetscape-Cordele | $200,000 |
| 574 | CA | Construct I–605 Interchange Capacity Improvements in Irwindale | $1,600,000 |
| 575 | SC | Construction of interchange at I–385 and SC 14, Exit 19, in Laurens County, South Carolina | $1,760,000 |
| 576 | NE | Design, right-of-way and construction of Nebraska Highway 35 between Norfolk and South Sioux City | $7,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 577 | MO | Complete impact study for North Oak Highway corridor redevelopment | $400,000 |
| 578 | MA | Design and construct the 1.5 mile East Longmeadow Redstone rail Trail bike path | $1,200,000 |
| 579 | NY | Improve bicycle and pedestrian safety on Main Street, Holbrook | $100,000 |
| 580 | CA | Tuolumne, Stanislaus and Merced Counties Upgrade existing county highway, J59 | $2,000,000 |
| 581 | FL | U.S. 19 Continuous right turn lanes in Pasco County | $5,760,000 |
| 582 | NJ | Union Boulevard Revitalization and Streetscape Enhancements, Totowa | $400,000 |
| 583 | IL | Improve roads, The Village of Westchester | $800,000 |
| 584 | IN | Reconstruct 45th Avenue from Colfax Street to Grant Street, Lake County | $2,160,000 |
| 585 | IN | Construct Grade Separation Underpass on Main Street in Mishawaka, Indiana | $1,600,000 |
| 586 | UT | Construct 2-lane divided highway from the Atkinville Interchange to the new replacement airport access road in St. George | $4,000,000 |
| 587 | CA | Diamond Bar On-Off Ramp at Lemon Ave. on SR 60 | $9,600,000 |
| 588 | NY | Transportation parking facility serving the Harlem Hospital Complex | $8,000,000 |
| 589 | MA | Downtown revitalization for Pleasant Street, Malden | $1,520,000 |
| 590 | NY | Install Improvements for Pedestrian Safety in the vicinity of Prospect Park Yeshiva | $250,000 |
| 591 | NY | Emergency vehicle preemption system at traffic signals, Smithtown | $500,000 |
| 592 | CA | Reconstruct interchange for south-bound traffic entering I–80 from Central Avenue, City of Richmond | $3,120,000 |
| 593 | KY | Reconstruct KY 393, Oldham County, Kentucky | $1,600,000 |
| 594 | CA | Reduce Orange County Congestion Program | $200,000 |
| 595 | CA | Street Closure at Chevy Chase Drive, Glendale | $640,000 |
| 596 | PA | Allegheny County Urban Runoff Mitigation-eliminate urban highway runoff and the discharge of culverted streams into municipal combined sewers | $800,000 |
| 597 | SC | Construct Briggs-Pearson-DeLaine Connector | $16,080,000 |
| 598 | NM | Construct an interchange on I–25 to provide access to Mesa del Sol in Albuquerque | $5,600,000 |
| 599 | MI | Reconstruction of 30th Avenue from 13th Street to 22nd Street, Menominee | $270,080 |
| 600 | VA | Rivermont Ave. (Lynchburg) Bridge improvements | $1,760,000 |
| 601 | MA | Construct new interchange on I–95 between existing Route 1A ramp to the north and Route 123 ramp to the south, Attleboro | $500,000 |
| 602 | OH | Construct Waverly, Ohio South Connector from U.S. 23 to SR 104 to SR 220 | $2,560,000 |
| 603 | VA | Craig County Trail—Improvements to trail in Craig County | $120,000 |
| 604 | CO | U.S. 160, State Highway 3 to East of the Florida River | $4,800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 605 | TX | Bridge Access Road for FM 493 from U.S. 281 to U.S. 83 | $5,000,000 |
| 606 | AZ | Pinal Avenue/Main Street right-of-way acquisition—Pinal County, Casa Grande, AZ—To reconstruct Main St. to include a bypass for commercial traffic | $800,000 |
| 607 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, garage, and roadway redesign in Duryea Borough, Luzerne County | $160,000 |
| 608 | OK | SH-33, Widen SH 33 from the Cimarron River East to U.S. 177 Payne County, OK | $6,400,000 |
| 609 | TX | Washington Boulevard Improvements in Beaumont, Texas | $2,080,000 |
| 610 | FL | Widen Midway Road from South 25th Street to U.S. 1 in St. Lucie County | $1,600,000 |
| 611 | NY | Enhance road and transportation facilities in the vicinity of W. 65th St. and Broadway, New York City | $4,000,000 |
| 612 | LA | Construct Kansas-Garrett Connector and I–20 Interchange Improvements | $4,000,000 |
| 613 | PA | Construct the SR 1058 Connector between PA 309 and the Pennsylvania Turnpike Northeast Extension in Montgomery County | $1,280,000 |
| 614 | OK | Reconstruct the Interstate 44 193rd street interchange | $2,400,000 |
| 615 | NY | Roadway improvements to Woodbury Rd. at intersection with Syosset-Woodbury Rd | $1,600,000 |
| 616 | RI | Construct a handicapped accessible trail and platform at Kettle Pond Visitor Center Administrative Facility | $160,000 |
| 617 | NJ | Construct Great Swamp National Wildlife Refuge Road | $200,000 |
| 618 | CA | Grade Separation at 32nd Street between I–15 and Harbor Drive, San Diego | $800,000 |
| 619 | IN | Widen Old Meridian Street from 2 to 4 lanes, City of Carmel, Indiana | $900,000 |
| 620 | WI | Construct a bicycle/pedestrian path, City of Portage | $1,760,000 |
| 621 | VA | Widen Route 17 in Stafford | $4,000,000 |
| 622 | VA | Widen Route 820 in Bergton, Virginia | $1,240,000 |
| 623 | IL | Construction of 2 North/South Blvds. and 2 East/West Blvds. in the vicinity of Northern Illinois University | $8,320,000 |
| 624 | CA | Begin construction of road from U.S. 395 west towards SR 14 | $800,000 |
| 625 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in Old Forge Borough, Lackawanna County | $160,000 |
| 626 | PA | Improvements to Amtrak Keystone Corridor grade crossings at Irishtown Rd., New Comer Rd., and a new bridge at Ebychiques Rd | $400,000 |
| 627 | TN | Acquire and construct trail and bikeway along S. Chickamauga Creek in Chattanooga, TN | $1,280,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 628 | TX | Interchange improvements IH–30 Arlington at FM 157 (Collins Street) and Center Street ... | $1,600,000 |
| 629 | MO | Highway 350 Access Management Study from I–435 to I–470 ..... | $800,000 |
| 630 | TX | Reconstruct Mile 6 W from US83 to SH 107, Hidalgo County ..... | $800,000 |
| 631 | NJ | Pedestrian facilities and street lighting on Haddon Avenue from Albertson Avenue to Glenwood Avenue, Haddon Township ..... | $346,400 |
| 632 | NY | Rehabilitate highway bridges—Ithaca secondary line ..... | $2,000,000 |
| 633 | WA | Buckley, WA; New Road alignments on 112th Street Corridor ..... | $1,600,000 |
| 634 | ID | Construct Washington Street North from the end of Project # (STP 7072(102)) to the beginning of Project # (DHP-NH-F-2390(104)) | $4,400,000 |
| 635 | SC | Construction of the U.S. 15/SC–341 connector parallel to I–20, Lee County ..... | $3,600,000 |
| 636 | PA | Construct Recreational Trail from Oil City to Rynd Farm (Venango County) ..... | $1,200,000 |
| 637 | TX | FM 1637 from FM 3051 to FM 185, Waco ..... | $1,600,000 |
| 638 | VA | Green Cove Station—Improvements to existing Forest Service facility located at trailhead of Virginia Creeper Trail ..... | $80,000 |
| 639 | NJ | South Essex Street Bridge Pedestrian Access Improvements, Orange ..... | $462,400 |
| 640 | TX | FM 3391 (East Renfro St.) from I–35W to CR 602, Burleson ..... | $2,200,000 |
| 641 | WI | Replace Wisconsin Street Bridge (STH 44) in Oshkosh, Wisconsin ..... | $10,000,000 |
| 642 | CT | Construct Route 11 Extension and bicycle and pedestrian path from Salem to Waterford .... | $14,400,000 |
| 643 | TX | Drainage Study and Engineering for U.S. 83 in Starr County ..... | $800,000 |
| 644 | TN | Widen SR 62 in Knox County, TN ..... | $6,500,000 |
| 645 | GA | Widen U.S. 17 SR 25 from Yacht Drive to Harry Driggers Boulevard, Glynn County, Georgia ..... | $1,600,000 |
| 646 | KY | Widen U.S. 25 from U.S. 421 North to KY 876, Madison County ..... | $800,000 |
| 647 | GA | Widen U.S. 280/SR 30 from east of Flint River to SR 300 Connector west of Cordele ..... | $800,000 |
| 648 | MS | Upgrade roads in Gunnison, Mound Bayou, Beulah, Benoit, Pace and Shaw, Bolivar County ..... | $1,600,000 |
| 649 | NY | Construct and enhance Fillmore Avenue and traffic down-grade and infrastructure improvements to Humboldt Parkway, Buffalo .. | $1,200,000 |
| 650 | NJ | Construct Route 46 and Main Street intersection in Lodi ..... | $1,600,000 |
| 651 | MN | Phase III construction of Trunk Highway 61010 Minnesota ..... | $4,000,000 |
| 652 | NM | NM 128 JCT NM 31 East to Texas State Line | $3,200,000 |
| 653 | NJ | Replacement of Prospect Avenue Culvert, City of Summit, County of Union ..... | $320,000 |
| 654 | FL | U.S. 441 Traffic Improvements—Road surface, road access, curb, gutter, and right-of-way, Miami Gardens ..... | $720,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 655 | MN | Environmental studies and right-of-way acquisition for Trunk Highway 55 Corridor Protection Project | $4,000,000 |
| 656 | NY | Roadway improvements on Woodbine Avenue between 5th Avenue and Beach Avenue | $640,000 |
| 657 | NY | Saugerties, Improve downtown streets | $960,000 |
| 658 | IN | Widen U.S. 31 Hamilton County, Indiana | $800,000 |
| 659 | GA | Build a bridge across Big Indian Creek, Perry | $1,000,000 |
| 660 | MI | Carpenter Road Reconstruction—700 feet South of Textile Road to I–94, Washtenaw County | $1,600,000 |
| 661 | IN | Resurface and widen Shelby County Indiana 400 North Phases IV and V | $800,000 |
| 662 | SC | Widen West Georgia Road from Neely Ferry Road to Fork Shoals Road | $1,600,000 |
| 663 | TX | Construct Phase II of City of Killeen SH 201 | $4,800,000 |
| 664 | MN | Interchange improvements at I–94 and CSAH 19 and at CSAH 37 in the City of Albertville, MN | $800,000 |
| 665 | KY | Construction of bypass between KY 55 and U.S. 68 at Lebanon in Marion County | $1,200,000 |
| 666 | NY | Peruville Road/Creating overpass to address intersection safety issue | $1,600,000 |
| 667 | OR | Add a southbound lane to section of I–5 through Portland, OR between Delta Park and Lombard | $4,000,000 |
| 668 | MN | 10th Street Bridge Expansion in St. Cloud, MN | $800,000 |
| 669 | NJ | Intermodal Access Improvements to the Peninsula at Bayonne Harbor | $1,600,000 |
| 670 | TX | Nolana Loop from FM 1426 to FM 88, Hidalgo County | $1,600,000 |
| 671 | OH | Perry Park Road Improvements and Pedestrian Trail Expansion at Call Road in the Village of Perry, OH | $53,600 |
| 672 | NV | Implement Regional Transportation of Southern Nevada FAST system | $5,000,000 |
| 673 | NY | Bronx River Greenway 233rd Street Connection | $750,000 |
| 674 | | | $0 |
| 675 | FL | Planning and design for development of future highway connections to the Florida International Airport, Hardee County | $400,000 |
| 676 | WI | Reconstruct and rebuild St. Croix River Crossing, connecting Wisconsin State Highway 64 in Houlton, Wisconsin to Minnesota State Highway 36 in Stillwater, Minnesota | $5,600,000 |
| 677 | TN | Conduct study for SR 45 to SR 386 Connector | $400,000 |
| 678 | IN | Reconstruct and widen Shelby County Indiana 500 East from 1200 N to U.S. 52 | $800,000 |
| 679 | MO | Removal and Replacement of the Grand Avenue Bridge in the City of St. Louis | $2,800,000 |
| 680 | TX | Conduct reconstruction and managed lanes project on Airport Freeway (SH 183–SH 121) from IH 820 to the Dallas County Line | $4,000,000 |
| 681 | FL | Reconstruction of Hanford Boulevard, North Miami Beach | $2,200,000 |
| 682 | MA | Commonwealth Ave/Kenmore Sq. roadway and pedestrian improvements | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 683 | NY | Pedestrian walkway and bikeway improvements along the NYC Greenway System in Coney Island | $2,560,000 |
| 684 | PA | Restore Route 222 in Maxatawny and Richmond Townships, Berks County, PA | $2,000,000 |
| 685 | OH | Study and design of modifications to I–75 interchanges at M.L. King, Jr./Hopple, I–74, and Mitchell in Cincinnati | $2,400,000 |
| 686 | VA | Widen Route 10 to six lanes from Route 1 to Meadowville Road, Chesterfield | $800,000 |
| 687 | GA | Rebuild sidewalks, install sidewalks, and add speed monitoring system, Alamo | $250,000 |
| 688 | CA | Widen Wilmington Ave. from 223rd street including ramp modifications, Carson | $4,000,000 |
| 689 | WI | Construct SH 32 (Claude Allouez) bridge in DePere, Wisconsin (Brown County, Wisconsin) | $400,000 |
| 690 | NY | Construction of drainage improvements and aesthetic enhancements to Oak Beach Road in the Town of Babylon, NY | $408,000 |
| 691 | WI | Construct an alternative connection to divert local traffic from I–90, a major highway, and allow movement through the Gateway commercial development project | $3,200,000 |
| 692 | WA | East Marine View Drive Widening in Everett | $3,500,000 |
| 693 | OH | Construction of safety improvements at intersection of U.S. 422 and SR 700 in Geauga County, OH | $240,000 |
| 694 | WV | Upgrade Route 10, Logan Co | $4,000,000 |
| 695 | TX | Conduct Preliminary Engineering for Funnel Project on SH 114 from BS 114L to Dallas County Line and on SH 121 from SH 360 to Dallas Co Line | $3,200,000 |
| 696 | NC | Install ITS on U.S. 70 Clayton Bypass | $800,000 |
| 697 | PA | Brighton Road Extension-Add new street to N Shore roadway network to facilitate access to amphitheater | $800,000 |
| 698 | NJ | Broad Street Streetscape Project in Elizabeth to provide physical improvements and to enhance transportation flow and efficiency | $560,000 |
| 699 | FL | Construction of 4 lane highway around Jacksonville connecting U.S. 1 to Route 9A | $2,400,000 |
| 700 | WA | 510–507 Loop—Conduct engineering, design, and ROW acquisition for alternative route to two existing highways that bisect Yelm, WA | $2,000,000 |
| 701 | CA | Develop and implement traffic calming measures for traffic exiting the I–710 into Long Beach | $1,600,000 |
| 702 | CA | San Diego, CA Construction of the I–5 and SR 56 Connectors | $6,400,000 |
| 703 | IL | Upgrade Ridge Avenue, Evanston | $2,400,000 |
| 704 | SC | Widening and improvements of SC Highway 5 Bypass in York County | $1,600,000 |
| 705 | IA | Widening and Reconstruction, I–235, Des Moines | $8,720,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 706 | CA | Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto | $4,800,000 |
| 707 | NC | Project to widen U.S. 501 from NC 49 in Roxboro to the VA State line with part on new location | $3,200,000 |
| 708 | NY | Congestion reduction, traffic flow improvement and intermodal transfer study at Roosevelt Avenue/74th Street in Queens | $640,000 |
| 709 | CA | Construct bicycle and pedestrian bridge between Oyster Bay Regional Park in San Leandro and Metropolitan Golf Course in Oakland | $600,000 |
| 710 | TX | For right-of-way acquisition and construction of Seg 5 and 6 of SH 130 from 183 to Seguin, TX | $4,800,000 |
| 711 | NJ | Construct the Airport Circle Elimination at Tilton and Delilah Roads, Atlantic County | $800,000 |
| 712 | CA | The Alameda Corridor SR 47 Port Access Expressway design funding | $8,000,000 |
| 713 | NV | Construct U.S. Highway 95—Las Vegas Beltway Interchange | $10,000,000 |
| 714 | NY | Repair and repave the north side of the Mineola train station | $120,000 |
| 715 | IL | Repair of CH 29 and reconstruction of CH 8 at interchanges with Interstate 55 at Towanda and Lexington, Illinois | $800,000 |
| 716 | CA | Conduct a Project Study Report for new Highway 99 interchange between SR 165 and Bradbury Road, serving Turlock/Hilmar region | $400,000 |
| 717 | PA | Construction of U.S. 22 to I–79 Section of Southern Beltway, Pittsburgh, Pennsylvania | $1,200,000 |
| 718 | MN | Construction of new highway between the bridge over Partridge River on CR 565 in Hoyt Lakes to the intersection of CSAH 21 and 70, Babbitt | $2,400,000 |
| 719 | CA | State Route 1 improvements between Soquel and Morrissey Blvd. including merge lanes and the La Fonda overpass, Santa Cruz | $2,936,000 |
| 720 | WA | The West Corridor Coalition in Washington State | $250,000 |
| 721 | WA | North Sound Connecting Communities Transportation Project Planning | $960,000 |
| 722 | FL | West Relief Bridge Rehabilitation, Bay Harbor Islands | $1,200,000 |
| 723 | NE | Western Douglas County Trails Project, Nebraska | $5,600,000 |
| 724 | TN | Bristol, Tennessee highway—RR grade Crossing improvement—Hazelwood Street | $80,000 |
| 725 | GA | Extend East Greene Street, install street lights, utilities, and landscaping, Milledgeville | $400,000 |
| 726 | CA | Grade Separation at Vanowen and Cliveborne, Burbank | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 727 | MA | Improve traffic signal operations, pavement markings and regulatory signage, Milton-Boston City Line | $1,200,000 |
| 728 | NY | Port Jervis, NY downtown pedestrian mall and promenade | $560,000 |
| 729 | MN | Construct Soo Line Trail from north of Bowlus to the east side of Mississippi River | $396,000 |
| 730 | WI | Construct traffic mitigation signals, signs, and other upgrades for Howard Ave, St. Francis | $320,000 |
| 731 | NH | Reconstruction of NH 11 and NH 28 Intersection in Alton | $560,000 |
| 732 | CA | Riverside Drive Improvements, Los Angeles | $320,000 |
| 733 | CA | Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County | $16,000,000 |
| 734 | TX | Widen SH 24 from a 2-lane facility to 4-lane divided facility from SH 19 to Cooper, TX | $1,600,000 |
| 735 | PA | Rail crossing signalization upgrade, Willow Street, Fleetwood, Berks | $260,320 |
| 736 | AZ | Navajo Route 20/Navajo Nation, Coconino County, AZ/To Conduct a 2-lane road design for 28 miles of dirt road between the communities of Le Chee, Coppermine, and Gap | $800,000 |
| 737 | SC | Construct Hub City Connector Passage (12.5 miles of bicycle-pedestrian improvements, 176–SC 56), part of state-wide Palmetto Trail Project | $800,000 |
| 738 | FL | Construct U.S. 1/SR 100 Connector, Bunnell, Florida | $2,000,000 |
| 739 | | | $0 |
| 740 | CA | Design and environmental analysis for State Route 11 connecting State Route 905 to the new East Otay Mesa Port of Entry, San Diego | $800,000 |
| 741 | NY | Improve North Fork Trail, Southold | $200,000 |
| 742 | HI | Interstate Route H1 Deck Repair, Airport Viaduct | $3,816,000 |
| 743 | OH | Replace Grade Separation at Eastland and Sheldon Road, Berea | $600,000 |
| 744 | WA | Widen I–5 through Lewis County | $3,750,000 |
| 745 | SC | Engineering, design, and construction of I–73 from the North Carolina State Line to I–95 | $8,000,000 |
| 746 | OH | Planning and construction of a bicycle trail adjacent to the I–90 and SR 615 Interchange in Lake County, OH | $2,000,000 |
| 747 | SC | Widening of Boiling Springs 9 from Rainbow Lake Rd. to SC 292 | $4,800,000 |
| 748 | IL | Construct Streetscape Project, Orland Hills | $320,000 |
| 749 | | | $0 |
| 750 | OR | Widening of Oregon Hwy 217 between Tualatin Valley Hwy and the U.S. 26 interchange, Beaverton | $7,745,600 |
| 751 | PA | SR 10 widening, New Morgan Borough and Caernarvon Township, PA | $1,600,000 |
| 752 | MI | Widen M–72 from U.S. 31 easterly 7.2 miles to Old M–72 | $2,000,000 |
| 753 | PA | Widening of Rt. 22 and SR 26 in Huntingdon. Upgrades to the interchange at U.S. Rt. 22 and SR 26 | $2,700,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 754 | MN | Widening of U.S. Highway 61 at Frontenac Station, MN | $640,000 |
| 755 | KS | Construction and reconstruction of four interchanges on I–435, I–35 and U.S. 69 in Johnson Co | $3,200,000 |
| 756 | MA | Melnea Cass Blvd. Reconstruction | $2,160,000 |
| 757 | NH | Improve Meredith Village Traffic Rotary | $800,000 |
| 758 | FL | Implement Blue Heron Boulevard Streetscape Improvements, City of Riviera Beach | $2,000,000 |
| 759 | NY | Install Improvements for Pedestrian Safety including in the vicinity of PS Q114 | $250,000 |
| 760 | WI | Reconstruct SH 181 between Florist Ave. and North Milwaukee County Line | $3,600,000 |
| 761 | LA | Replace the Prospect Street Bridge (LA 3087), Houma | $2,400,000 |
| 762 | GA | Streetscape improvements along LaVista Road in the Northlake business district of DeKalb County, Georgia | $160,000 |
| 763 | MD | Study Greater Towson Area traffic flow and future needs | $160,000 |
| 764 | FL | Construct U.S. 1 Improvements, Cities of Holly Hill and Ormond Beach, Florida | $320,000 |
| 765 | OH | Transportation Enhancements to the downtown area of the Village of Chagrin Falls, OH | $560,000 |
| 766 | MA | Pedestrian Walkway for the Town of Norwood | $780,000 |
| 767 | NJ | Restoration of Route 35 in Ocean County, New Jersey | $1,600,000 |
| 768 | PA | Extension of Third Street from Interstate 83 to Chestnut Street, Harrisburg | $4,320,000 |
| 769 | TX | Carlton road grade separation, Laredo, TX | $4,000,000 |
| 770 | OH | Construct connector roadway between SR 13 and Horns Hill Road in north Newark | $1,000,000 |
| 771 | TN | Construct new lighting on Veterans Memorial Bridge, Loudon County, Tennessee | $200,000 |
| 772 | NY | Roadway improvements on CR 3 between Ruland Rd. and I–495 | $1,776,000 |
| 773 | TN | Construct State Route 385 (North and East) around the City of Memphis | $2,520,000 |
| 774 | NY | Waterloo, NY by-pass project | $5,600,000 |
| 775 | IN | Extend Everbrook Drive from SR 332 to Bethel Avenue in the City of Muncie, Indiana | $512,000 |
| 776 | TN | Construct Proposed SR 397 extension from SR 96 West to U.S. 431 North to Franklin Williamson County | $1,780,000 |
| 777 | AK | Construct linking road from airport to port in Akutan | $1,500,000 |
| 778 | PA | Uniontown to Brownsville section of Pennsylvania Mon/Fayette Expressway | $4,000,000 |
| 779 | NY | Ashburton Avenue Reconstruction, Yonkers, New York | $1,000,000 |
| 780 | OR | Highway 22, Polk County | $800,000 |
| 781 | FL | I–75 Widening and Improvements in Collier and Lee County, Florida | $36,000,000 |
| 782 | WI | Pioneer Road Rail Grade Separation (Fond du Lac, Wisconsin) | $5,000,000 |
| 783 | FL | Design and construction of double-deck roadway system exiting FLL airport connecting Y.S. 1 and I–595 | $3,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 784 | MI | Wayne, Reconstruct one quarter of a mile stretch of Laurenwood | $100,000 |
| 785 | GA | Construct the West Cleveland Bypass from U.S. 129 SR 11 near Hope Road extending west of Cleveland, on new and existing locations to SR 75 | $2,320,000 |
| 786 | IL | Reconstruct Highway-Railway crossing over U.S. 14 and realignment of U.S. 14, Des Plaines | $1,600,000 |
| 787 | OR | Highway 22-Cascade Highway interchange improvements, Marion County | $400,000 |
| 788 | VA | Widen Route 29 between Eaton Place and Route 123 in Fairfax City, VA | $2,400,000 |
| 789 | WI | Reroute State Hwy 11 near Burlington, WI (Walworth and Racine Counties, WI) | $3,200,000 |
| 790 | IL | East Peoria, Illinois Technology Blvd. upgrades | $800,000 |
| 791 | DC | Metro Branch Trail Construction | $1,600,000 |
| 792 | MA | Study and design I–93/Mystic Ave. Interchange at Assembly Sq | $400,000 |
| 793 | NM | Widening of U.S. 491 from Navajo 9 to Colorado State border | $1,600,000 |
| 794 | FL | Construct access road to link Jacksonville International Airport to I–95 | $4,000,000 |
| 795 | FL | Widening of SR 60 from 66th Avenue to I–95 in Indian River County, FL | $800,000 |
| 796 | GA | Widening of SR 133: Colquitt Co./Daughtery Co | $800,000 |
| 797 | IL | Upgrade streets, Stickney Township | $2,206,400 |
| 798 | PA | Widening of SR 1001 Section 601 in Clinton County | $800,000 |
| 799 | PA | Widening of Route 40 in Wharton Township, Fayette County, Pa | $1,600,000 |
| 800 | NJ | Widening of Route 1 and intersection improvements in South Brunswick | $800,000 |
| 801 | PA | Construct PA 706 Wyalusing Bypass Bradford County, Pennsylvania | $800,000 |
| 802 | IL | Construct four lane extension of IL RT29 from Rochester to Taylorville | $480,000 |
| 803 | IL | Widening of Old Madison Road, St. Clair County | $1,600,000 |
| 804 | NY | Construction of Bicycle Path and Pedestrian Trail in City of Dunkirk | $400,000 |
| 805 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in Plains Township, Luzerne County | $160,000 |
| 806 | CA | Replace I–880 overpass at Davis St. in San Leandro | $600,000 |
| 807 | PA | DuBois-Jefferson County Airport Access Road Construction | $1,200,000 |
| 808 | GA | Streetscape project to improve accessibility and safety for pedestrians, Mount Vernon | $400,000 |
| 809 | IL | Replacement of Fullerton Avenue Bridge and Pedestrian Walkway | $3,840,000 |
| 810 | NH | Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke | $560,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 811 | FL | A new interchange with the Pineda Causeway Extension and I–95 | $10,400,000 |
| 812 | CT | Make Improvements to Groton Bicycle and Pedestrian Trails and Facilities | $160,000 |
| 813 | MN | TH 36—Stillwater Bridge; cut-and-cover approach to river crossing | $400,000 |
| 814 | NM | U.S. 54 Reconstruction, Tularosa to Santa Rosa | $2,400,000 |
| 815 | VA | Daniel Boone Wilderness Trail Corridor—Acquire site; design and construction of interpretative center, enhancement of trail corridor | $2,560,000 |
| 816 | MI | Widening of M–24 from two lanes to four lanes with a boulevard from I–69 to the county line | $800,000 |
| 817 | IN | Construct U.S. 231 in Spencer and Dubois Counties in Indiana | $4,800,000 |
| 818 | TN | Construct overpass at Highway 321 and Highway 11 Loudon County, Tennessee | $5,200,000 |
| 819 | SD | Improve the SD Advanced Traveler Information System | $800,000 |
| 820 | GA | Streetscape, lighting, and traffic enhancements from Lancaster to Church Street on Bellevue, Dublin | $500,000 |
| 821 | NY | Implement ITS system and apparatus to enhance citywide truck route system on Avenue P between Coney Island Avenue and Ocean Avenue in the 9th District of New York | $100,000 |
| 822 | GA | Install sidewalks, trails, lighting, and amenities in Balls Ferry Park, Wilkinson County | $1,000,000 |
| 823 | CA | Construct Inland Empire Transportation Management Center in Fontana to better regulate traffic and dispatch personnel to incidents | $1,200,000 |
| 824 | IL | Reconstruct Milwaukee Avenue, including Six Corners | $13,600,000 |
| 825 | TX | Implementation and quantification of benefits of large-scale landscaping along freeways and interchanges in the Houston region | $22,796,800 |
| 826 | PA | Design, engineering, ROW acquisition, and construction of a connector road between PA 115 and Interstate 81 in Luzerne County | $200,000 |
| 827 | AL | Pedestrian Improvements for Homewood, AL | $320,000 |
| 828 | TN | Plan and construct a bicycle and pedestrian trail, Gallatin | $532,000 |
| 829 | MA | Conduct design, feasibility and environmental impact studies of proposal to relocate New Bedford/Fairhaven bridge | $1,400,000 |
| 830 | IA | Iowa City, IA Construction of arterial extension project connecting Coralville to west and south Iowa City | $2,000,000 |
| 831 | NJ | Rehabilitate Route 139 in Jersey City—Portway | $1,600,000 |
| 832 | NJ | Route 605 extension to U.S. 206 | $800,000 |
| 833 | OH | Widen SR 170 Calcutta | $2,000,000 |
| 834 | IA | Widening of Hwy 44, Grimes | $800,000 |
| 835 | VA | Widening of Highway 15 in Farmville, Virginia | $1,349,760 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 836 | MA | Design and construct intersection improvements at Memorial Park II on Roosevelt Ave. from Bay St. to Page Boulevard, Springfield | $800,000 |
| 837 | SC | Widening of Frontage Road from U.S. 72 to U.S. 56, Laurens, SC | $2,240,000 |
| 838 | NY | Mill Road: NY Rte 261 to North Avenue in the Town of Greece | $400,000 |
| 839 | NC | Widening of Beckford Drive, City of Henderson | $768,000 |
| 840 | NY | Realignment of Clove Road and Rt. 208, access management improvements in Orange County | $960,000 |
| 841 | NY | City of Peeskill, NY Street Resurfacing Program, Brown Street | $41,600 |
| 842 | FL | Fund advanced Right-of-Way Acquisition along SR 52 in Pasco County, Florida | $2,960,000 |
| 843 | MA | Design, engineer, permit, and construct "Border to Boston Bikeway" rails-trails project, from Salisbury to Danvers | $800,000 |
| 844 | FL | Soutel Drive Road Enhancements, Jacksonville | $1,200,000 |
| 845 | NJ | Bicycle facilities in West Deptford Township | $92,000 |
| 846 | PA | Create a direct connection between State Road 29 and State Route 113 | $2,400,000 |
| 847 | MA | Design and construction of the north and southbound ramps on Interstate 91 at Exit 19 | $1,200,000 |
| 848 | IA | NW 70th Ave. reconstruction, Johnston | $4,000,000 |
| 849 | NY | Town of Minisink South Plank Road | $220,000 |
| 850 | VA | Town of St. Paul—Restoration of historic Hillman House to serve as trail system information center and construction of stations on trails | $120,000 |
| 851 | PA | Conduct environmental review and acquire right-of-way for preferred alternative to improve PA 41 | $3,360,000 |
| 852 | FL | Acquire Right-of-Way for Ludlam Trail, Miami, Florida | $400,000 |
| 853 | NY | Construct Safe Routes to Schools projects in New York City | $2,800,000 |
| 854 | CO | Construction of U.S. 24—Tennessee Pass, Colorado | $4,800,000 |
| 855 | CA | Implement Riverside Avenue Railroad Bridge improvements, south of Interstate 10 in Rialto | $400,000 |
| 856 | MA | Longwood Ave/Urban Ring Tunnel Study | $450,000 |
| 857 | MN | Ely Area Joint Public Works Complex | $1,500,000 |
| 858 | IA | U.S. 63 improvement near New Hampton, Iowa | $6,960,000 |
| 859 | NY | Village of Unionville reconstruction of Main Street | $64,000 |
| 860 | TX | Widening from two lanes to four of SH 36 from Bellville, TX to Sealy, TX | $7,200,000 |
| 861 | KY | Comprehensive Traffic Study for intersection of Main Street and Berea College Campus, Berea | $480,000 |
| 862 | TN | Improve State Route 62 in Morgan County near U.S. 27 in Wartburg to Petit Lane from existing two lane highway to four lanes | $3,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 863 | IL | Construct West Corbin Overpass over Illinois 255, Bethalto | $4,000,000 |
| 864 | OR | I–5/99W connector | $248,000 |
| 865 | FL | Improvements to I–75 in the City of Pembroke Pines, Florida | $6,000,000 |
| 866 | CA | Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75–282 corridor, San Diego | $4,000,000 |
| 867 | CA | Construct road from Mace Blvd. in Yolo County to federally supported Pacific Flyway wildlife area | $800,000 |
| 868 | PA | Construction of ramps on I–95 and U.S. 322, widening of streets and intersections | $2,400,000 |
| 869 | NY | Construct and restore pedestrian and residential roadways in downtown business district in Rockville Centre | $800,000 |
| 870 | LA | Plan, design, and construct Pointe Clair Expressway in Iberville Parish | $2,400,000 |
| 871 | MA | Construction of East Milton Parking Deck over Interstate/Rt. 93 | $1,000,000 |
| 872 | PA | Reconstruction of I–176 in Cumru and Robeson Townships, Berks County | $2,400,000 |
| 873 | MI | Resurfacing of Masonic Boulevard in Fraser | $928,000 |
| 874 | OH | Construct Ohio River Trail from Downtown Cincinnati, Ohio to Salem Road | $1,600,000 |
| 875 | PA | Realignment and reconstruction of SR 60 interchange with U.S. 22–30 and reconstruct adjacent Tonidale-Bayer intersection | $1,600,000 |
| 876 | NY | Construction and rehabilitation of East and West John Streets in the Village of Lindenhurst, NY | $836,000 |
| 877 | NY | Construct Northern State Parkway and Long Island Expressway access at Marcus Avenue and Lakeville Road and associated Park and Ride | $4,800,000 |
| 878 | PA | Deployment of an Intelligent Transportation System along I–476 PA Turnpike NE Ext/PA 309 and I–76 Schuylkill Exprway in Montgomery County | $3,200,000 |
| 879 | NY | Install Improvements for Pedestrian Safety including in the vicinity of PS Q153 | $250,000 |
| 880 | TX | Build 36th Street Extension in San Antonio | $1,680,000 |
| 881 | CA | North Atlantic Pedestrian Bridge, Monterey Park | $480,000 |
| 882 | CA | Reconstruct Eastern Ave. from Muller St. to Watcher St. in Bell Gardens | $800,000 |
| 883 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in West Pittston, Luzerne County | $160,000 |
| 884 | CA | Design Traffic Flow Improvements Azusa and Amar, City of West Covina | $1,000,000 |
| 885 | MI | Reconstruction of Nine Mile Road in Eastpointe | $896,000 |
| 886 | WA | Redmond, WA City-wide ITS | $800,000 |
| 887 | IL | Reconstruction and realignment of Baseline Rd., Montgomery, IL | $1,664,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 888 | NY | Transportation Enhancements to support development of Erie Canal in Orleans County, NY | $240,000 |
| 889 | CO | U.S. 160, East of Wolf Creek Pass | $12,000,000 |
| 890 | MA | Design, engineering, and construction at I–93 The Junction Interchange, Andover, Tewksbury and Wilmington | $2,200,000 |
| 891 | CA | Rosemead Boulevard/Highway 19 Renovation Project, Pico Rivera | $80,000 |
| 892 | PA | Intersection improvements at PA Route 209 and Water Company Road, construction of a bridge and access enhancements to Nature and Arts Center, Upper Paxton Township | $600,000 |
| 893 | TX | Improvements to FM 1979 in Caldwell County | $240,000 |
| 894 | HI | Interstate Route H 1 guard rail and shoulder improvements, Waikele Bridge to Airport Interchange, Honolulu | $3,040,000 |
| 895 | MI | M–168 Reconstruction in the village of Elberta | $1,760,000 |
| 896 | CA | Colima Road at Fullerton Road Intersection Improvements | $800,000 |
| 897 | OH | Design and construct Youngstown State University Roadway and Pedestrian Safety Improvements, Youngstown | $2,100,000 |
| 898 | MO | Reconstruct Interstate 44 and Highway 39 Interchange | $4,000,000 |
| 899 | WA | Complete final Columbia River crossing Environmental Impact Statement for SR 35 in Klickitat County | $640,000 |
| 900 | KY | Reconstruct U.S. 127 at Bellows Road, Mercer County | $480,000 |
| 901 | NY | Roadway and Pedestrian Improvements for Times and Duffy Squares in New York City | $3,200,000 |
| 902 | FL | Six lane expansion of State Road 200 (A1A) from Interstate 95 east to Amelia Island | $3,200,000 |
| 903 | MI | Widen and reconstruct Tienken Road in Rochester Hills from Livernois to Sheldon | $10,800,000 |
| 904 | NV | Design and Construct I–580 Meadowood Complex Improvements, Washoe County | $1,600,000 |
| 905 | NY | Town of Chester reconstruction of 13 independent town roads | $160,000 |
| 906 | NY | Implement ITS system and apparatus to enhance citywide truck route system at 9th Street and 3rd Avenue intersection in Kings County | $100,000 |
| 907 | TX | Construction of highway infrastructure to provide flood protection for Nueces County | $800,000 |
| 908 | FL | Widen State Road 80, Hendry County | $2,800,000 |
| 909 | NE | Construction of the Columbus, Nebraska North Arterial Road | $3,600,000 |
| 910 | KY | Extension of Newtown Pike from West Main Street to South Limestone Street, Lexington | $16,000,000 |
| 911 | OH | Road construction and related improvements in the Village of Gates Mills, OH | $400,000 |
| 912 | IL | Widening and Reconstruction of 55th Street from Holmes Avenue to Williams Street in Westmont and Clarendon Hills | $1,200,000 |
| 913 | IL | Road upgrades for the Village of Oreana, IL | $707,200 |
| 914 | ID | Widen Amity Road from Chestnut Street to Robinson Road in Nampa, Idaho | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 915 | TX | Widening FM 60 (University Drive) from SH 6 to FM 158, College Station | $2,400,000 |
| 916 | GA | Widening Cedarcrest Road from Paulding County line to Governors Towne | $2,520,000 |
| 917 | CA | Widening Avenue 416 in Dinuba California | $1,200,000 |
| 918 | MA | Infrastructure Improvements in the Gardner-Kilby-Hammond Area, Worcester | $600,000 |
| 919 | TX | Extend Munn Street from Demaree Ln. to Gellhorn Drive | $800,000 |
| 920 | MN | City of Moorhead SE Main GSI, 34th St. and I–94 Interchange and Moorhead Comprehensive Rail Safety Program | $2,400,000 |
| 921 | AL | Widening and safety improvements to SR 216 between SR 215 and I–59, I–20 | $1,813,333 |
| 922 | GA | The Carrollton Greenbelt Project, City of Carrollton, Georgia | $280,000 |
| 923 | IL | Improve safety of culvert replacement on 250th Rd. between 460th St. and County Hwy 20 in Grandview Township, Edgar County, IL | $256,000 |
| 924 | NY | Kingston, Improve uptown streets | $1,040,000 |
| 925 | PA | Replace Blair Creek Bridge over the Little Lehigh Creek, just west of the Maple Grove Bridge, in Longswamp Township, Berks County | $1,280,000 |
| 926 | CA | Construct highway connecting State Route 78/86 and State Route 111, Brawley | $7,600,000 |
| 927 | GA | Widening and improvements on Colerain Road in St. Marys, Georgia | $800,000 |
| 928 | MD | Implement Pedestrian and Roadway Improvements Contained in the Druid Hill Park Neighborhood Access Program in Baltimore | $1,600,000 |
| 929 | AZ | Kabba Wash project between I–40 and Wikieup | $1,600,000 |
| 930 | ME | Route 2 Improvements from Bethel to Gilead | $1,000,000 |
| 931 | FL | Widening and Improvements for I–75 in Collier and Lee County | $21,600,000 |
| 932 | TX | Widening 349 Dawson and Martin County | $1,600,000 |
| 933 | WI | Widen Wisconsin State Highway 64 between Houlton and New Richmond | $3,200,000 |
| 934 | IN | Widen Wheeling Avenue from Centennial to McGalliard Road in the City of Muncie, Indiana | $768,000 |
| 935 | MN | Construct a bike trail along the north side of TH 11 to the Voyageurs National Park Visitor Center on Black Bay of Rainy Lake | $540,000 |
| 936 | FL | Construct pedestrian underpass and safety improvements at SR A1A and Castillo Drive, City of St. Augustine | $1,280,000 |
| 937 | CA | Rehabilitate street surfaces in Sherman Oaks | $99,200 |
| 938 | CA | Repair and realignment of Brahma Drive and Winnetka Ave | $240,000 |
| 939 | NJ | Riverwalk in Millburn along the West Branch of the Rahway River | $600,000 |
| 940 | AL | I–20 widening and safety improvements in St. Clair County | $4,000,000 |
| 941 | TN | Plan and construct Rutherford County visitor's center/Transportation information hub | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 942 | UT | Streetscape a 2-lane road and add turning lanes at key intersections on Santa Clara Drive in Santa Clara | $1,050,000 |
| 943 | CA | U.S. 101 Operational Improvements, San Jose | $4,000,000 |
| 944 | IL | Upgrade traffic signal system on 87th Street, Chicago | $400,000 |
| 945 | LA | Water Well Road Gateway Corridor (LA 478)—Design, right-of-way, and Construction of 3.6 miles from I–49 to LA 1 | $4,520,000 |
| 946 | CO | East 104th and U.S. 85 Intersection: Study, design, and construction of needed improvements to intersection | $664,000 |
| 947 | FL | Widen West Virginia Drive from Floresta Drive to U.S. 1 in St. Lucie | $2,400,000 |
| 948 | ID | Widen U.S. 95 in Idaho from Jct. SH 1 to Canadian Border | $2,400,000 |
| 949 | IL | Engineering of the Willow Creek Trail Extension from Rock Cut State Park to the Long Prairie Trail | $160,000 |
| 950 | CA | Widen Interstate 8 overpass at Dogwood Road, Imperial County | $1,698,000 |
| 951 | CA | Improve bridge 58–7 on SR 115 that crosses the Alamo River in Holtville and also project design and environmental analysis of a new bridge over the same river | $800,000 |
| 952 | ID | Widen U.S. 95 from Worley to Mica Creek, Idaho | $2,400,000 |
| 953 | MI | Complete the 2 segments of U.S. 127 from Ithaca to St. Johns to a limited access freeway | $4,000,000 |
| 954 | CA | Construct a new interchange where I–15 meets Cajalco Road in Corona, CA | $8,000,000 |
| 955 | OH | Construct interchange at CR 80 on IR 77 near Dover | $5,000,000 |
| 956 | TX | Colonial Drive Project, Cleburne | $1,200,000 |
| 957 | NC | Widen and improve I–85 through Cabarrus County from U.S. 29/49 to 29/601 | $6,400,000 |
| 958 | NC | U.S. 401 from Raleigh to Fayetteville | $3,200,000 |
| 959 | GA | Construct and Improve Westside Parkway, Northern Section, in Fulton County | $3,200,000 |
| 960 | NY | City of Peeskill, NY Street Resurfacing Program, Hudson Avenue | $104,000 |
| 961 | CA | Construction of CA 101 Auxiliary Lanes, Marsh Rd. to Santa Clara County Line | $1,800,000 |
| 962 | NY | For the acquisition of ferry boats and ferry terminal facilities and operation of ferry service from Rockland County-Yonkers-Manhattan | $1,200,000 |
| 963 | IL | For engineering, right-of-way acquisition and reconstruction of two existing lanes on Arsenal Road from Baseline Rd. to Rt. 53 | $1,700,000 |
| 964 | PA | For the Scranton City Redevelopment Authority to design, engineer, acquire ROW and construct streetscaping enhancements, paving, lighting and safety improvements, parking, and roadway redesign | $2,000,000 |
| 965 | FL | Construct landscaped sidewalks, bus lanes, pedestrian/bicycle paths, vehicular lanes, City of Plantation | $1,228,833 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 966 | NY | Improve Route 17—Access Control, Elmira to Chemung | $2,000,000 |
| 967 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in Plymouth Borough, Luzerne County | $160,000 |
| 968 | ID | Improve SH 75 from Timmerman to Ketchum | $4,800,000 |
| 969 | OR | Improve U.S. 97 from Modoc Point to Algoma | $1,600,000 |
| 970 | SD | Construct an interchange on I–90 at Marion Road west of Sioux Falls | $5,600,000 |
| 971 | CA | Realign First St. between Mission Rd. and Clarence St. in Los Angeles | $1,000,000 |
| 972 | MO | Relocation of Route 13 Branson West Bypass | $4,160,000 |
| 973 | IL | Resurfacing Congress Parkway The Illinois Department of Transportation | $400,000 |
| 974 | RI | Establish interchange between Route 4 and Interstate 95 | $4,800,000 |
| 975 | TX | Improvements to FM 676 in Alton | $400,000 |
| 976 | MA | Reconstruction of Goddard Memorial Drive from State Route 9 to Airport Drive, Worcester | $900,000 |
| 977 | FL | Homestead, FL Widening of SW 320 Street (Mowry Drive) from Flagler Avenue to SW 187 Avenue | $2,000,000 |
| 978 | CT | Broad Street Reconstruction Project in New Britain | $2,000,000 |
| 979 | PA | Construct Johnsonburg Bypass | $3,520,000 |
| 980 | CT | Construct Valley Service Road Extension, North Haven | $1,600,000 |
| 981 | VA | Construction of transportation related enhancements and infrastructure of the VMFA project | $800,000 |
| 982 | MI | Reconstruct and Widen I–94 in Kalamazoo, MI | $12,800,000 |
| 983 | MD | Land Acquisition for Highway Mitigation in Cecil and Worcester Counties, MD | $15,600,000 |
| 984 | CA | Construct overpass on Central Ave. at the railroad crossing in Newark | $600,000 |
| 985 | IL | City of Bartonville, Street widening and improvements and sidewalk improvements | $762,058 |
| 986 | OH | Construct Williamsburg, Ohio to Batavia, Ohio Hike, and Bike Trail | $240,000 |
| 987 | IL | The continuation of U.S. Route 12 from the Wisconsin State line to the intersection of Tryon Grove Road, Route 12 and Illinois State Route 31 | $2,400,000 |
| 988 | FL | U.S. 17–92 and French Ave. Roundabout, Sanford | $400,000 |
| 989 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in Hanover Township, Luzerne County | $160,000 |
| 990 | MI | Reduction from 3.5 miles of travel to 1.0 mile of travel crossing over the Tittabawassee River on Meridian Road | $2,400,000 |
| 991 | ID | Widen U.S. 95 from Top of Lewiston Hill to Moscow, Idaho | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 992 | TX | Construct a pedestrian/bicycle trail in the Sunnyside area of Houston | $750,000 |
| 993 | TX | Construct remaining 800-foot 4-lane divided thoroughfare for Preston Rd. segment between Beltway 8 and Genoa Red Bluff Rd | $928,000 |
| 994 | | | $0 |
| 995 | SC | Medical University of South Carolina Roadway Enhancement | $3,200,000 |
| 996 | PA | Acquisition of adjacent property to planned Park-n-Ride at Kressler and Hamilton Boulevards in Wescosville, PA | $2,000,000 |
| 997 | MI | Livonia, reconstruct Stark Rd. between Plymouth Rd. and I–96 | $800,000 |
| 998 | PA | PA Route 309 roadway construction and signalization improvements in Tamaqua Borough | $1,600,000 |
| 999 | MA | Union Square Roadway and Streetscape Improvements | $400,000 |
| 1000 | TX | Improvements to South McColl Road in Hidalgo County | $1,920,000 |
| 1001 | MS | Widen U.S. Highway 61 and improve major intersections, Natchez | $3,040,000 |
| 1002 | TX | Widen U.S. 82 from 2-lane facility to 4-lane facility from FM 1417 in Sherman, TX to U.S. 69 in Bells, TX | $3,600,000 |
| 1003 | TX | Widen U.S. 79, from FM 1512 near Jewett to IH–45 to a 4-lane divided highway | $1,600,000 |
| 1004 | TN | Construct shoulder and turn lane on SR 35 in Seymour, Tennessee | $1,200,000 |
| 1005 | NE | Construction of Heartland Expressway between Alliance and Minatare, NE | $6,000,000 |
| 1006 | WA | Pedestrian Sidewalk Construction in Snohomish | $140,000 |
| 1007 | TN | North Second Street Corridor Upgrade, Memphis | $1,600,000 |
| 1008 | OH | Purchase High Speed Ferries for Black River Excursion Boat Service, Lorain | $600,000 |
| 1009 | MD | MD4 at Suitland Parkway | $3,200,000 |
| 1010 | OK | Widen U.S. 60 from approximately 2 miles east of the U.S. 60/US 75 interchange east approximately 5.5 miles | $1,600,000 |
| 1011 | NC | Widen U.S. 401 from Wake County to Louisburg | $2,400,000 |
| 1012 | PA | CUPSS, Pennsylvania, Urban Maglev Demonstration Test Project | $4,000,000 |
| 1013 | TX | Widen U.S. 287 Bypass at Ennis from two to four lanes | $6,400,000 |
| 1014 | KY | Widen U.S. 27 from KY 34 to U.S. 150 Bypass, Garrard County and Lincoln County | $1,600,000 |
| 1015 | MN | Right-of-way acquisition for Mississippi River Bridge connecting I–94 and U.S. 10 between U.S. 169 and TH 101 | $800,000 |
| 1016 | WI | Rehabilitate Highway 53 between Chippewa Falls and New Auburn | $3,200,000 |
| 1017 | IL | Widen U.S. Route 67 from Macomb to Illinois 101 | $1,600,000 |
| 1018 | IL | Widen U.S. Route 51 from Pana to Vandalia | $2,400,000 |
| 1019 | IL | Widen U.S. Route 34 from U.S. 67 to Carmen Road | $3,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1020 | WA | Alaskan Way Viaduct and Seawall | $11,200,000 |
| 1021 | NJ | East Coast Greenway bicycle and pedestrian path from New Brunswick to Hudson River | $800,000 |
| 1022 | FL | Construct bicycle and pedestrian underpass and park under I–95, Miami | $1,200,000 |
| 1023 | CA | Implement Van Nuys Road and Safety Improvements | $400,000 |
| 1024 | FL | New systems interchange ramps at SR 417 and Boggy Creek Road in Orange County, FL | $6,400,000 |
| 1025 | NY | Reconstruction of Tappan Street Bridge in Town of Newark Valley | $800,000 |
| 1026 | IL | Widen Rakow Road from Ackman Road to IL Rt. 31 in McHenry County, Illinois | $5,720,000 |
| 1027 | IL | Widen U.S. Route 30 from Rock Falls to Round Grove, Whiteside County | $400,000 |
| 1028 | TN | Bristol, Tennessee highway-RR grade crossing improvement—Cedar Street | $40,000 |
| 1029 | IL | Perform Broadway and Sheridan Road signal interconnect project, Chicago | $1,200,000 |
| 1030 | IL | Widen U.S. Highway 30 in Whiteside County, Illinois | $800,000 |
| 1031 | WI | Rehabilitate existing bridge and construct new bridge on Michigan Street in Sturgeon Bay, Wisconsin | $5,600,000 |
| 1032 | ME | Replacement of the Route 201–A "covered" bridge, Norridgewock | $3,000,000 |
| 1033 | AR | Widen to four lanes, improvement, and other development to U.S. Highway 167 from LA State line north to I–530 | $5,000,000 |
| 1034 | PA | Widen the Route 412 corridor from I–78 into the City of Bethlehem | $8,000,000 |
| 1035 | HI | Construct access road for Kahului Airport | $800,000 |
| 1036 | IL | Improve Highway-Railroad Crossings, Galesburg | $600,000 |
| 1037 | MN | Sauk Rapids Bridge and Roadway Replacement in Sauk Rapids, MN | $4,800,000 |
| 1038 | TN | Construct Transportation and Heritage Museum in Townsend, Tennessee | $800,000 |
| 1039 | CA | Widen State Route 98, including storm drain developments, from Kloke Road to State Route 111, Calexico | $2,400,000 |
| 1040 | CA | Widen State Route 98 from Route 111 to State Route 7, Calexico | $4,000,000 |
| 1041 | GA | Construction of bypass around town of Hiram, from SR 92 to U.S. 278, Paulding County, Georgia | $1,600,000 |
| 1042 | TX | Construction of the interchanges at BI20 and IH20 for JBS Parkway | $2,000,000 |
| 1043 | CA | Widen State Route 46 between Airport Road and the Shandon Rest Stop in San Luis Obispo County | $33,461,000 |
| 1044 | TN | Widen State Route 4 (U.S. 78) from Mississippi State Line to Getwell Road (SR 176) in Memphis, Shelby County | $800,000 |
| 1045 | MI | Baraga County, Reconstruction of county primary road on Bayshore Drive from Haanpaa Road northerly 1.7 miles to Whirligig Road | $600,000 |
| 1046 | NY | Town of Warwick, NY walking and biking trail | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1047 | AK | Bridge over Fish Creek in Matanuska-Susitna Borough | $1,000,000 |
| 1048 | GA | GA 400 and McGinnis Ferry Road Interchange, Forsyth County, GA | $2,400,000 |
| 1049 | NY | Implement Improvements for Pedestrian Safety in Kings County | $600,000 |
| 1050 | NY | Reconfigure road through FDR VA Hospital to provide access to Battery Place in Town of Cortlandt | $316,000 |
| 1051 | CA | Widen State Route 262, replace two railroad overpass structures, and rebuild on and off ramps between SR 262 and Kato Rd. in Fremont | $3,200,000 |
| 1052 | TN | Widen State Route 101 in Cumberland County from two lane highway to five lanes between State Routes 282 (Dunbar Road) and 392 in Crossville | $6,400,000 |
| 1053 | FL | Widen State Road 50 in Lake County, Florida | $5,600,000 |
| 1054 | AZ | Construct a passing lane between the north end of Lake Havasu City to I–40 | $1,600,000 |
| 1055 | GA | Widen SR 85 from SR 74 to County Route 126 Bernhard Road, Fayette County, Georgia | $2,400,000 |
| 1056 | CT | Construct New arterial roadway from Barnum Avenue north to proposed Lake Success Business Park in Bridgeport, CT | $8,000,000 |
| 1057 | MI | M–13 Washington Avenue Streetscape Project. Phase II of High Priority Project 192 in Public Law 105–550, City of Saginaw | $1,200,000 |
| 1058 | TX | Improvements to FM 716 in Duval County | $800,000 |
| 1059 | NY | Town of Chester Surrey Meadow subdivision road improvements | $240,000 |
| 1060 | PA | Cresheim Valley Drive Revitalization project involving scenic enhancements and pedestrian safety improvements from Lincoln Drive to Navajo Street | $880,000 |
| 1061 | NC | Transportation Improvements at Piedmont Triad Research Park, Winston-Salem, NC | $2,400,000 |
| 1062 | MO | Upgrade and partially relocate MO Rt. 141 from I–64 to Rt. 340 | $2,880,000 |
| 1063 | NY | Construct Millennium Parkway in the Towns of Dunkirk and Sheridan | $8,400,000 |
| 1064 | AZ | Construct the Rio Salado Parkway to connect I–10 and Loop 202 freeways to 7th Street in downtown Phoenix | $6,400,000 |
| 1065 | TN | Improving Vehicle Efficiencies at At-Grade highway-Railroad Crossing in Lenoir City, TN | $83,200 |
| 1066 | NJ | Replacement of Monmouth County bridges W–7, W–8, and W–9 | $2,400,000 |
| 1067 | OK | U.S. 54, Widen U.S. 54 from North of Optima Northeast to Kansas State Line, Texas County, OK | $800,000 |
| 1068 | FL | Widen Palm Coast Parkway and I–95 interchange and overpass, Flagler County, Florida | $2,320,000 |
| 1069 | FL | Delray Beach Federal Highway pedestrian improvements SE 4th Street to NE 4th Street | $1,600,000 |
| 1070 | WI | Expand Highway 10 between Marshfield and Stevens Point | $16,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1071 | NY | Install Improvements for Pedestrian Safety including in the vicinity of IS R72/PS R69 | $250,000 |
| 1072 | TN | Upgrade roads for Slack Water Port facility and industrial park Lake County | $1,500,000 |
| 1073 | AK | Emergency evacuation road at Point Hope in North Slope Borough | $3,000,000 |
| 1074 | MI | Construct railroad grade separation on M–85 (Fort Street) North of Van Horn Road, Trenton | $1,600,000 |
| 1075 | IL | Land acquisition, engineering, and construction for the initial 2-lane segments of the Corridor between IL 31 to IL 25 and other segments of the Corridor as appropriate | $4,000,000 |
| 1076 | PA | Modernize traffic signals, complete minor roadway realignment, and improve channelization at U.S. 322 and PA 10 intersection | $384,000 |
| 1077 | KS | Construction of a 4-lane access controlled improvement for 4 miles on US 54/400 in Pratt County | $8,548,800 |
| 1078 | IN | Upgrade rail crossing at 93rd Avenue, St. John | $160,000 |
| 1079 | FL | Widen SR 710 by 2 lanes from Congress Avenue to U.S. 1 | $2,400,000 |
| 1080 | GA | Widen SR 234/Gillionville Road from Eight Mile Road to Lockett Station, Dougherty County | $800,000 |
| 1081 | CA | Widen SR 12 to four lanes through Jamieson Canyon (between I–80 and SR 29) for safety concerns and economic growth | $6,400,000 |
| 1082 | GA | Widen SR 104 from SR 383/Belaire Road to CR 515/Cumberland Drive (including bridges) in Columbia County | $3,200,000 |
| 1083 | IN | Study Traffic on Muncie By-Pass from Centennial Avenue to McGalliard Road in the City of Muncie and Delaware County, Indiana | $96,000 |
| 1084 | FL | Construct U.S. 17–92 improvements, Maitland, Florida | $1,200,000 |
| 1085 | CA | Widen South Main St.-Soda Bay Rd. between CR 400A (mile marker 0.0-mile marker 0.7) and CR 502 (mile marker 0.0 and 0.9) | $3,200,000 |
| 1086 | VA | Replacement of the 635 Bridge in Orange County, VA | $400,000 |
| 1087 | TX | Construct Loop 20 in Laredo | $1,600,000 |
| 1088 | IA | Construct SE Connector/Martin Luther King, Jr., Pkwy, Des Moines | $7,200,000 |
| 1089 | FL | Construction and Design of Miami River Greenway Road Improvements and 5th Street Improvements | $1,600,000 |
| 1090 | TX | Widen SH 317 from two lanes to four lane divided facility | $1,600,000 |
| 1091 | TX | Widen SH 205 from two lanes to a six lane urban divided highway from North of SH 66 to proposed SH 276 | $800,000 |
| 1092 | CA | Widen Santa Maria River Bridge on U.S. Highway 101 between Santa Barbara County and San Luis Obispo County | $2,720,000 |
| 1093 | CA | Widen San Fernando Road North, including streetscape projects, Sylmar | $848,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1094 | PA | Central Susquehanna Valley Transportation Project U.S. 15: $5 million for the final design | $4,880,000 |
| 1095 | NJ | Construct Rt. 49 Cohansey River Bridge Replacement, Cumberland County | $2,400,000 |
| 1096 | ME | Construction and snowmobile safety accommodations for Route 116 Bridge, Medway | $4,000,000 |
| 1097 | MI | Construct pedestrian trail and bridge in Kearsley Park in Flint | $80,000 |
| 1098 | IA | Coralville, IA Implementation of final phase of Safety Improvements Project from 12th Ave. to 22nd Ave | $1,600,000 |
| 1099 | IL | Expand and improve Illinois Route 47 Roadway from Reed Road to Kreutzer Road in Huntley, Illinois | $5,720,000 |
| 1100 | NY | Build Route 15, Pennsylvania to Presho | $20,000,000 |
| 1101 | GA | I–285 Riverside interchange reconstruction, Fulton County, Georgia | $1,600,000 |
| 1102 | MN | Construct 3 segments of Cuyuna Lakes Trails, Crow Wing County | $1,200,000 |
| 1103 | WA | Improve I–5 interchange at 134th Street in Clark County | $10,772,000 |
| 1104 | GA | Construct Pedestrian Safety Improvements on Buford Hwy (SR 13), Dekalb County | $2,400,000 |
| 1105 | DC | 11th St. Bridges, Rehabilitation of structures as well as new ramps to provide for traffic at Navy Yard, Southeast Federal Ctr., and Gateway Government Ctr | $17,600,000 |
| 1106 | MO | Improve U.S. 36 to divided four lane expressway from Macon to Route 24 | $8,000,000 |
| 1107 | VA | Mill Road Slip Ramp | $400,000 |
| 1108 | NY | Construct sidewalks and curbing on Tate Avenue in Village of Buchanan | $300,000 |
| 1109 | MI | Delta County, Widen, pulverize, improve drainage at County Rd. 497 from U.S. 2 at Nahma Junction southerly 4.75 miles to the village of Nahma | $589,920 |
| 1110 | UT | Construction of 200 North Street highway-rail graded crossing separation, Kaysville, Utah | $3,200,000 |
| 1111 | FL | Kennedy Blvd. Reconstruction, Eatonville | $1,600,000 |
| 1112 | VA | Improvements to public roadways within the campus boundaries of the Virginia Biotechnology Park, Richmond, VA | $2,400,000 |
| 1113 | VA | Install Transpiration Critical Incident Mobile Data Collection Device in Charlottesville | $94,720 |
| 1114 | NY | Ithaca, Design and construct pedestrian and bicycle path | $435,200 |
| 1115 | AZ | Navajo Mountain Road on the Navajo Nation | $1,000,000 |
| 1116 | PA | Expansion of existing PA Turnpike ITS System | $3,280,000 |
| 1117 | TX | Construction of ferryboat for City of Port Aransas | $320,000 |
| 1118 | NY | Project will rehabilitate and reopen historic High Bridge, which crosses the Harlem River between Manhattan and the Bronx | $4,000,000 |
| 1119 | NJ | Route 17 Congestion Improvements and Widening, from Williams Avenue to the Garden State Parkway and Route 4 in Bergen County | $9,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1120 | IN | Design and construct Tanner Creek Bridge on U.S. 50, Dearborn County Indiana | $992,000 |
| 1121 | NC | Environmental studies and construction of U.S. 74 Monroe Bypass Extension | $4,800,000 |
| 1122 | OH | Construct Pedestrian Bridge from east of Dock 32 to Voinovich Park southwest corner, Cleveland | $1,712,000 |
| 1123 | GA | Extension of Sugarloaf Parkway, Gwinnett County | $2,400,000 |
| 1124 | ME | Construct bicycle and pedestrian bridge over Stillwater River, Orono | $1,000,000 |
| 1125 | IL | For widening from two to four lanes, the Brookmont Boulevard Viaduct in Kankakee, IL and adjusting approach grades | $800,000 |
| 1126 | GA | I–285 SR 400 interchange reconstruction and HOV interchange, Fulton County, Georgia | $800,000 |
| 1127 | MN | Construct a road between Highway 332 and TH 11 including a signalized rail road crossing, Koochiching County | $240,000 |
| 1128 | MO | Hanley Road from I–64 to south of State Route 100, St. Louis County | $8,000,000 |
| 1129 | AL | Expand SR 167 from Troy, AL to Enterprise, AL | $2,400,000 |
| 1130 | MN | Construction of primary and secondary access roadways to the Duluth Air National Guard Base, City of Duluth | $3,400,000 |
| 1131 | CT | Construct high-speed rail crossing to bike and pedestrian trails-Enfield, CT | $3,440,000 |
| 1132 | TX | Expansion of Port Rd. at Northbound Frontage Rd. of SH 146 east to intersection with Cruise Terminal Rd. to 6-lane section with raised median | $9,552,000 |
| 1133 | TN | Constuct Western Bypass from Zinc Plant Road to Dotsonville Road, Montgomery County | $2,720,000 |
| 1134 | CA | Improvements to State Route 67/State Route 52 interchange | $4,000,000 |
| 1135 | TN | Plan and construct a bicycle and pedestrian trail, Springfield | $200,000 |
| 1136 | TX | Expansion of Daniel McCall Dr., Lufkin, TX | $2,200,000 |
| 1137 | NY | Rehabilitate the Pines Bridge Road and Lake Avenue and Ryder Road, in Ossining, Yorktown, and New Castle | $2,212,000 |
| 1138 | CA | Construct Valley Boulevard Drainage Improvements, El Monte | $600,000 |
| 1139 | NJ | Route 82 Union County Streetscape and Intersection Improvements | $800,000 |
| 1140 | NY | Short Clove Road Rail Overpass, Haverstraw | $800,000 |
| 1141 | FL | Construct Atlantic Boulevard Improvements, Key West, Florida | $800,000 |
| 1142 | CA | Implement intelligent management and logistics measures to improve freight movement, Gateway Cities | $2,400,000 |
| 1143 | WI | Expand U.S. 45 between CTH G and Winchester, Winnebago County, WI | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1144 | NY | Implement ITS system and apparatus to enhance citywide truck route system on LIE Eastbound Service Road at 74th Street to Caldwell Ave, Grand Ave. from 69th Street to Flushing Ave, and Eliot Ave. from 69th Street to Woodhaven Blvd | $100,000 |
| 1145 | IA | Construct IA–32 Arterial from U.S. 20 in Dubuque Co, IA to U.S. 61 and U.S. 151 | $15,200,000 |
| 1146 | HI | Kapolei Transportation Improvements, Island of Oahu | $800,000 |
| 1147 | NY | 125th Street Corridor Improvements from Old Broadway to Marginal Street/Waterfront, New York City | $11,200,000 |
| 1148 | CA | Los Angeles Regional Diesel Emissions Reduction Program For Engine Retrofit, Gateway Cities | $400,000 |
| 1149 | IL | Reconstruct intersection of Wood Dale and Irving Park roads in DuPage County, IL | $11,440,000 |
| 1150 | GA | Social Circle bypass completion, from Stanford Road to SR 11, Social Circle | $2,400,000 |
| 1151 | GA | Streetscape Project to install sidewalks and bicycle trails, Gray | $500,000 |
| 1152 | MO | Reconstruction of the Tucker Street Bridge in the City of St. Louis | $5,600,000 |
| 1153 | PA | Bethlehem Pike improvements from Valley Green Road to South of Gordon Lane, Springfield Township | $800,000 |
| 1154 | GA | Construct I–75 I–575 HOV interchange, Cobb County, Georgia | $480,000 |
| 1155 | IL | Construct multi-use pedestrian path between Oakton St. and Dempster St., Skokie | $200,000 |
| 1156 | AZ | Construct link from Twin Peaks Road to I–10 and Linda Vista Blvd. including bridge over Santa Cruz River and overpass of Union Pacific Rail Road | $4,800,000 |
| 1157 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Newport Township, Luzerne County | $160,000 |
| 1158 | VA | Fries Train Station and Trail—Restoration of former train station for use as visitors center and construction of trail along New River | $800,000 |
| 1159 | PA | Construction SR 3024, Middle Creek Bridge II, South Canaan, Wayne County | $560,000 |
| 1160 | WI | Expand U.S. 141 between SH 22 and SH 64 (Oconto and Marinette Counties, Wisconsin) | $1,600,000 |
| 1161 | IL | Development of a coordinated trail system, parking and trial systems in Dixon, IL | $2,560,000 |
| 1162 | PA | Installation of comprehensive signage system across 1700 acres of urban parks in Pittsburgh | $720,000 |
| 1163 | GA | Interstate 75/Windy Hill Road Interchange | $1,600,000 |
| 1164 | NJ | Bridge replacement and SR 31 widening over the Raritan Valley Line in Glen Gardner, Hampton, Hunterdon County | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1165 | VA | Bristol Train Station—Historic preservation and rehabilitation of former Bristol, VA train station | $400,000 |
| 1166 | CO | I–25 Improvements—Douglas—Arapahoe County Line to El Paso County Line | $4,800,000 |
| 1167 | TN | Reconstruct connection with Hermitage Avenue to Cumberland River Bluff in Nashville | $400,000 |
| 1168 | IL | For Village of Lemont to construct a bridge over Chicago Ship and Sanitary Canal linking Centennial Trail to I&M Canal Trail | $80,000 |
| 1169 | OH | Construct roadway improvement along State Route 62 in Berlin | $100,000 |
| 1170 | NY | Reconstruction and improvements of University Avenue and the extension of the ARTWalk project, Rochester | $1,600,000 |
| 1171 | NH | Reconstruction and Improvements to NH Route 110 in Berlin | $1,600,000 |
| 1172 | PA | Route 6 Resurfacing from Mansfield Borough in Richmond Township to the Village of Mainesburg in Sullivan Township | $1,200,000 |
| 1173 | WA | SR 167—Right-of-way acquisition for a new freeway connecting SR 509 to SR 161 | $2,000,000 |
| 1174 | MD | I–70: Frederick | $1,600,000 |
| 1175 | NY | Planning, Design, ROW and Construction of Fort Drum Connector Road | $5,200,000 |
| 1176 | CA | Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transp. authorities, and guided by the current MIS | $3,200,000 |
| 1177 | CA | Fresno County, CA Widen Friant Road to four lanes with class II bicycle lanes | $1,200,000 |
| 1178 | MO | Study for Highway 160 and Kansas Expressway Corridor | $1,600,000 |
| 1179 | FL | Construct Route 9B from U.S. 1 to Route 9A (I–295) to the Duval County line | $4,000,000 |
| 1180 | PA | Design, const. widening of PA 94 from York-Adams County line to Elm Street in Hanover, PA | $2,400,000 |
| 1181 | CA | Improvement of intersection at Burbank Blvd. and Woodley Ave | $128,000 |
| 1182 | TX | Port of Beaumont Southside Intermodal Project | $5,190,400 |
| 1183 | WA | Perform final interchange design and property acquisition at Fleshman Way where it crosses SR 129, that enhances safety and passenger and freight mobility and reduces congestion | $840,000 |
| 1184 | WA | Roosevelt Extension at Urban Avenue to Cameron Way in Mount Vernon | $3,200,000 |
| 1185 | NJ | Hazel Street reconstruction, Passaic County | $3,200,000 |
| 1186 | FL | Improvements to Eller Drive including right-of-way acquisition and construction of return loop connector | $800,000 |
| 1187 | MO | Study Highway 37–60 Entire Corridor | $2,000,000 |
| 1188 | TX | The District-Tyler Outer Loop 49 Construction | $5,184,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1189 | PA | Tidal Schuylkill Riverfront project consists of an eight mile bike and pedestrian recreation trail from Locust Street to Historic Bartram's Gardens | $1,344,000 |
| 1190 | NY | Town of Fishkill reconstruct Maple Ave | $19,600 |
| 1191 | IL | For IDOT to expedite pre-construction and construction to widen I–55 from Naperville Road south to I–80 | $2,800,000 |
| 1192 | UT | 200 East Minor Arterial, Logan City, Utah | $720,000 |
| 1193 | NJ | Construct I–287, I–80, Route 202 Interchange | $800,000 |
| 1194 | NY | Design and construction of Fulton Street from Clinton Avenue to Bedford Avenue in Brooklyn, New York | $4,480,000 |
| 1195 | TX | Port of Corpus Christi Joe Fulton International Trade Corridor for congestion and safety enhancements | $400,000 |
| 1196 | MO | Renovations and Enhancements on the Bicycle Pedestrian Facility on the Old Chain of Rocks Bridge spanning the Mississippi River | $640,000 |
| 1197 | CT | Construct Shoreline Greenway Trail, Guilford, Branford, East Haven | $1,600,000 |
| 1198 | NJ | Transportation Improvements in Liberty Corridor | $4,000,000 |
| 1199 | OH | Construct SR 104 into a 4 lane facility with a turning lane in Ross County | $6,000,000 |
| 1200 | MO | Construct 2 lanes on Hwy 45 from Hwy 9 to Graden Road in Platte County | $2,400,000 |
| 1201 | MS | Plan and Construct Highway 45 Bypass in Columbus | $2,400,000 |
| 1202 | PA | Reconstruct Hwy and replace of bridge on U.S. 422 between the Berks County Line and the Schuylkill River in Montgomery and Chester Counties | $1,200,000 |
| 1203 | FL | Construct SR 20 connection to SR 100 via CR 309–C, Putnam County, Florida | $3,440,000 |
| 1204 | OH | Road and related pedestrian improvements at SR 283 in the Village of Grand River, OH | $80,000 |
| 1205 | NY | Road infrastructure projects to improve commercial access in the Towns of Malta and Stillwater and the Village of Round Lake, Saratoga County, New York | $6,520,000 |
| 1206 | NY | Replace structurally deficient bridge over the Pocantico River, the Village of Pleasantville | $800,000 |
| 1207 | IL | Complete Heavy Truck Loop for DuQuoin Industrial Park | $500,000 |
| 1208 | MD | Construction and dualization of U.S. 113 | $12,000,000 |
| 1209 | GA | Streetscape-Quitman | $160,000 |
| 1210 | NY | Town of New Windsor Toleman and Station Roads Reconstruction and area Improvements | $592,000 |
| 1211 | | | $0 |
| 1212 | WA | Design and construct pedestrian land bridge spanning SR 14 | $2,000,000 |
| 1213 | MI | Construction of Greenways in Pittsfield Charter Township—2.5 miles to existing Ann Arbor Greenways, Pittsfield Charter Township | $239,200 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1214 | CA | Golden Gate National Parks Conservancy—Plan and Implement Trails and Bikeways Plan for the Golden Gate National Recreation Area and Presidio | $5,000,000 |
| 1215 | NY | State of NY Village of Kiryas Joel sidewalk project | $600,000 |
| 1216 | | | $0 |
| 1217 | IL | Transportation Enhancement and road improvements necessary for Downtown Plaza improvements in Jacksonville, IL | $762,058 |
| 1218 | CA | Upgrade and reconstruct I–580/Vasco Road Interchange, City of Livermore | $2,000,000 |
| 1219 | TX | Build Bike Trail at Chacon Creek in Laredo | $3,300,000 |
| 1220 | UT | 3200 South Project, Nibley, Utah | $800,000 |
| 1221 | NJ | Expand Route 440—State Street Interchange in Perth Amboy | $4,000,000 |
| 1222 | GA | Improvement and construction of SR 40 from east of St. Marys cutoff at mile post 5.0, Charlton County to County Route 61, Camden County, Georgia | $800,000 |
| 1223 | PA | Erie, PA Regional upgrades to urban-rural corridors | $1,280,000 |
| 1224 | GA | Georgia Construct Three Greenway Trail Project, Dekalb County | $1,600,000 |
| 1225 | FL | Cross Creek Boulevard Widening | $1,440,000 |
| 1226 | MD | Implement Intelligent Transportation System in Baltimore | $1,120,000 |
| 1227 | OH | Construct an access road into the industrial park near SR 209 and CR 345 in Guernsey County | $800,000 |
| 1228 | CA | Improve the Rosecrans Ave. and Alondra Blvd. bridges over the San Gabriel River in Bellflower | $40,000 |
| 1229 | PA | Independence National Historic Park scenic enhancement and pedestrian walkways improvement project in conjunction with the park's Executive Mansion Exhibit | $3,600,000 |
| 1230 | CA | Modesto, Riverbank and Oakdale, CA Improve SR 219 to 4-lanes | $1,600,000 |
| 1231 | ME | Modifications to Exit 7/I–295 and to Franklin Arterial, Portland | $180,000 |
| 1232 | KY | Replace Bridge and Approaches on Searcy School Road over Beaver Creek, Anderson County | $700,000 |
| 1233 | NJ | Route 22 Sustainable Corridor Plan | $2,400,000 |
| 1234 | NY | Conduct studies, if necessary, and construct the High Line Trail Project, New York City | $4,000,000 |
| 1235 | WA | Install dual left turn lanes and intersection signal modifications at SR 432 and Columbia Blvd | $1,750,000 |
| 1236 | OK | Transportaion enhancements for Highway 19 from Ada to Stratford | $2,400,000 |
| 1237 | CA | I–15/Base Line Road Interchange Project, Rancho Cucamonga, California | $4,000,000 |
| 1238 | SC | Build Interchange at U.S. 17 and Bowman Road in Mount Pleasant, SC | $4,800,000 |
| 1239 | CA | Complete Monterey Bay Sanctuary Scenic Trail between Monterey and Santa Cruz counties | $5,800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1240 | NY | Improve Hospital Road Bridge between CR 99 and CR 101, Patchogue | $4,800,000 |
| 1241 | NV | Construct Martin Luther King, Jr., Blvd.—Industrial Rd. Connector | $8,000,000 |
| 1242 | MI | I–96 Beck, Wixom Road Interchange, design, ROW, and construction | $2,400,000 |
| 1243 | IA | Muscatine, IA Construction of 4.2 mile multipurpose trail from Musser Park to Weggens Road | $400,000 |
| 1244 | GA | Historic preservation of a city bus station in downtown Eastman | $160,000 |
| 1245 | TX | Construction of internal roads at Port of Brownsville to make roads safer with less wear and tear | $2,000,000 |
| 1246 | NY | NYSDOT Route 55 turning lane at Gardner Hollow Road | $400,000 |
| 1247 | TN | Plan and construct a bicycle and pedestrian trail, Lewisburg | $80,000 |
| 1248 | TX | Reconstruct Danieldale Rd. from I–35E to Houston School Rd. in Lancaster | $1,600,000 |
| 1249 | CT | Relocation of Edmond Road in Newtown and construction of additional turning lanes at Rte 6 and Commerce and Edmond Rds | $1,600,000 |
| 1250 | OH | Construction of Interchange at State Route 8 and Seasons Road, Stow, OH | $1,200,000 |
| 1251 | NJ | North Avenue-Route 1 Elizabeth Pedestrian and Bicycle Project | $60,000 |
| 1252 | AL | Pedestrian Improvements for Morris, AL | $106,666 |
| 1253 | NY | Preliminary design and environmental impact study for a collector-distributor road along I–95 from Westchester Ave. to Bartow Ave | $7,360,000 |
| 1254 | NJ | Replacement of Signals at the Intersections of Centennial Ave. at Lincoln Ave. and Walnut Ave. at Lincoln Ave., Cranford, NJ | $392,000 |
| 1255 | KS | Replacement or rehabilitation of the Amelia Earhart U.S. 59 Bridge in Atchison County, Kansas | $2,000,000 |
| 1256 | | | $0 |
| 1257 | CA | Central Galt and State Route 99 Interchange and Access Improvements | $2,400,000 |
| 1258 | OH | Construction of Roadways and transportation improvements for downtown Springfield, Ohio | $3,560,000 |
| 1259 | KY | Reconstruct KY 89 from Irvine Bypass to 2000 Feet North of Estill County High School, Estill County | $600,000 |
| 1260 | NY | Town of East Fishkill new construction Bypass road | $640,000 |
| 1261 | CA | Establish new grade separation at Sunset Ave. in Banning | $1,600,000 |
| 1262 | CT | Construct and Widen Stamford Rail Underpass and Road Realignment Project | $800,000 |
| 1263 | TN | Hamblen County, Tennessee U.S. 11E (SR 34) interchange improvements | $800,000 |
| 1264 | IL | Implement ITS and congestion Mitigation Project on I–294 and I–90 | $3,200,000 |
| 1265 | AZ | Design and construction of roadway improvements on U.S. 60 from 67th Avenue to McDowell | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1266 | TX | Hike and bike trail will tie into the Gellhorn Drive project providing an improved multimodal transportation facility | $800,000 |
| 1267 | OH | Jackson Township, Ohio—Hill and Dales Road widening | $1,600,000 |
| 1268 | SC | Build 701 Connector (Southern Conway By-pass) in SC | $4,000,000 |
| 1269 | MN | Reconstruct I–694 White Bear Avenue (CSAH 65) Interchange in White Bear Lake | $400,000 |
| 1270 | WI | Replace 17th Street Lift Bridge, Two Rivers, Wisconsin | $6,000,000 |
| 1271 | MA | Route 116 and Bay Road Intersection Improvements-Amherst | $3,200,000 |
| 1272 | IL | Streetscape improvements on Blue Island from 19th-21st St, Chicago | $800,000 |
| 1273 | TN | Construct and improve intersections in Niota, Tennessee | $80,000 |
| 1274 | CA | Upgrade Bellflower intersections at Alondra Blvd. and at Rosecrans Ave. in Bellflower | $280,000 |
| 1275 | NJ | Construct Riverbank Park Bike Trail, Kearny | $2,000,000 |
| 1276 | NC | Install ITS on U.S. 52 in Forsyth County | $320,000 |
| 1277 | MD | Construction and dualization of MD 404 in Queen Anne, Talbot and Caroline Counties | $5,600,000 |
| 1278 | NY | Land acquisition and improvements on Louisa Street, Peekskill, NY | $740,000 |
| 1279 | IL | Upgrade connector road from IL Rt. I–255 to IL Rt. 3, Sauget | $1,920,000 |
| 1280 | NJ | Reconstruction of Route 46/Route 3/Valley Rd/Notch Rd. Interchange | $9,600,000 |
| 1281 | MS | Upgrade roads in Attala County District 4 (Roads 4211 and 4204), Kosciusko, Ward 3 (U.S. Highway 16), and Ethel (U.S. Highway 12), Attala County | $800,000 |
| 1282 | TX | Construction of streets in the White Heather area of Houston | $9,250,000 |
| 1283 | MS | Upgrade roads in Canton (U.S. Highway 51, 22, 16, and I–55), Madison County | $320,000 |
| 1284 | IA | Reconstruction of the Neal Smith Trail, bicycle and pedestrian, Polk Co | $2,880,000 |
| 1285 | CA | Rehabilitate pavement on Azusa Avenue and San Gabriel Avenue in Azusa | $400,000 |
| 1286 | CA | South Bay Cities COG Coastal Corridor Transportation Initiative, Phase 3, El Segundo | $1,600,000 |
| 1287 | MS | Upgrade roads in Terry, Edwards, Utica and Bolton, Hinds County | $1,000,000 |
| 1288 | FL | U.S. 1 six laning from St. Lucie County line to south of 4th St. in Indian River County, FL | $800,000 |
| 1289 | MD | Expand Route 29 in Howard County | $5,440,000 |
| 1290 | WA | Issaquah SE Bypass | $4,000,000 |
| 1291 | | | $0 |
| 1292 | MD | U.S. 220 MD 53 North South Corridor | $800,000 |
| 1293 | NJ | Improvements to Clove Road and Long Hill Road in Little Falls and Upper Mountain Ave. in Montclair | $2,800,000 |
| 1294 | HI | Study of East Hawaii Alternative Road, Island of Hawaii | $160,000 |
| 1295 | FL | Town of Southwest Ranches Urban Interchange | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1296 | CA | Long Beach Intelligent Transportation System: Integrate functioning traffic management center that includes the port, transit, airport as well as the city's police and fire departments, Long Beach | $2,400,000 |
| 1297 | CA | Almaden Expressway Improvements between Branham Lane and Blossom Road, San Jose | $2,800,000 |
| 1298 | AR | Construct and rehabilitate University of Arkansas Technology Corridor Enhancement Project | $1,200,000 |
| 1299 | CO | U.S. 550, New Mexico State Line to Durango | $4,800,000 |
| 1300 | TX | Construct bicycle and pedestrian trails in Houston's historic Third Ward | $600,000 |
| 1301 | NY | Village of Cold Spring Main St. sidewalk and lighting improvements | $200,000 |
| 1302 | NY | Village of Goshen Hatfield Lane reconstruction | $200,000 |
| 1303 | SC | Plan and build Interstate 73 from NC line to Myrtle Beach, SC | $8,000,000 |
| 1304 | | | $0 |
| 1305 | FL | Construct College Road Improvements, Key West, Florida | $400,000 |
| 1306 | NY | West Harlem Waterfront-ferry, intermodal and street improvements | $11,200,000 |
| 1307 | CA | Construct sound barriers at the I–805/SR 54 Interchange, National City | $680,000 |
| 1308 | NY | Road projects that develop Access to Port Byron and Erie Canal | $1,000,000 |
| 1309 | FL | West Palm Beach, Florida, Flagler Drive Reconfiguration | $800,000 |
| 1310 | AL | Construct extension of I–565 westward from existing interchange to existing Tennessee River bridges at Decatur, AL | $4,000,000 |
| 1311 | CT | Construct Farmington Canal Greenway, City of New Haven and Hamden | $2,000,000 |
| 1312 | GA | Replace sidewalks, upgrade lighting, and install landscaping, Helena | $320,000 |
| 1313 | IA | Upgrade U.S. 30 Liberty Square in City of Clinton, Iowa | $7,600,000 |
| 1314 | HI | Study of Waianae Coast Emergency Access Road | $400,000 |
| 1315 | NY | Westchester County, NY Rehabilitation of Lexington Ave, Mount Kisco | $400,000 |
| 1316 | CA | Widen and Improve County Line Road in Calimesa | $1,600,000 |
| 1317 | OH | Construct turn lane, install traffic light, and reorient traffic on SR 146 near Bussemer Lane in Muskingum County | $600,000 |
| 1318 | RI | Restore and Expand Maritime Heritage site in Bristol | $800,000 |
| 1319 | OH | City of Green, Ohio. Lauby Road exit improvements | $1,200,000 |
| 1320 | NY | Construct Bicycle Path in Town of Bedford | $520,000 |
| 1321 | CA | Compton Arterial Reconstruction and Improvement Program, Compton | $3,200,000 |
| 1322 | MT | Construction of S. 323 from Alzada to Ekalaka in Carter County | $9,600,000 |
| 1323 | IL | Improve Great River Road, Mercer County | $400,000 |
| 1324 | FL | Normandy Blvd. and Cassat Ave. Transportation Enhancements, Jacksonville | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1325 | OH | North Canton, OH Applegrove St. road widening | $2,400,000 |
| 1326 | MA | Design and Build Cape Cod Bike Trail, with Shining Sea Bikeway, to link core with outer Cape communities and heavily visited national sites | $3,200,000 |
| 1327 | TN | Plan and construct N. Tennessee Boulevard enhancements | $400,000 |
| 1328 | NJ | Quinn Road realignment, Clifton | $2,400,000 |
| 1329 | MO | Reconstruct Interstate 44 and Highway 65 Interchange | $13,040,000 |
| 1330 | MN | Reconstruct TH 61 from Split Rock River to Silver Bay including construction of the Gitchi Gami Spur Trail between the main trail and Silver Bay Marina along the TH 61 roadway segment | $9,664,000 |
| 1331 | KY | Reconstruction of KY 259 in Edmonson County from Green River Bridge at Brownsville to Kyrock Elementary School | $1,200,000 |
| 1332 | LA | Construction of a turn lane expansion along with signalization at the north bound off ramp on I–49, at the intersection of U.S. 190 | $400,000 |
| 1333 | AL | Expand SR 210 (Ross Clark Circle) from U.S. 231 North to U.S. 231 South in Dothan, AL | $3,200,000 |
| 1334 | MD | Construct interchange at MD Route 355 at Montrose and Randolph Roads in Montgomery County | $1,600,000 |
| 1335 | CA | Construct new interchange and related road improvements on U.S. 101 near Airport Blvd., Salinas | $1,936,000 |
| 1336 | PA | Construct the French Creek Parkway in Phoenixville, PA | $4,000,000 |
| 1337 | MN | Capacity and safety improvements to TH 8, west of 306th St. to eastern city limits, Lindstrom | $5,760,000 |
| 1338 | VA | Eastern Seaboard Intermodal Transportation Applications Center (ESITAC) in Hampton Roads | $1,200,000 |
| 1339 | IL | Construct underpass at intersection of Damen/Fullerton/Elston Avenues, Chicago | $4,400,000 |
| 1340 | AR | Highway 165: Railroad Overpass | $1,600,000 |
| 1341 | FL | Implement Snake Road (BIA Route 1281) Widening and Improvements | $800,000 |
| 1342 | CA | Construction of new freeway between I–15 and U.S. 395, including new interchange at I–15 | $4,000,000 |
| 1343 | OH | Lake Township, Ohio. Market Avenue-Lake Center intersections improvement | $1,760,000 |
| 1344 | CT | Construct Quinnipiac Linear Trail, Wallingford | $800,000 |
| 1345 | MI | Construction of a hike and bike path from Riverbends Park, 22 Mile Road, to Stony Creek Park, 25 Mile Road in Shelby Township | $400,000 |
| 1346 | IN | Reconstruct Boston Street, from State Road 2 to Bach St., Larson-Whirlpool St. in LaPorte, Indiana | $600,000 |
| 1347 | OR | Improvements to Bandon-Charleston State Scenic Tour on Randolph Road and North Bank Lane | $4,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1348 | VA | Conduct study of Route 460 Corridor, Virginia | $4,000,000 |
| 1349 | NJ | Construct Sparta Stanhope Road Bridge (AKA Bridge K–07) | $800,000 |
| 1350 | KY | Reconstruct Turkeyfoot Road, Kenton County, Kentucky | $2,400,000 |
| 1351 | OH | Construct additional lane to alleviate traffic congestion on U.S. 40 in and adjacent to St. Clairsville | $800,000 |
| 1352 | CO | CO 56th Avenue and Quebec Street Improvements Phase I, Denver | $5,200,000 |
| 1353 | OH | Construct Truck Bypass-Orville, Ohio | $4,803,520 |
| 1354 | PA | Conversion of Penn and Park Bridges located over Spring Run in Altoona, PA into pedestrian bridges | $40,000 |
| 1355 | CA | Coyote Creek Trail Project—Story Road to Montague Expressway | $2,000,000 |
| 1356 | PA | Construct Cameron Street Bridge Northumberland County, Pennsylvania | $800,000 |
| 1357 | | | $0 |
| 1358 | OH | Medina, Ohio. Guilford Avenue urban road collector pavement reconstruction | $480,000 |
| 1359 | TN | Improvements to I–40 interchange at I–240 East of Memphis (Phase II) | $2,400,000 |
| 1360 | WY | Casper Bypass: Reconstruct Old Yellowstone Hwy and 2nd St | $4,000,000 |
| 1361 | NY | Construct sidewalks and roadway improvements on Oscawana Lake Road in the Town of Putnam Valley | $480,000 |
| 1362 | LA | Engineering and right-of-way acquisition for I–49 Corridor through Lafayette, LA | $8,000,000 |
| 1363 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Edwardsville Borough, Luzerne County | $160,000 |
| 1364 | IL | Foster Avenue at Kedzie Avenue Streetscape | $1,600,000 |
| 1365 | WV | Construct I–73/74 High Priority Corridor, Mercer Co | $8,960,000 |
| 1366 | NY | Improve Long and Short Beach Road, Southampton | $2,100,000 |
| 1367 | CA | Modify I–880 and Stevens Creek Boulevard Interchange to ease traffic congestion in San Jose | $9,600,000 |
| 1368 | NY | Improve road and streetscape along Prospect Avenue in North Hempstead | $800,000 |
| 1369 | CA | Palm Drive and Interstate 10 interchange project | $2,200,000 |
| 1370 | MN | Reconstruct TH 36 from expressway to freeway in North St. Paul | $4,800,000 |
| 1371 | CA | Construct I–580 Interchange Improvements in Castro Valley | $960,000 |
| 1372 | AL | Expand U.S. 331 from Luverne, AL to Montgomery, AL | $2,400,000 |
| 1373 | TX | Construction of highway medians, pedestrian walkways for City of South Padre Island | $400,000 |
| 1374 | NY | Construct Rt. 12 intersection between Pamela Drive-River Road-Located in the Town of Chenango | $1,920,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1375 | IL | Construct Streetscape Project, Village of Robbins | $640,000 |
| 1376 | GA | Effingham Parkway to Connect SR 119 to SR 30 | $3,200,000 |
| 1377 | MD | Construct Phase 2 of the Jones Falls Trail from Baltimore Penn Station to the Maryland Science Center on the Inner Harbor | $3,200,000 |
| 1378 | IL | For Will County for engineering and right-of-way acquisition to extend 95th Street from Plainfield-Naperville Road east to Boughton Road | $400,000 |
| 1379 | PA | Construct Valley Business Park Access Road C, Bradford County | $2,160,000 |
| 1380 | LA | Improve by widening, realigning, and resurfacing 3.2 miles of LA Hwy 820 btwn LA Hwy 145 and LA Hwy 821 | $2,400,000 |
| 1381 | IN | 45th Street Improvements, Munster | $400,000 |
| 1382 | NY | Install Improvements for Pedestrian Safety including in the vicinity of PS K124 | $250,000 |
| 1383 | VT | Construction and engineering for the Vermont Smugglers Notch Scenic Highway Corridor Southern Gateway and Notch Proper Facilities | $868,411 |
| 1384 | OH | Planning and construction of a network of recreational trails in Perry Township | $760,000 |
| 1385 | GA | Construction of the Truman Linear Park Trail-Phase II | $1,008,000 |
| 1386 | NJ | Pedestrian and bicycle facilities, and street lighting in Haddon Heights/Barrington | $600,000 |
| 1387 | CA | Reconstruct interchange at I–10 and Riverside Avenue to improve traffic in Rialto | $1,600,000 |
| 1388 | CA | Reconstruct Bloomfield Ave. with medians from Carson St. to north city limits in Hawaiian Gardens | $320,000 |
| 1389 | SC | Extension of Wells Highway, Oconee County, South Carolina | $1,600,000 |
| 1390 | CA | Reconstruct Paramount Blvd. with medians and improve drainage from Artesia Blvd. to Candlewood St. in Long Beach | $480,000 |
| 1391 | IL | Reconstruction of 5th Street Road (FAS 569) in Logan County, IL | $762,056 |
| 1392 | WA | Reconstruction of SR 99 (Aurora Ave. N) between N 145th St. and N 205th St | $1,600,000 |
| 1393 | NY | Page Green—Phase III—Reconstruction of 2.6 miles. Town of Virgil, Cortland County | $2,880,000 |
| 1394 | MI | Gogebic County, Reconstruct Lake Road in Ironwood from Margaret Street to Airport Road | $644,000 |
| 1395 | | | $0 |
| 1396 | IN | Redevelop and Complete the Cardinal Greenway and Starr-Gennett Area in the City of Richmond, Indiana | $2,400,000 |
| 1397 | NY | Rehabilitate and redesign Erie Canal Museum in Syracuse, NY through the Erie Canalway National Heritage Corridor Commission | $400,000 |
| 1398 | OH | Construction of 6.25 mile bicycle project in Mahoning County | $400,000 |
| 1399 | NM | I–40/Munoz Reconstruction in the City of Gallup | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1400 | TX | Rehabilitate Yale Street between IH 10 to IH 610 | $800,000 |
| 1401 | CA | Reconstruct Long Beach Blvd. with medians and improve drainage from Palm Ave. to Tweedy Blvd. in Lynwood | $2,400,000 |
| 1402 | CA | Expand carsharing pilot program to serve low- and moderate-income neighborhoods in the City and County of San Francisco | $1,600,000 |
| 1403 | FL | Implement Kennedy Boulevard corridor improvements to improve safety in Tampa | $2,000,000 |
| 1404 | MD | Construct Broadneck Peninsula Trail, Anne Arundel County, Maryland | $1,200,000 |
| 1405 | MO | Relocation and reconstruction of Rt. MM from Rt. 21 to Rt. 30 | $13,744,000 |
| 1406 | MN | Replace three at-grade highway-railroad crossings with grade-separated crossings adjacent to Winona State University | $473,600 |
| 1407 | CA | Construct Traffic flow improvements Vincent and Lakes Drive, West Covina | $600,000 |
| 1408 | CA | Construction of a Lincoln Bypass on SR 65 in Placer County, CA | $2,400,000 |
| 1409 | KS | Construct highway-rail grade separation from Douglas Avenue to 17th Street North in Wichita, KS | $11,200,000 |
| 1410 | OH | Conduct Phase II of U.S. Route 68 bypass project in Urbana | $1,840,000 |
| 1411 | GA | Construct sidewalks and install landscaping, Vienna | $500,000 |
| 1412 | TX | Extension of FM 1427 in Penitas | $560,000 |
| 1413 | MD | MD 124, Woodfield Road, from Midcounty Highway to Warfield Road | $1,600,000 |
| 1414 | CA | Rio Vista Bridge Realignment Study and Street Sign Safety Program | $560,000 |
| 1415 | CO | SH 121/Bowles Ave. Intersection and Roadway Improvements, Jefferson County Colorado | $1,600,000 |
| 1416 | NY | Implement Improvements for Pedestrian Safety in Queens County | $600,000 |
| 1417 | NY | Repair and improve Jericho Turnpike (NYS Hwy 25) and construct streetscapes along the Turnpike in New Hyde Park | $1,600,000 |
| 1418 | GA | SR 316/SR 20 interchange construction Gwinnett County | $400,000 |
| 1419 | IL | Construct pedestrian walkways and streetscaping projects in the Village of Western Springs | $3,553,600 |
| 1420 | WA | SR 518 corridor—Improvements to SR 518–509 interchange and addition of eastbound travel lane on a portion of the corridor | $800,000 |
| 1421 | CA | Development and construction of improvements to State Route 79 in the San Jacinto Valley | $2,400,000 |
| 1422 | MN | Construct roadway improvements on the Great River Road on CSAH 10 and CSAH 21, Aitkin County | $5,568,000 |
| 1423 | WA | Conduct preliminary engineering and EIS for Columbia River Crossing in WA and OR | $7,000,000 |
| 1424 | NC | Greensboro Signal System Replacement ITS Enhancement Project | $10,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1425 | MN | Reconstruction of 1 mile of CR 107 from CSAH 2 to Highway 11 and 71, Koochiching County | $400,000 |
| 1426 | OH | Plain Township, Ohio. Market Avenue widening | $4,000,000 |
| 1427 | LA | Construct right-of-way improvements from Third St. at James St. to LA. Hwy. One at Broadway St. Acquire property at Third St. and Winn St | $2,400,000 |
| 1428 | PA | State Street Bridge Rehabilitation, Hamburg | $1,200,000 |
| 1429 | OH | Construct Flats East Bulkhead and Riverwalk: construct bulkhead and riverwalk connecting Front and Maine Ave | $3,720,000 |
| 1430 | NY | Construct/reconstruct Lincoln Road: Commercial Street to Route 31F in the Town-Village of East Rochester | $720,000 |
| 1431 | OH | Acquire land and construct Portage Bike and Hike Trail, Portage Co | $800,000 |
| 1432 | NC | Continued development of Cary, NC pedestrian bike paths | $1,200,000 |
| 1433 | TX | Cottonflat Road overpass at Interstate 20 | $1,200,000 |
| 1434 | NY | Improve Rt. 17M access, safety and traffic management | $600,000 |
| 1435 | OH | Safety improvements to Paris Avenue intersections and Meese Rd. and Easton St.-Nimishillen Township, Ohio | $1,200,000 |
| 1436 | CA | Alameda Corridor-East Construction Authority, San Gabriel Valley | $240,000 |
| 1437 | WA | Construct a tunnel as part of the Bremerton Pedestrian-Bremerton Transportation Center Access Improvement project | $16,800,000 |
| 1438 | NC | Eliminate highway-railway crossings in the City of Fayetteville, NC | $800,000 |
| 1439 | NJ | Hoboken Observer Highway Operational and Safety Improvements | $2,000,000 |
| 1440 | CA | Reconfigure San Fernando Road from Fletcher Drive to I–5 Fwy, Los Angeles | $5,160,000 |
| 1441 | NY | Construction of an access road, drainage improvements, and aesthetic enhancements adjacent to Ocean Parkway in the Town of Babylon, NY | $2,156,000 |
| 1442 | TX | Construct highway improvements on E. Tidwell, Ley Rd., and E. Little York Rd | $2,000,000 |
| 1443 | AZ | Construct pedestrian and bicycle overpass at McDowell Road and 35th Avenue in Phoenix | $2,400,000 |
| 1444 | TX | Reconstruct I–30 Trinity River Bridge, Dallas | $20,000,000 |
| 1445 | PA | Armstrong and Indiana County, Pennsylvania, U.S. 422 Improvements | $1,600,000 |
| 1446 | TX | Bicycle and Pedestrian Trail Network in East Austin | $7,680,000 |
| 1447 | NV | Construct I–15 Cactus Avenue | $8,000,000 |
| 1448 | AL | I–65 Widening from U.S. 31 in Alabaster (Exit 238) to AL 25 in Calera (Exit 228) | $6,400,000 |
| 1449 | NY | Improve Route 4 Streetscape and replace waterlines, Town and Village of Fort Edward, Washington County | $3,480,000 |
| 1450 | OH | Planning and construction on bike paths and trails as part of Phases III–VI in Ashtabula Metroparks Western Reserve Greenway | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1451 | CO | Construction of Powers Boulevard and Woodman Road interchange, Colorado Springs | $8,000,000 |
| 1452 | MN | Environmental review for TH 8 upgrade, Forest Lake to Chisago City | $480,000 |
| 1453 | MD | Construct Pedestrian Bridge and Garage at Coppin State University in Baltimore | $2,640,000 |
| 1454 | MD | Historic Preservation and Traffic Improvements along Liberty Heights Ave. and in Druid Hill Park in Baltimore | $1,520,000 |
| 1455 | NC | I–85 in Vance County | $800,000 |
| 1456 | PA | Design and construct interchange and related improvements at I–83 Exit 19 | $4,800,000 |
| 1457 | IL | Preconstruction and Construction at IL 31 from Bull Valley Road to IL 176 | $1,936,000 |
| 1458 | MS | Replace Popps Ferry Road Bridge, Biloxi | $4,000,000 |
| 1459 | IL | Reconstruct Lakeshore Drive Overpass over Wilson Avenue, Chicago | $1,200,000 |
| 1460 | AL | Pedestrian Improvements for Moody, AL | $106,666 |
| 1461 | MA | Design and construct Canal and Union Street Corridor improvements, Lawrence | $800,000 |
| 1462 | OH | Construct new two lane road to Sycamore Street in Gallia County | $1,000,000 |
| 1463 | AL | Construct interchange on Interstate 85 at Beehive Road in Auburn, AL | $400,000 |
| 1464 | ME | Improvements to the Interconnecting Trail System for bike/pedestrian trails near Baxter State Park | $500,000 |
| 1465 | TX | ROW acquisition for 87 Relief Route | $1,200,000 |
| 1466 | WA | Restore and construct historic Naches Depot and Trail project | $400,000 |
| 1467 | GA | SR 20 widening from I–575 to SR 369, Cherokee County | $800,000 |
| 1468 | IL | Road Construction and reconstruction in the Village of Hampshire: Keyes Ave., Industrial Drive Overlay, and Mill Avenue | $1,840,000 |
| 1469 | IL | Conduct study and design of Chicago North lakefront path expansion project | $800,000 |
| 1470 | MS | I–59 interchange at U.S. 84 and SR 15, Laurel | $4,000,000 |
| 1471 | TX | Improvements to IH–35E from U.S. 77 North of Waxahachie to U.S. 77 South of Waxahachie | $3,200,000 |
| 1472 | MO | Scudder Road and I–170 Interchange Improvements, St. Louis County | $1,600,000 |
| 1473 | GA | Construct and improve Cobb County Trails | $900,000 |
| 1474 | MS | Extend SR 590 from U.S. 11 to SR 29 near Ellisville | $3,200,000 |
| 1475 | IN | Improve Intersection at Jackson Street and Morrison Road in the City of Muncie, Delaware County, Indiana | $448,000 |
| 1476 | CO | Construction of McCaslin Boulevard U.S. 36 Interchange in Superior | $800,000 |
| 1477 | MA | Route 128 Improvements—Route 114 in Peabody to Route 62 in Danvers | $1,600,000 |
| 1478 | TX | Lubbock, Texas Construction for Marsha Sharp Freeway main lanes between Chicago and Salem Avenues | $12,440,000 |
| 1479 | NH | South Road Mitigation in Londonderry | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1480 | NY | Paul Road—Fisher Road Improvements, Town of Chili, Monroe County | $4,000,000 |
| 1481 | CA | Construct truck lane on Keystone Road from State Route 111 to Austin Road, Imperial County | $2,000,000 |
| 1482 | MS | Construct East Metropolitan Corridor linking I–20 at Brandon to Hwy 25 at Flowood | $4,960,000 |
| 1483 | LA | Leeville Bridge, Port Fourchon to Golden Meadow | $4,000,000 |
| 1484 | GA | National Infantry Museum Transportation Network | $2,400,000 |
| 1485 | AL | Interchange at I–65 and Limestone County Road 24 Constuction | $800,000 |
| 1486 | PA | Project to realign intersection of King of Prussia Road and Upper Gulph Road to provide turning lanes and signalization | $1,319,200 |
| 1487 | FL | Widen State Road 80, Hendry County | $800,000 |
| 1488 | SD | Construction of 4-lane highway on U.S. 79 between Maverick Junction, and the Nebraska border | $6,400,000 |
| 1489 | IL | 130th and Torrance Avenue Intersection Improvement, Chicago | $7,200,000 |
| 1490 | OK | Improvements to Hereford Lane and US69 Interchange, McAlester | $800,000 |
| 1491 | GA | Athens-Clarke County Bike Trail Project | $1,120,000 |
| 1492 | CT | Construct UCONN Storrs Campus-Hillside Road | $1,600,000 |
| 1493 | NM | I–25, Tramway North to Bernalillo, Reconstruction | $2,800,000 |
| 1494 | NJ | Planning for Liberty Corridor | $400,000 |
| 1495 | OR | Sellwood Bridge Replacement–Multnomah County | $2,000,000 |
| 1496 | | | $0 |
| 1497 | FL | Englewood Interstate Connector in Sarasota County, Florida | $2,400,000 |
| 1498 | NY | Elevate and construct drainage improvements to Beach Road, Canal Road, and Sea Breeze Road in Massapequa, New York | $2,400,000 |
| 1499 | TX | Design and construction streetscape improvements in Midtown, enhance pedestrian access | $800,000 |
| 1500 | NY | Replace sidewalk along Route 9A in Hamlet of Montrose, Town of Cortlandt | $264,000 |
| 1501 | MN | Construction and widening of TH 241 in the City of St. Michael, MN | $1,600,000 |
| 1502 | GA | I–75 lanes from Aviation Boulevard to SR 54, Clayton County | $1,200,000 |
| 1503 | VT | Construction and rehabilitation of the Cross Vermont Trail for the Cross Vermont Trail Association | $1,108,800 |
| 1504 | NY | Construction of a new ramp from 9A Southbound to Taconic State Parkway Southbound, Westchester County | $1,420,000 |
| 1505 | NY | Restore vehicular traffic to Main Street in Downtown Buffalo | $4,000,000 |
| 1506 | MI | Construction of 5 lane concrete pavement with curb, gutter and sewer on Romeo Plank Road from M–59 to 23 Mile Road in Macomb Township | $8,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1507 | NY | Enhance road and transportation facilities in the vicinity of the Brooklyn Children's Museum | $550,000 |
| 1508 | IL | Construct and expand Northwest Illinois U.S. Rte 20 from Freeport to Galena, IL | $3,200,000 |
| 1509 | CA | Construction of new roadway lighting on major transportation corridors in the Southwest San Fernando Valley | $800,000 |
| 1510 | MO | Construct Interstate flyover at Hughes Road and Liberty Drive to 76th Street. Part of Liberty Parkway Project | $15,200,000 |
| 1511 | CA | Freeway 180 Improvements Fresno | $7,600,000 |
| 1512 | NY | Construct sidewalks and curbs on Valley Road in Town of Bedford | $360,000 |
| 1513 | OK | Construction of rail crossing in Claremore at Blue Star Drive and SH 66 | $1,600,000 |
| 1514 | IL | Improve U.S. Route 34 from Kewanee to Kentville Road | $400,000 |
| 1515 | IL | For Naperville Township to fund improvements to North Aurora Road | $160,000 |
| 1516 | WA | Kent—Construct a single point urban interchange (SPUI) under I–5 at South 272nd St | $800,000 |
| 1517 | TN | Construct Interpretive Visitor Center for the Cherokee Removal Memorial Park Trail of Tears site in Meigs County, TN | $800,000 |
| 1518 | GA | Create a greenway trail along the Oconee River connecting parks, preserving historic sites, and promoting economic development | $2,000,000 |
| 1519 | PA | Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Dunmore Borough, Lackawanna County | $320,000 |
| 1520 | PA | Add turn lane, modify signals and install pavement markings at intersection of PA 422 and PA 662 in Amity Township | $1,944,000 |
| 1521 | WI | Construct bicycle/pedestrian path and facilities in the Central park area of Madison | $2,800,000 |
| 1522 | VA | Expand Route 15 29 in Culpeper, Virginia | $1,600,000 |
| 1523 | WV | Fairmont Gateway Connector System to provide an improved highway link between downtown Fairmont and I–79 in the vicinity of Fairmont | $17,600,000 |
| 1524 | OR | Construct Barber Street extension, Wilsonville | $2,400,000 |
| 1525 | FL | Four-laning SR 281 (Avalon Boulevard) in Santa Rosa County from Interstate 10 to north of CSX RR Bridge | $11,600,000 |
| 1526 | OR | Interstate 5 Interchange at City of Coburg | $8,000,000 |
| 1527 | IL | Construction of a bridge at Stearns Road in Kane County, Illinois | $70,400,000 |
| 1528 | TX | East 7th Street Improvements in Austin | $420,000 |
| 1529 | GA | Rebuild SR 10 Memorial Drive for bicycle and pedestrian safety, from Mountain Drive to Goldsmith Road, Dekalb County | $1,600,000 |
| 1530 | NJ | Provide an alternative route for traffic passing though congested SR 31 corridor in Flemington, NJ | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1531 | CA | Construction of a smart crosswalk system at the intersection of Arminta St. and Mason Ave | $40,000 |
| 1532 | WI | Reconstruct U.S. Highway 41 north of Lake Butte des Morts Bridge, Wisconsin | $13,000,000 |
| 1533 | PA | Improvements to 8th and 9th Street bridges between Pleasant Valley Blvd. and Valley View Blvd., Altoona, PA | $392,000 |
| 1534 | LA | Construction of a direct intermodal truck access road from Interstate 210 to the City Docks of the Port of Lake Charles | $10,400,000 |
| 1535 | TX | Construct Links Hike and Bike Trail Project. 2.2 mile trail project connecting Gaylord Texan to Grapevine Mills Mall. Grapvine, TX | $400,000 |
| 1536 | GA | Construct sidewalks between Marion Middle School, City Park, and Community Center, Buena Vista | $300,000 |
| 1537 | IL | Construct a four lane connection between Rt. 13 and Rt. 45 and upgrades to Netty Green Road in Saline Co., Illinois | $1,600,000 |
| 1538 | MI | Plymouth, Haggerty Road from Plymouth Rd. to Schoolcraft Rd | $400,000 |
| 1539 | TN | Provide streetscape improvements and pavement repair, Greenback, Tennessee | $200,000 |
| 1540 | IA | Reconstruction of NE 56th St, eastern Polk Co | $800,000 |
| 1541 | IL | Relocate Pocket Road/Lakewood Place for Access to the Racehorse Business Park, Alorton | $900,000 |
| 1542 | CT | Construct roadway on East Commerce Drive, Oxford, CT | $400,000 |
| 1543 | TN | Niota, TN Improve vehicle efficiencies at highway At-Grade Railroad Crossing | $45,600 |
| 1544 | FL | Plan and Construct 17th Street connector in the City of Sarasota, FL | $1,600,000 |
| 1545 | VT | Reconstruction and widening of U.S. Route 5 for the Town of Hartford | $1,200,000 |
| 1546 | MO | Relocate the entrance to the Shaw Nature Reserve that is being altered due to a redesign of the Gray Summit I–44 interchange project | $400,000 |
| 1547 | DC | Replace and reconstruct South Capitol Street/ Frederick Douglass Memorial Bridge | $48,000,000 |
| 1548 | MI | Complete 13.8 miles of nonmotorized pedestrian Fred Meijer Heartland Trail of 30.1 miles | $2,160,000 |
| 1549 | MO | Roadway improvements on U.S. 60 from Willow Springs to the Van Buren Area | $8,000,000 |
| 1550 | UT | Construct Parley's Creek Trail | $5,000,000 |
| 1551 | ME | Construction of Calais/St. Stephen Border Crossing Project | $7,000,000 |
| 1552 | FL | Alleviate congestion at Atlantic Corridor Green-way Network, City of Miami Beach, FL | $2,000,000 |
| 1553 | MD | Construction of MD 331 Dover Bridge | $3,454,400 |
| 1554 | NY | Improve Traffic Flow on Noel Road between Church and Crossbay Boulevard including work necessary to demolish and reconstruct the firehouse facility | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1555 | PA | Construct 9th and 10th Street bridges over Norfolk Southern Tracks, Lebanon | $6,400,000 |
| 1556 | | | $0 |
| 1557 | CA | Improve I–8 off ramp at Ocotillo to the Imperial Valley College Desert Museum/Regional Traveler Visitor Center, Imperial County | $800,000 |
| 1558 | CA | Install new grade separation at Ranchero Road in Hesperia | $4,000,000 |
| 1559 | NY | Bartow Ave. Ramp and Reconstruction at the Hutchinson Parkway | $1,600,000 |
| 1560 | FL | Airport Access Rd., Gainesville | $1,600,000 |
| 1561 | WA | Intersection project at South Access/522 beginning and ending at the UWB-CCC campus to improve access and alleviate congestion | $2,400,000 |
| 1562 | NJ | Reconstruction of CR 530 from Rt. 206 to CR 644. Construct shoulders, travel lanes, center turn lane, drainage improvements and traffic signal | $8,000,000 |
| 1563 | NY | Improve SCCC roads, Fallsburg | $1,100,000 |
| 1564 | CA | Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell | $1,280,000 |
| 1565 | CA | Interchange improvements at Rice Avenue and U.S. Highway 101 in the City of Oxnard | $2,640,000 |
| 1566 | GA | Northside Drive Multimodal Corridor | $1,600,000 |
| 1567 | GA | Replace sidewalks, meet ADA guidelines, and install a crosswalk, McRae | $400,000 |
| 1568 | TX | Ritchie Road from FM 1695 to U.S. 84, Waco | $2,400,000 |
| 1569 | AR | Maumelle Interchange—Third entrance into Maumelle | $800,000 |
| 1570 | CT | Construct Housatonic Riverwalk, Shelton | $800,000 |
| 1571 | MD | Rehabilitate Roadways Around East Baltimore Life Science Park in Baltimore | $6,800,000 |
| 1572 | AL | City of Vestavia Hills Pedestrian Walkway to Cross U.S. 31 | $560,000 |
| 1573 | IN | Replace Samuelson Road Underpass, Portage | $2,530,312 |
| 1574 | IL | Construct Commuter Parking Structure in the Central Business District in the vicinity of La Grange Road | $3,232,000 |
| 1575 | PA | Design and construct inner loop roadway around Shippensburg Boro | $400,000 |
| 1576 | WV | Construct I–73/74 High Priority Corridor, Mingo Co | $9,600,000 |
| 1577 | NY | Roadway improvements to Jackson Avenue between Jericho Turnpike and Teibrook Avenue | $1,800,000 |
| 1578 | OR | Rogue River Bikeway/Pedestrian Path, Curry County | $600,000 |
| 1579 | CA | San Gabriel Blvd. Intersection Improvements at Broadway and at Las Tunas, San Gabriel | $160,000 |
| 1580 | NY | Improvements to Erie Station Road, Town of Henrietta, Monroe County | $1,000,000 |
| 1581 | IA | Sioux City, Iowa Hoeven Corridor—Outer Drive Project | $1,600,000 |
| 1582 | KY | Study and rehabilitate the I–471 corridor, Campbell County, Kentucky | $1,600,000 |
| 1583 | SC | SCSU Transportation Center, Orangeburg | $5,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1584 | NY | Construction and rehabilitation of North and South Delaware Avenues in the Village of Lindenhurst, NY | $696,000 |
| 1585 | NY | Study on extending Rt. 5 to Auburn | $120,000 |
| 1586 | AL | Expand U.S. 84 from Andalusia, AL to Enterprise, AL | $2,400,000 |
| 1587 | NJ | Susse County, NJ, Safety and Operational Improvements on Route 23 in Hardyston Township and Franklin Borough | $3,440,000 |
| 1588 | PA | State Street and Mulberry Street Bridge Lighting project, Harrisburg | $4,000,000 |
| 1589 | | | $0 |
| 1590 | CA | Interstate 15 and State Route 79 South Freeway Interchange and Ramp Improvement Project | $1,600,000 |
| 1591 | OH | Road Improvements, streetscapes, and pedestrian safety additions in Ashtabula Harbor | $800,000 |
| 1592 | NY | Town of East Fishkill improvements to Robinson Lane and Lake Walton Road at NYS Route 376 | $400,000 |
| 1593 | WI | Construct a bicycle/pedestrian path, Wisconsin Dells | $1,600,000 |
| 1594 | NY | Construct improvements in Sight Distance at Road Grade and Trail Crossings in Oneida and Herkimer Counties | $160,000 |
| 1595 | NY | Repair Silver Mine Bridge in the Town of Lewisboro | $120,000 |
| 1596 | IL | River walk Reconstruction, City of Chicago | $480,000 |
| 1597 | AR | Rogers, Arkansas—Construct new interchange on I–540 near the existing Perry Road overpass | $5,000,000 |
| 1598 | IN | Design and construct Indiana Ohio River Bridges Project on I–65 and 265 | $16,000,000 |
| 1599 | RI | Transportation Enhancements at Blackstone Valley Heritage Corridor | $400,000 |
| 1600 | TX | Reconstruction of U.S. 79 from FM 1460 to Williamson County Road195 | $1,600,000 |
| 1601 | CA | Transportation enhancements to Children's Museum of Los Angeles | $960,000 |
| 1602 | IN | Construct Shelby County Indiana Shelbyville Parkway | $400,000 |
| 1603 | NY | Reconstruct the Niagara Street culvert/bridge which crosses over Two Mile Creek, City of Tonawanda | $320,000 |
| 1604 | MA | Reconstruction of Main Street and Lebanon Street in Melrose | $560,000 |
| 1605 | OH | Construct the existing IR 70 interchange at U.S. 40, SR 331 west of St. Clairsville | $9,700,000 |
| 1606 | GA | Install traffic lights and pedestrian walkways on Highway 441 at Martin Luther King, Jr., Boulevard, Dublin | $500,000 |
| 1607 | OH | Pike County, OH Fog Road Upgrade | $960,000 |
| 1608 | CA | Project design, environmental assessment, and roadway construction of Lonestar Road from Alta Road to Enrico Fermi Drive San Diego County | $400,000 |
| 1609 | CA | Project Study Reports for I–105 and I–405 Interchanges at Los Angeles International Airport | $320,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1610 | CA | Reconstruct Whittier Blvd. and improve parkway drainage from Philadelphia Ave. to Five Points in Whittier | $1,360,000 |
| 1611 | NY | Rockland County Railroad Grade Crossings Safety Study | $1,000,000 |
| 1612 | TX | San Angelo Ports-to-Plains Route Loop 306 at F.M. 388 | $1,200,000 |
| 1613 | MN | City of Hutchinson School Road Underpass of TH 7 and TH 22 improvements | $800,000 |
| 1614 | TN | construct and widen SR 33 in Monroe County, TN | $5,000,000 |
| 1615 | PA | Construct the realignment of Cool Creek Road in York County, PA | $800,000 |
| 1616 | NJ | Construct Waterfront Walkway from North Sinatra Drive and 12th St. south to Sinatra Drive in Hoboken | $1,600,000 |
| 1617 | TX | Add shoulders to FM 156 from Ponder, Texas to Krum, Texas | $1,600,000 |
| 1618 | NJ | Bridge replacement on Section 6V of Route 1 from Ryders Lane to Milltown Road, North Brunswick | $1,600,000 |
| 1619 | MN | Construct Two Harbors High School Trail connecting Two Harbors High School to Two Harbors City | $891,600 |
| 1620 | SC | Construct I–85 Brockman-McClimon Interchange between Greenville Spartanburg Airport and SC Highway 101 interchanges | $800,000 |
| 1621 | IA | Fort Madison, IA Construction of U.S. 61 bypass around Fort Madison to create a safer and faster route | $2,720,000 |
| 1622 | PA | Germantown Avenue Revitalization with Mount Airy USA for landscaping, scenic enhancements and pedestrian safety improvements along the heavily traveled thoroughfare | $1,856,000 |
| 1623 | NM | I–10 Reconstruction, Las Cruces to Texas State Line | $2,400,000 |
| 1624 | TX | IH 820 Widening Project | $1,600,000 |
| 1625 | IL | For Naperville Township to fund improvements to Diehl Road between Eola Road and Route 59 | $640,000 |
| 1626 | KS | Remove and Replace Topeka Blvd. Bridge over the Kansas River | $5,600,000 |
| 1627 | VA | Clifton, VA Main Street parking and sidewalk improvements | $200,000 |
| 1628 | SC | Replace Milford Road Bridge, Anderson, SC | $400,000 |
| 1629 | LA | Improvements to Essen Lane at I–12; and to Perkins Rd.; and to Central Thruway; and to O'Neal Lane; and to Burbank Dr.; and to Essen Park Extension; and for LA 408 study | $24,000,000 |
| 1630 | GA | Streetscape project for lighting and landscaping on Main Street along Georgia Highway 231, Davisboro | $240,000 |
| 1631 | IA | City of Council Bluffs and Pottawattamie county East Beltway Roadway and Connectors Project | $1,200,000 |
| 1632 | OR | U.S. 199/Laurel Road Intersection | $2,880,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1633 | CA | Conduct project report study on Old River School Rd—Firestone Blvd. intersection reconfiguration | $400,000 |
| 1634 | FL | Conduct study for Port of Miami Tunnel, Miami, FL | $1,600,000 |
| 1635 | NY | Ithaca, Design and construct pedestrian and bicycle path (Cayuga Waterfront Trail) | $960,000 |
| 1636 | NC | Greenway Trails Project, Elizabeth City | $512,000 |
| 1637 | IL | Reconstruct Lakeshore Drive overpass over Lawrence Avenue | $1,200,000 |
| 1638 | SC | Replace Murphy Road West Bridge, Anderson, SC | $188,000 |
| 1639 | CA | Resurface and construct truck lane at CA Hwy 94 and I–8 interchange, Boulevard | $2,400,000 |
| 1640 | CT | Undertake road improvements associated with Coltsville Area Redevelopment, Hartford | $1,600,000 |
| 1641 | AZ | Upgrade and Re-opening of Main Street in Yuma | $960,000 |
| 1642 | NJ | Pedestrian facilities, street lighting and streetscaping improvements in downtown Laurel Springs | $477,059 |
| 1643 | MS | Upgrade Blue Cane Road in Tallahatchie County, and roads in Webb and Tutwiler | $600,000 |
| 1644 | OH | Upgrade circuitry on vehicle protection device at Sheldon Road rail crossing in Berea | $112,000 |
| 1645 | NY | Design and construct Upper Delaware Scenic Byway Visitor Center, Cochecton | $600,000 |
| 1646 | NY | Construct sidewalks and curbing on Westchester Avenue in Village of Buchanan | $220,000 |
| 1647 | NC | Downtown Redevelopment Project, City of Rocky Mount | $5,068,800 |
| 1648 | TX | Construction of divided four lane concrete arterial with drainage improvements—Sandy Lake Road: Denton Tap Rd. to North Coppell Road | $800,000 |
| 1649 | IL | Preconstruction and Construction at IL 120 at Bacon Road and Cedar Lake Road | $1,092,000 |
| 1650 | GA | Revitalization project will extend and resurface the Roberta Walking Trail, Roberta | $400,000 |
| 1651 | KY | Construct Westbound Access to Mountain Parkway from Exit 18 (KY 1057), Powell County | $2,320,000 |
| 1652 | NC | Development of 2 miles of road parallel to I–95 located approximately between the I–95/NC 125 interchange and I–95/U.S. 158 interchange | $1,200,000 |
| 1653 | CA | Engineering, right-of-way and construction of HOV lanes on I–580 in the Livermore Valley, California | $9,600,000 |
| 1654 | IL | Construct Streetscape Project, City of Markham | $400,000 |
| 1655 | CA | Landscape south side of the 91 Fwy at Bellflower Blvd. in Bellflower | $200,000 |
| 1656 | MA | Southwick and Westfield Rail Trail, Design and Construction | $4,000,000 |
| 1657 | VA | Upgrade DOT crossing #467665M to constant warning time devices | $155,680 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1658 | TX | Reconstruct and add two lanes to U.S. 287 from the Oklahoma State line to U.S. 54 in Stratford | $5,600,000 |
| 1659 | WY | Casper West Belt Loop | $1,600,000 |
| 1660 | MN | Munger Trail extension, City of Duluth | $2,500,000 |
| 1661 | AK | Bogard/Sheldon Extension in Matanuska-Susitna Borough | $4,000,000 |
| 1662 | CA | City of Redondo Beach Esplanade Improvement Project | $800,000 |
| 1663 | MN | Kandiyohi and Meeker Counties Hwy 7 between TH 71 and TH 22 | $1,600,000 |
| 1664 | NJ | Construction of Rowan Boulevard from U.S. Route 322 to Main Street, Glassboro | $480,000 |
| 1665 | CA | Conduct Study of SR 130 Realignment Project, San Joaquin County and Santa Clara County, CA | $1,600,000 |
| 1666 | CA | Passons Grade Separation in the City of Pico Rivera | $2,960,000 |
| 1667 | MD | Construct South Shore Trail, Anne Arundel County, MD | $800,000 |
| 1668 | NJ | Realignment of the Routes 35/36 intersection in Eatontown | $1,600,000 |
| 1669 | IN | Construct Hoosier Heartland Highway in Cass and Carroll County, Indiana | $2,400,000 |
| 1670 | MI | Oscoda County, Reconstruction and surfacing of Valley Road from M–33 west to Mapes Road | $768,000 |
| 1671 | TX | Reconstruct Precinct Line Road 2-lane bridge as 4-lane bridge and widen Precinct Line Road to 4-lane roadway from SH 10 to Trammel Davis Rd | $800,000 |
| 1672 | CT | Reconstruct Waterfront Street Corridor, City of New Haven | $1,200,000 |
| 1673 | TN | Improving Vehicle Efficiencies at At-Grade highway-Railroad Crossing in Philadelphia, TN | $79,200 |
| 1674 | TX | Reconstruct Mile 2 W from Mile 12 N to U.S. 83, Hidalgo County | $800,000 |
| 1675 | NY | Reconstruction of West Neck Road from Huntington-Lloyd Harbor boundary to the end of the Village-maintained road | $2,400,000 |
| 1676 | GA | Rehabilitate sidewalks and replace street lights, Swainsboro | $400,000 |
| 1677 | SC | Replace Murphy Road East Bridge, Anderson, SC | $212,000 |
| 1678 | MO | Access improvements and safety and mobility upgrades along U.S. 7 as part of the Highway 7 Corridor Development Plan in Blue Springs | $4,000,000 |
| 1679 | OH | Construct Stearns Road Grade Separation, Olmsted Township | $3,600,000 |
| 1680 | CA | Implement Grove Avenue Corridor I–10 interchange improvements in Ontario | $2,400,000 |
| 1681 | MA | Construct and Replace West Corner Bridge and Culvert, Rt. 228, spanning Weir River Estuary and Straits Pond Inlet | $800,000 |
| 1682 | OK | Complete Reconstruction of the I–35/SH 9 West Interchange | $3,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1683 | NJ | Construct Rte 50 Tuckahoe River Bridge Replacement, Cape May and Atlantic Counties | $3,200,000 |
| 1684 | NY | Rt. 12 reconstruction-Town and Village of Greene | $3,288,000 |
| 1685 | MN | Becker County CR 143 and CR 124 Improvements | $768,000 |
| 1686 | NY | Construct and extend existing pedestrian streetscape areas in Valley Stream | $1,080,000 |
| 1687 | MI | Construct Interchange at I–675 and M–13 (Washington Avenue). Northbound Exit. Phase I of Construction. City of Saginaw | $2,000,000 |
| 1688 | OH | Construct Cleveland Towpath Trail, 6-mile extension towards downtown, Cleveland | $4,640,000 |
| 1689 | FL | Construct widening of U.S. 17 to 4 lanes from San Mateo to Volusia County line, Putnam County, Florida | $16,300,000 |
| 1690 | MD | Construct Phase 1 of the South Shore Trail in Anne Arundel County from Maryland Route 3 at Millersville Road to I–97 at Waterbury Road | $800,000 |
| 1691 | MI | Construction of 5 lane concrete pavement with curb, gutter and storm sewer on Van Dyke Ave. from 23 Mile Road to 26 Mile Road, Macomb Co | $1,663,600 |
| 1692 | FL | Design and construct replacement for A. Max Brewer Bridge, Titusville | $8,000,000 |
| 1693 | NY | Implement ITS system and apparatus to enhance citywide truck route system on Victory Blvd. Between Travis Ave. and West Shore Expressway Travis Section of SI | $100,000 |
| 1694 | MI | Purchase and implementation of various Intelligent Transportation System technologies in the Grand Rapids metro region | $9,944,000 |
| 1695 | WI | Recondition U.S. 45 between New London and Clintonville, Wisconsin (Waupaca County, Wisconsin) | $1,600,000 |
| 1696 | CA | Reconstruction of The Strand in the City of Manhattan Beach to improve beach access and accommodate increased pedestrian traffic | $1,600,000 |
| 1697 | CA | Construction of new roadway lighting on major transportation corridors in the Northeast San Fernando Valley | $400,000 |
| 1698 | MD | Rehabilitate Hanover Street Bridge in Baltimore | $1,200,000 |
| 1699 | NY | Rehabilitation of Hornbeck Road in the Town of Poughkeepsie | $340,800 |
| 1700 | CA | Rehabilitation of Tulare County Farm to Market road system | $3,200,000 |
| 1701 | GA | Riverside Drive Streetscape Project, Macon | $400,000 |
| 1702 | GA | South Lumpkin Road Trail-Columbus | $400,000 |
| 1703 | CA | Implement Northeast San Fernando Valley Road and Safety Improvements | $160,000 |
| 1704 | NY | Big Ridge Road: Spencerport Village Line to Gillet Road in the Town of Ogden | $1,000,000 |
| 1705 | TX | Build south bound ramp from east bound I–20 to Clark Road at the southern terminus of Spur 408. Duncanville, TX | $4,400,000 |
| 1706 | | | $0 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1707 | TN | Reconstruct U.S. 64 from west of Bolivar to the Lawrence County Line in Hardemant, McNairy, Hardin, Wayne Counties | $4,180,000 |
| 1708 | PA | Improve safety of Route 145 in Whitehall Township | $1,780,000 |
| 1709 | GA | Construct Stone Mountain-Lithonia Road Bike Lane and Sidewalks, Dekalb County | $800,000 |
| 1710 | OK | Texanna Road improvements around Lake Eufaula | $800,000 |
| 1711 | OH | North Huntington Street Improvements, Medina, OH | $1,088,000 |
| 1712 | IL | To construct a new intersection of a public road and U.S. Route 50 and a new street | $440,000 |
| 1713 | NC | To plan, design, and construct the Northwest Corridor-Western Blvd. Project in Jacksonville, NC | $473,600 |
| 1714 | CT | Upgrade Mark Twain Drive, Hartford | $1,600,000 |
| 1715 | CO | CO I–70 East Multimodal Corridor (Highway Expansion), Denver | $2,000,000 |
| 1716 | MS | Upgrade roads in Indianola, Ruleville, Moorehead, Doddsville, Sunflower and Drew, Sunflower County | $1,600,000 |
| 1717 | MS | Upgrade Marshall Road in North Carrollton (U.S. Highway 35 and 82) McCain Street, South Street, Love Street, and Colver Street, Carroll County | $320,000 |
| 1718 | NJ | Passaic-Bergen intermodal transportation deployment initiative | $12,000,000 |
| 1719 | IL | Upgrade roads, The Village of Maywood | $800,000 |
| 1720 | PA | Upgrade Route 30 Corridor and Airport Access | $800,000 |
| 1721 | GA | Upgrade sidewalks and lighting, Lyons | $400,000 |
| 1722 | CA | State Route 88—Pine Grove Corridor Improvement Project | $400,000 |
| 1723 | WA | Tacoma—Lincoln Avenue Grade Separation | $800,000 |
| 1724 | NY | Improve NY 112 from Old Town Road to NY 347 | $8,000,000 |
| 1725 | NJ | Construct I–195 Noise Barrier, Hamilton Township, Mercer County | $2,000,000 |
| 1726 | AR | Highway 77 Rail Grade Separation | $800,000 |
| 1727 | WA | Kent, WA Willis Street BNSF Railroad Grade Separation Project | $400,000 |
| 1728 | MI | Menominee, Ogden Street Bridge rehabilitation project-replacement of deck, expansion joints, sidewalks, railing and all other joints | $160,000 |
| 1729 | VA | Pochantas Trail—Development and construction of trail from Bluestone Junction to Pochantas adjacent to abandoned rail line | $400,000 |
| 1730 | NY | Suffolk County ITS arterial monitoring and performance measures | $500,000 |
| 1731 | LA | Conduct study for Highway 25 in Washington Parish | $400,000 |
| 1732 | IL | Construction of the 43rd Street Bicycle Pedestrian Bridge over Lake Shore Drive, City of Chicago | $480,000 |
| 1733 | NY | To design and reconstruct Nassau Avenue, improve sidewalks and include pedestrian amenities in Greenpoint, Brooklyn | $1,920,000 |
| 1734 | OH | Upgrade the I–480 and Tiedman Road interchange, Brooklyn | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1735 | NJ | Interchange improvements and bridge replacement, Route 46, Passaic County | $4,000,000 |
| 1736 | | | $0 |
| 1737 | IA | Construction of a Four Lane U.S. Highway 20 between Moville in Woodbury County, through Ida County and Sac County to U.S. 71 at Early, IA | $8,000,000 |
| 1738 | AZ | Paving of Navajo Route 9010-off of I–40 at Houck, AZ (Exit 348) to Pine Springs Day School | $3,440,000 |
| 1739 | OH | Red Bank Road Improvements from I–71 to Fair Lane in Eastern Hamilton County, Ohio | $3,120,000 |
| 1740 | CA | Construct earthen berm along Esperanza Road from Yorba Linda Blvd. to the west city limits to mitigate noise | $1,600,000 |
| 1741 | TX | U.S. 90—Construct 6 mainlines from east of Mercury to east of Wallisville | $1,600,000 |
| 1742 | NY | Town of Chester Trout Brook road improvements and reconstruction | $56,000 |
| 1743 | OR | Upgrade the I–5 Fern Valley Interchange (Exit 24) | $2,400,000 |
| 1744 | CA | Construct I–80 Gilman Street interchange improvements in Berkeley | $1,200,000 |
| 1745 | NJ | Construct Vineland Boulevard and Sherman Avenue Intersection Improvements, Vineland, Cumberland County | $1,400,000 |
| 1746 | WA | Terry's Corner Park and Ride on Camano Island | $1,120,000 |
| 1747 | OR | Upgrade U.S. 101 and Utility Relocation, Gold Beach | $200,000 |
| 1748 | WI | Upgrade U.S. 41 from DePere to Suamico, Wisconsin (Brown County, Wisconsin) | $2,000,000 |
| 1749 | IL | Upgrade Veterans Drive in Pekin, Illinois | $800,000 |
| 1750 | NY | Saugerties, Improve Tissle Road-Old Kings Highway intersection | $500,000 |
| 1751 | TX | Design and Construct the Cottonwood Trail pedestrian-bicycle connection | $800,000 |
| 1752 | NY | Rehabilitation of the Ashford Ave. bridge over I–87 in the Villages of Dobbs Ferry and Ardsley | $2,080,000 |
| 1753 | OH | Streetscape completion along U.S. 40 in Bridgeport | $80,000 |
| 1754 | SD | Design and construct new Meridian Bridge across the Missouri River at Yankton | $7,108,844 |
| 1755 | MD | Upgrade MD 210 from MD 228 to I–495 | $3,000,000 |
| 1756 | IL | For DuPage County to construct certain segments of Southern DuPage County Regional Trail | $80,000 |
| 1757 | IA | U.S. 20 relocated, Webster, Sac and Calhoun Counties, Iowa | $2,400,000 |
| 1758 | NJ | Construction of new access roads along Route 42/Blackhorse Pike in Washington Township | $800,000 |
| 1759 | CA | Highways 152–156 Intersection improvements, CA | $800,000 |
| 1760 | AK | Coffman Cove IFA ferry terminal or IFA vessel debt repayment for MV Prince of Wales Ferry | $3,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1761 | MA | Acquisition, engineering, design, and construction of the Assabet River Rail Trail, Acton, Hudson, Maynard, and Stow | $1,500,000 |
| 1762 | MI | Conduct Feasibility Study to Extend I–475 to U.S. 23 in Genesee County | $480,000 |
| 1763 | TX | Construct a reliever route on U.S. 287 South of Dumas to U.S. 287 North of Dumas | $2,400,000 |
| 1764 | TN | construct new exit on I–75 and connect U.S. 11, U.S. 411, and SR 30 | $3,600,000 |
| 1765 | PA | Design, engineering, ROW acquisition and construction of street improvements, parking, safety enhancements and roadway redesign in Pittston | $1,400,000 |
| 1766 | TX | Dowlen Road Improvements for Beaumont, Texas | $2,764,800 |
| 1767 | CA | Construct Hwy 101 bicycle-pedestrian project in Marin and Sonoma Counties from north of Atherton Ave. to south of Petaluma River bridge | $400,000 |
| 1768 | TX | Construct raised median from Loop 224 to Sradley St. in Nacogdoches, TX | $2,680,000 |
| 1769 | OH | Construction of bicycle trail extension in Geauga Park District in Chardon, OH | $400,000 |
| 1770 | CA | Extension of a regional Class I bikeway from the West City limits to the East City limits along leased railroad right-of-way | $320,000 |
| 1771 | AR | For rail grade separations identified by the MPO for the Little Rock/North Little Rock metropolitan area, (which may include: Edison Ave.; Springer Blvd.; Hwy 89 Extension; McCain/Fairfax; Salem Road; J.P. Wright Loop; South Loop; Geyer Springs Rd) | $8,000,000 |
| 1772 | NY | Court Street and Smith Street Shopping District Enhancements | $640,000 |
| 1773 | MA | Hampshire County Bike Paths, Design and Construction | $4,400,000 |
| 1774 | NV | Construct I–15 Starr Interchange | $8,000,000 |
| 1775 | CA | Construct full-access interchange at SR 120—McKinley Avenue, with the necessary SR 120 auxiliary lanes, Manteca, CA | $3,200,000 |
| 1776 | CA | Install emergency vehicle preemption equipment along major arterials in the I–880 corridor, Alameda County | $400,000 |
| 1777 | OH | Construct a proposed relocation of U.S. 22 and SR 93 from the current IR 70, U.S. 40 west of Zanesville | $4,800,000 |
| 1778 | CA | Conduct Study and Construct I–205 Chrisman Road Interchange Project, Tracy, CA | $800,000 |
| 1779 | IL | Construction of part of a 230 mile corridor U.S. 67 near Jerseyville and Carrolton, Illinois | $1,360,000 |
| 1780 | CA | Construction of Campus Parkway from State Route 99 to Yosemite Ave., Merced County | $400,000 |
| 1781 | MI | Construction of Superior Road Roundabout, Superior Township | $600,000 |
| 1782 | OR | Construction and preliminary engineering of a railroad crossing at the intersection of Havlik Road and Hwy 30, Scappoose | $198,400 |
| 1783 | FL | Clark Road Clover Leaf at I–95, Jacksonville | $4,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1784 | PA | Construct and widen PA 94 from the Adams and York County line north to Appler Road | $1,200,000 |
| 1785 | IL | For the reconstruction and realignment of 2 miles of Evergreen Ave. located west of the City of Effingham | $1,600,000 |
| 1786 | IN | Improve State Road 332 and Nebo Road Intersection in Delaware County, Indiana | $2,400,000 |
| 1787 | AL | Birmingham Northern Beltline | $8,000,000 |
| 1788 | WI | Construct Lake Butte des Morts Bridge, U.S. Highway 41, Winnebago County, Wisconsin | $28,000,000 |
| 1789 | MA | North Worcester County Bike Paths, Design and Construction | $4,000,000 |
| 1790 | TX | Old Reliance Road Overpass at SH 6 (Earl Rudder Freeway)—Widening project in Brazos Co | $2,000,000 |
| 1791 | IA | Phase III of Main St. project, Amana | $800,000 |
| 1792 | MN | Realign Vadnais Boulevard at interchange of I–694/Highway 49, Ramsey County | $800,000 |
| 1793 | CA | Reconfigure intersection at Highways 152 and 156 in Santa Clara County | $11,120,000 |
| 1794 | KY | Construct Georgetown Northwest Bypass from U.S. 460 West to I–75 North, Scott County | $2,400,000 |
| 1795 | AZ | Grand Canyon Greenway Trails | $2,560,000 |
| 1796 | NY | Remediate road runoff in vicinity of Peconic Estuary watershed | $1,000,000 |
| 1797 | | | $0 |
| 1798 | OH | Construction of road improvements from Richmond Road to new Cuyahoga Community College in Warrensville Heights, OH | $120,000 |
| 1799 | MI | Construction of the I–696 and Northwestern Highway Interchange Freeway Ramps at Franklin Road in Southfield | $1,600,000 |
| 1800 | OH | Construct access improvements to I–680 and internal roadways for Corridor of Opportunity, Mahoning Co | $1,600,000 |
| 1801 | NY | Mount Vernon Railroad Cut | $2,000,000 |
| 1802 | TX | Reconstruct and add two lanes to IH 27 from Western Street in Amarillo to Loop 335 | $4,800,000 |
| 1803 | CO | SH 83–SH 88 Interchange Reconstruction—Arapahoe County, CO | $3,200,000 |
| 1804 | NY | Town of Pawling Old Rt. 55 | $400,000 |
| 1805 | IL | Upgrade Curtis Road in conjunction with State plan for I–57 interchange; from Duncan Rd. to 1st Street in Champaign | $5,600,000 |
| 1806 | MO | Upgrade Rt. 249 [Range Line] from Rt. 171 to I–44 | $8,000,000 |
| 1807 | VA | Bland County Trails and Visitor Center—Establishment of multi-use trail network, associated facilities and begin work on visitors center | $800,000 |
| 1808 | NH | Upgrade Sewalls Falls Road bridge over Merrimack River in Concord | $800,000 |
| 1809 | IL | Perform Old Orchard Road Expansion and improvement project between Harms Road and U.S. 41, Cook County | $800,000 |
| 1810 | MN | Design, engineering, and ROW acquisition to reconstruct TH 95 bridge, North Branch | $7,120,745 |
| 1811 | NY | Tappan Zee Bridge to I287 Transportation Corridor | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1812 | CA | Upgrade and reconstruct the I–80/I–680/SR 12 Interchange, Solano County | $17,480,000 |
| 1813 | MD | U.S. 219 Oakland Bypass | $800,000 |
| 1814 | NC | U.S. 221 widening from U.S. 421 to Jefferson, NC | $1,600,000 |
| 1815 | IL | Complete 80,000 lb truck route between CH 2 (Burma Rd) and IL Rt. 130 in Cumberland County | $2,400,000 |
| 1816 | CA | Improvement of intersection at Burbank Blvd. and Hayvenhurst Ave | $320,000 |
| 1817 | OH | Construct pedestrian bridge over I–77; tunnel underneath railroad; bridge over Tuscarawas River along OH and Erie Canal in Tuscarawas County | $2,000,000 |
| 1818 | MN | Lake Street Access to I–35W, Minneapolis | $1,600,000 |
| 1819 | WI | Upgrade U.S. 2 in Ashland County | $3,200,000 |
| 1820 | OR | Construct an urban arterial street between NE Weidler and NE Washington on NE 102nd, Portland | $4,200,000 |
| 1821 | CA | Construct an Interchange on Highway 70 at Georgia Pacific Road in Oroville | $2,028,000 |
| 1822 | AZ | Construct or Modify Railroad Grade Separations on 6th St. and 22nd St. and Reconstruct Speedway Blvd. Underpass in Tucson | $10,640,000 |
| 1823 | FL | Construct North Ormond Beach Business Park Interchange at I–95 between U.S. 1 and SR 40, Volusia County | $880,000 |
| 1824 | MN | Environmental review for improvement along the entire U.S. 10 corridor | $1,040,000 |
| 1825 | NY | Construct visitor center, access road, and parking at Sam's Point Preserve, Ellenville | $400,000 |
| 1826 | OH | Installation of road improvements on Old State Road-SR 608 in Middlefield, OH | $80,000 |
| 1827 | WA | To replace BNSF trestle, Sammamish River bridge and reconstruct SR 202/127th Pl. NE and SR 202/180th Ave. NE intersections | $1,600,000 |
| 1828 | PA | Completion of beltway interchanges along Business Route 60 in Moon Township, Allegheny County | $800,000 |
| 1829 | TX | U.S. 290 Improvements in Austin, TX | $2,400,000 |
| 1830 | CA | City of Madera, CA Improve SR 99—SR 145 Interchange | $2,400,000 |
| 1831 | AL | Construct a new interchange on I–65 at Cullman, AL County Road 222 | $800,000 |
| 1832 | VA | National Park Service transportation improvements to Historic Jamestowne, Virginia | $3,400,000 |
| 1833 | MI | Design and construction of West Michigan Regional Trail Network connector to link two trail systems together and to Grand Rapids | $2,400,000 |
| 1834 | TN | Plan and construct a bicycle and pedestrian trail including enhancements, Murfreesboro | $7,200,000 |
| 1835 | AZ | Replacement of Safford Bridge which crosses the Gila River directly north of Safford, AZ on North 8th Avenue | $3,520,000 |
| 1836 | TX | Design and construct streetscape improvements to Old Spanish Trail—SH 288 to Griggs, Griggs to Mykawa | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1837 | TN | For each rail-highway crossing: Improve circuitry on vehicle protection device installed at crossing in Knoxville, TN | $45,600 |
| 1838 | OH | Reconstruct Broadway Ave. in Lorain | $600,000 |
| 1839 | OH | Road Widening and related improvements to SR 82 in Macedonia, OH | $2,728,000 |
| 1840 | MN | Reconstruct CSAH 4 and CSAH 5 (Forest Highway 11) between CSAH 15 and TH 61, Silver Bay | $1,392,000 |
| 1841 | CA | Ramona Avenue Grade Separation, Montclair, California | $1,600,000 |
| 1842 | MN | Roadway improvements, City of Federal Dam | $800,000 |
| 1843 | VA | Rocky Knob Heritage Center—Planning, design, site acquisition, and construction for trail system and visitors center on Blue Ridge Parkway | $1,200,000 |
| 1844 | FL | Design and construct capacity and safety improvements for State Road 426-County Road 419 in Oviedo from Pine St. to west of Lockwood Blvd | $1,600,000 |
| 1845 | FL | Coordinated Regional Transportation Study of U.S. 98 from Pensacola Bay Bridge, Escambia County to Hathaway Bridge, Bay County, Florida | $1,200,000 |
| 1846 | PA | Paving and reconstruction in the townships: North and South Eldorado, North Altoona, Fairview, Juniata, East End, Pleasant Valley, South Tracks, Lyswen-Altoona, PA | $1,600,000 |
| 1847 | AK | Ferry infrastructure at Seward Marine Center | $3,000,000 |
| 1848 | AZ | Realign Davis Road from State Route 80 to State Route 191 | $2,640,000 |
| 1849 | PA | Reesdale Street roadway reconfiguration to allow HOV access to new parking facility | $800,000 |
| 1850 | WA | SR 538 (College Way) and North 26th St. Signal in Mount Vernon | $140,000 |
| 1851 | TX | Acquisition of right-of-way and environmental preservation from I–45 to U.S. 59 for Grand Parkway | $11,200,000 |
| 1852 | ID | Reconstruct Grangemont Road (Idaho Forest Highway 67) from Orofino to Milepost 9.3 | $1,600,000 |
| 1853 | VA | Expansion of South Airport Connector Road (Clarkson Road to Charles City) | $6,240,000 |
| 1854 | NY | Design and Construction of bicycle and pedestrian facilities in the area of the Roosevelt Avenue Bridge | $384,000 |
| 1855 | NC | Construct Endor Iron Furnace Greenway enhancements from Deep River to Sanford | $800,000 |
| 1856 | CO | Improve and widen State Highway 44 from Colorado Boulevard to State Highway 2 | $3,200,000 |
| 1857 | FL | Fund improvement of U.S. 301 corridor in Sumter and Marion Counties | $1,600,000 |
| 1858 | TN | Complete construction and landscaping of visitor center on Cherohala Skyway in Monroe County, TN | $80,000 |
| 1859 | OR | Construction of the East Burnside Street improvements, Portland | $5,200,000 |
| 1860 | AL | Expand to 4 lanes U.S. Highway 278 from Sulligent to Guin | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1861 | IL | Francis Cabrini/W. Green Homes CHA Street Construction, City of Chicago | $480,000 |
| 1862 | NY | Plan and construct greenway, bicycle path, esplanades and ferry landing along New York Bay in Sunset Park, Brooklyn | $8,000,000 |
| 1863 | PA | Construct Dubois Regional Medical Center Access Road | $480,000 |
| 1864 | NY | To design and construct safe route to school projects in Brooklyn, Queens and Manhattan, NY | $1,680,000 |
| 1865 | PA | U.S. 30 corridor improvements from PA 896 to PA 897. Connects PA 41 | $2,600,000 |
| 1866 | MD | U.S. 40 Alternate, Middletown Bypass | $4,000,000 |
| 1867 | CA | Construction of a smart crosswalk system at the intersection of Topanga Canyon Blvd. and Gault St | $40,000 |
| 1868 | WI | Expand U.S. 51 and SH 29 in Marathon County | $6,400,000 |
| 1869 | PA | Construct 2 flyover ramps and S Linden St. ext for access to industrial sites in the cities of McKeesport and Duquesne | $5,600,000 |
| 1870 | NY | Improvements and upgrades on Main Street, Beekman, NY | $160,000 |
| 1871 | NY | Construct pedestrian walkway along Route 9A in Hudson River Park, New York City | $5,600,000 |
| 1872 | IN | Design engineering, right-of-way acquisition, and construction for the Grant County Economic Corridor | $1,600,000 |
| 1873 | MN | City of Marshall TH 23 4-Lane Extension | $2,630,400 |
| 1874 | IL | Henry Horner Homes CHA Street Construction, City of Chicago | $800,000 |
| 1875 | TN | Improve circuitry on vehicle protection device installed at highway-RR crossing in Knoxville, TN | $126,400 |
| 1876 | NJ | Construct Intersection at Route 46 and Little Ferry Circle in Little Ferry | $1,200,000 |
| 1877 | AR | Improve State Highway 88 (Higdon Ferry Road) in Hot Springs | $3,560,000 |
| 1878 | MD | Improve U.S. 1, Washington Boulevard Corridor in Howard County | $800,000 |
| 1879 | NY | Downtown Flushing Traffic and Pedestrian Improvements | $800,000 |
| 1880 | FL | Arlington Expressway Access Rd., Jacksonville | $1,200,000 |
| 1881 | CO | Construct arterial on W side of Montrose to ease traffic congestion on SH 550 between Grand Avenue, N/S of city | $6,000,000 |
| 1882 | CO | North I–25: Denver to Fort Collins, Colorado | $7,733,333 |
| 1883 | CA | Planning for Orange Line Mag Lev from downtown Los Angeles to central Orange County | $280,000 |
| 1884 | NJ | Rahway Streetscape Replacement Project | $400,000 |
| 1885 | CT | Reconstruct I–95/I–91 interchange and construct pedestrian walkway, New Haven | $1,600,000 |
| 1886 | VA | Blue Ridge Music Center—Install lighting/steps, upgrade existing trail system and equip interpretative center with visitor information | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1887 | VA | Ceres Recreation Trail and Center—Design and construct pedestrian/bicycle trail in community of Ceres and establish trail center | $120,000 |
| 1888 | ME | Construction of trails within the Eastern Trail Management District | $1,000,000 |
| 1889 | GA | I–75 interchanges from north of Tifton to Turner County line | $800,000 |
| 1890 | GA | City of Savannah, Construct bike and pedestrian paths along Heritage Rail | $160,000 |
| 1891 | FL | Implementation of the Advanced Traffic Management System, Boca Raton, FL | $1,600,000 |
| 1892 | NY | Lyell Avenue: NY Rt. 259 (Union Street) to Village Line, Village of Spenscerport, Town of Ogden | $1,280,000 |
| 1893 | WI | Construct U.S. 151 between CTH D and SH 175, Fond du Lac County, WI | $3,000,000 |
| 1894 | OH | Construct transportation enhancement projects, Toledo | $8,400,000 |
| 1895 | TX | Contruct grade separation at U.S. 59 and SH 99. Replace the proposed interim cloverleaf ramps at the intersection | $4,000,000 |
| 1896 | MS | Gateways Transportation Enhancement Project, Hancock County | $200,000 |
| 1897 | NY | Install Improvements for Pedestrian Safety including in the vicinity of IS X194 | $250,000 |
| 1898 | OK | Improvements to SH 412P at 412 Interchange | $3,600,000 |
| 1899 | FL | Acquire right-of-way and construct East-West Connector from SR 37 to SR 563 in Lakeland, FL | $4,000,000 |
| 1900 | WA | Design Valley Mall Blvd. for Main St. to I–82 and two I–82 interchanges at Mileposts 36 and 38 in Union Gap, WA | $5,120,000 |
| 1901 | WA | Extension of Waaga Way west to Old Frontier Rd | $400,000 |
| 1902 | ME | Plan and construct highway access between U.S. Route 161 and U.S. Route 1 in Madawaska | $1,000,000 |
| 1903 | CA | Randolph St. improvements between Wilmington Ave. and Fishburn Ave. in Huntington Park | $960,000 |
| 1904 | CA | Reconstruct Azusa Ave. and San Gabriel Ave. for 2-way traffic in Azusa | $2,000,000 |
| 1905 | KS | Construction of a 1.5 mile alternate truck route in Downs, Kansas | $400,000 |
| 1906 | AL | Pedestrian Improvements for Columbiana, AL | $106,667 |
| 1907 | MN | Reconstruct CSAH 91 from the D.M. and I.R. Railroad crossing at 8th Street in Duluth to CSAH 56, St. Louis County | $4,000,000 |
| 1908 | NY | Construct Wayne County, NY rails to trails initiative | $276,000 |
| 1909 | MA | Design and construct signal crossing and other safety improvements to Emerald Necklace Greenway Bicycle Trail, Town of Brookline | $600,000 |
| 1910 | MI | Construction of Nonmotorized Pathway, City of Rockwood | $240,000 |
| 1911 | WA | Purchase of scenic easement or site at I–90 and Highway 18 | $480,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1912 | PA | Reconstruct the SR 33, 512 interchange in the Borough of Wind Gap | $2,000,000 |
| 1913 | NY | Access improvements for terminal located on 12th Ave. between W. 44th and W. 54th St. in Manhattan | $3,200,000 |
| 1914 | IL | Completion of the Grand Illinois Trail, Cook County | $1,034,000 |
| 1915 | CA | Construct and improve medians and drainage on Imperial Highway from west border to east border of city in La Mirada | $1,360,000 |
| 1916 | CT | Construct Pomfret Pedestrian Bridge | $80,000 |
| 1917 | NV | Construct Laughlin Bullhead City Bridge | $1,600,000 |
| 1918 | PA | Design, engineering, ROW acquisition, and construction of the widening of Pennsylvania Rt. 443 Corridor in Carbon County | $800,000 |
| 1919 | NY | Palisades Interstate Parkway Mitigation Measures for New Square | $600,000 |
| 1920 | CA | Reconstruct and widen Del Amo Blvd. to four lanes between Normandie Ave. and New Hampshire Ave., Los Angeles County | $2,400,000 |
| 1921 | MN | Reconstruct Unorganized Township Road 488 from CSAH 138, Koochiching County | $820,000 |
| 1922 | NY | Reconstruction of Empire Boulevard | $5,120,000 |
| 1923 | PA | Reconstruction of PA 309 from Greenwood Avenue to Welsh Road | $2,000,000 |
| 1924 | TN | Construction of I–69 in Obion, Dyer, Lauderdale and Tipton Counties | $11,300,000 |
| 1925 | IL | Design, land acquisition, and construction of South Main St. (IL 2) Corridor from Beltline Rd. to Cedar Street in Rockford, IL | $1,600,000 |
| 1926 | OH | Grading, paving, roads for the transfer of rail to truck for the intermodal facility at Rickenbacker Airport | $12,000,000 |
| 1927 | MA | Reconstruction of Pleasant Street, Watertown | $1,600,000 |
| 1928 | MN | Lake Wobegon Trail corridor from Sauk Centre to the Stearns County line | $281,600 |
| 1929 | RI | Replace Sakonnet Bridge | $1,600,000 |
| 1930 | CA | Conduct study and construct CA State Route 239 from State Route 4 in Brentwood area to I–205 in Tracy area | $4,000,000 |
| 1931 | MA | Geometric improvements, safety enhancements and signal upgrades at Rt. 28 and Rt. 106, intersection West Bridgewater | $1,200,000 |
| 1932 | WA | Fife—Widen 70th Ave. East and Valley Ave. East | $800,000 |
| 1933 | CA | Construct two right hand turn for Byzantine Latino Quarter transit plazas at Normandie and Pico, and Hoover and Pico, Los Angeles | $400,000 |
| 1934 | WA | I–90 Two-Way Transit-HOV Project | $3,200,000 |
| 1935 | AL | Construct Talladega Mountains Natural Resource Center—An educational center and hub for hikers, bicyclists, and automobiles | $800,000 |
| 1936 | MD | Gaithersburg, MD Extension of Teachers Way-Olde Towne Gaithersburg Revitalization | $1,120,000 |
| 1937 | IL | Millburn By-Pass (US Route 45 at Gross Lake Road/Millburn Road), Lake County | $2,080,000 |
| 1938 | AK | Planning, design, and EIS of Bradfield Canal Road | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1939 | TX | Reconstruct Clinton Drive from Federal Rd. to N. Wayside Drive | $11,200,000 |
| 1940 | GA | Pave portions of CR 345, CR 44, and CR 45, Hancock County | $400,000 |
| 1941 | NY | Deer Avoidance System, to deter deer from milepost marker 494.5, Ripley, PA, to 304.2., Weedsport, NY along I–90 | $200,000 |
| 1942 | CA | El Camino Real Grand Blvd. Initiative in San Mateo County | $3,000,000 |
| 1943 | CA | Construct Guadalupe River Trail from I–880 to Highway 237 in Santa Clara County | $6,400,000 |
| 1944 | TN | Cocke County, Tennessee SR 32 reconstruction | $800,000 |
| 1945 | IL | Construct I–80, Ridgeland Ave. Improvements, Tinley Park | $800,000 |
| 1946 | KY | Construct Pedestrian Mall and Streetscape Improvements on Lexington, College, Walnut and Gilespie Sts, Wilmore | $3,124,000 |
| 1947 | PA | PA 23 corridor improvements from U.S. 30 to U.S. 322 | $2,400,000 |
| 1948 | NJ | Replacement and realignment of Amwell Road Bridge over Neshanic River | $844,000 |
| 1949 | FL | City of Wilton Manors Powerline Road Streetscape Enhancement Project | $300,000 |
| 1950 | TX | Construct SH 199 (Henderson St.) through the Trinity Uptown Project between the West Fork and Clear Fork of the Trinity River in Fort Worth | $6,400,000 |
| 1951 | IN | Construction of multi-use paths, Town of Fishers, Indiana | $200,000 |
| 1952 | OH | Construct White Pond Drive project in Akron | $800,000 |
| 1953 | MN | Design and right-of-way acquisition for I–35 E CSAH 14 Main Street Interchange, City of Lino Lakes, Minnesota | $800,000 |
| 1954 | OR | Expand storage facilities in Eugene to support transportation enhancement activities throughout the State | $2,500,000 |
| 1955 | CA | Improvements to U.S. 101 ramps between Winnetka Ave. and Van Nuys Blvd | $320,000 |
| 1956 | IN | Acquire right-of-way for and construct University Parkway from Upper Mount Vernon Road to SR 66 | $2,400,000 |
| 1957 | CA | Pine Avenue extension from Route 71 to Euclid Avenue in the City of Chino, California | $6,800,000 |
| 1958 | MO | Confluence Greenway Land Acquisition for Riverfront Trail development in St. Louis | $560,000 |
| 1959 | TN | Retrofit noise abatement walls in Davidson County | $2,000,000 |
| 1960 | MA | Streestcape and pedestrian access improvements between Museum Road and Forsyth Way | $3,200,000 |
| 1961 | MI | Commerce, Haggerty Road from 14 Mile to Richardson | $1,200,000 |
| 1962 | WI | Expand SH 23, County Highway OJ to U.S. Highway 41, WI | $24,000,000 |
| 1963 | FL | Construct interchange at I–95 and Matanzas Woods Parkway, Flagler County | $800,000 |
| 1964 | IL | Miller Road Widening and Improvement, McHenry | $6,364,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1965 | NC | Construct Neuse River Trail in Johnston County | $1,600,000 |
| 1966 | TX | Construct landscaping and other pedestrian amenities in segments of the Old Spanish Trail and Griggs Road rights-of-way | $1,600,000 |
| 1967 | NY | Construction of and improvements to Union Road and Walden Avenue in Cheektowaga | $800,000 |
| 1968 | LA | Construction of West Covington Bypass-LA 21 Widening | $3,200,000 |
| 1969 | MS | Construct Byrd Parkway Extension, Petal | $1,200,000 |
| 1970 | NY | Intermodal transportation improvements in Coney Island | $3,200,000 |
| 1971 | MN | Construct one mile of new roadway and a bridge crossing the DM&IR railroad tracks, and construct connector between CSAH 14 and CSAH 284, Proctor | $2,624,000 |
| 1972 | NH | Construct Park and Ride, Exit 5 on I–93—Londonderry, NH | $1,600,000 |
| 1973 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Exeter Borough, Luzerne County | $160,000 |
| 1974 | PA | Extension of River Road in Reading, PA to provide access to major industrial and brownfields sites | $1,200,000 |
| 1975 | AK | Point MacKenzie in Matanuska-Susitna Borough plan and design road access | $1,000,000 |
| 1976 | TX | Repair 4.35 miles of Lake Ridge Parkway. Widen roadway along with 2 bridges from 4 lanes to 6 across Joe Poole Lake in Grand Prairie, TX | $4,800,000 |
| 1977 | IL | Robert Taylor Homes CHA Street Construction, City of Chicago | $440,000 |
| 1978 | OR | Rockwood Town Center for Stark Street from 190th to 197th for pedestrian, bicycle and transit facilities and safety mitigation | $2,000,000 |
| 1979 | PA | Route 89 Curve Realignment one mile north of Titusville on Route 89 | $240,000 |
| 1980 | FL | Sand Lake Road Improvements between Presidents Drive and I–4 | $4,800,000 |
| 1981 | MI | Sault Ste. Marie, Reconstruct East Spruce Street with drainage, curb, gutter, pavement, traffic control devices | $760,000 |
| 1982 | MI | Study and construct I–96/U.S. 31/Sternberg Road area improvements | $2,000,000 |
| 1983 | PA | Provide access to HOV ramp from Reedsdale Street with traffic signals, pavement markings, lane control and fast acting gates | $1,600,000 |
| 1984 | IL | The extension of MacArthur Blvd. from Wabash to Iron Bridge Road. Springfield | $1,200,000 |
| 1985 | IL | Construct Cedar Creek Linear Park Trail, Quincy | $400,000 |
| 1986 | IN | Conduct study for U.S. 50 Corridor Improvements, Dearborn County, Indiana | $240,000 |
| 1987 | IL | Design, land acquisition, and construct West State St. (US Business 20) from Meridan Rd. to Rockton Ave. in Rockford, IL | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1988 | CA | The Foothill South Project, construct 16 miles of a six-lane limited access highway system | $8,000,000 |
| 1989 | MI | Construct Road Improvements to Miller Rd. from I–75 to Linden Rd. Flint Township | $2,400,000 |
| 1990 | CA | State Route 99 improvements at Sheldon Road | $3,200,000 |
| 1991 | KY | The Kentucky Multi-Highway Preservation Project | $1,280,000 |
| 1992 | NY | Town of Warwick, NY. Bridge replacement on Buttermilk Falls Rd | $140,000 |
| 1993 | TN | Improve existing two lane highway to a four lane facility along the U.S. 412 Corridor west of Natchez Trace to U.S. 43 at Mount Pleasant | $8,000,000 |
| 1994 | NY | Town of Warwick, NY East Shore Road reconstruction | $640,000 |
| 1995 | FL | Traffic Reconfiguration of SR 934 and U.S. 1 Route, Miami | $800,000 |
| 1996 | PA | For design, engineering, ROW acquisition, and construction of the third phase of the Marshalls Creek Bypass Project in Monroe County, Pennsylvania | $240,000 |
| 1997 | MI | Construct North Central Muskegon County Corridor Improvements at U.S. 31 and Russell Road | $1,840,000 |
| 1998 | OH | Reconstruct I–75/I–475 Interchange, Toledo | $2,400,000 |
| 1999 | NY | College Point 20th Avenue Streetscapes Improvements Project in Queens | $700,000 |
| 2000 | OH | Construct a 4 lane limited access road to link Newcomerstown and Cadiz | $550,000 |
| 2001 | CT | Construct trail to extend the Pequonnock Valley rail-trail through Trumbull and into Bridgeport, CT | $400,000 |
| 2002 | AK | Providence Hospital Public Access Road | $3,000,000 |
| 2003 | TX | I Road Between Nolana Loop and FM 495 in Hidalgo County | $1,520,000 |
| 2004 | NC | North Carolina. Add passing lanes and safety improvements to U.S. Highway 64 in Transylvania County | $4,800,000 |
| 2005 | TN | Improve streetscape and pavement repair, Blount County, TN | $240,000 |
| 2006 | CT | Reconstruction of State Route 111 from Purdy Hill Road to Fan Hill Road, Monroe, CT | $1,200,000 |
| 2007 | IL | Resurface Trumbull Ave. and Homan Ave., Evergreen Park | $320,000 |
| 2008 | GA | Hwy 78 Corridor Improvement Gwinnett County | $400,000 |
| 2009 | TX | Construct Southwest Bypass in Georgetown, Texas, between SH 29 and Ranch Road 2243 | $3,200,000 |
| 2010 | MO | To improve U.S. 54 to a four lane highway from the Osage River to MO Route KK | $800,000 |
| 2011 | MS | Upgrade roads in Mayersville (U.S. Highway 14 and 1), Issaquena County | $160,000 |
| 2012 | MA | Gainsborough St. and St. Botolph St. Improvements | $900,000 |
| 2013 | IN | Construct U.S. 31 Kokomo Corridor Project for Kokomo Howard County, Indiana | $800,000 |
| 2014 | OH | Construction of Tri-State Outer Belt in Lawrence County | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2015 | PA | Completion of I–79-Kirwin Heights Interchange and construction of retaining walls, bridge and new ramps | $1,600,000 |
| 2016 | OH | Construction of the Carroll Area Interchange in Fairfield County | $3,600,000 |
| 2017 | CA | Construct the Silicon Valley Transportation Incident Management Center in San Jose | $6,400,000 |
| 2018 | CA | Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA | $800,000 |
| 2019 | NY | Traffic mitigation on Bridge Street and Maple Avenue, Florida, NY | $120,000 |
| 2020 | WI | North 28th Street Phase 2 roadway safety improvements from Weeks Avenue to Hill Avenue in Superior | $1,024,000 |
| 2021 | NC | Upgrade U.S. 74 in Columbus County | $5,600,000 |
| 2022 | MS | Upgrade U.S. 78 to Interstate Standards from the MS/TN State line to the MS/AL State line | $8,000,000 |
| 2023 | IN | Improve Bailie Street, Kentland | $256,000 |
| 2024 | CA | Realignment of La Brea Avenue to reduce congestion, City of Inglewood | $2,640,000 |
| 2025 | IL | Resurface Elston Avenue from Milwaukee to Pulaski, Chicago | $1,600,000 |
| 2026 | TN | Sullivan, Washington Counties, Tennessee SR 75 widening | $1,600,000 |
| 2027 | GA | U.S. 17/SR 404 Spur, Back River bridge replacement, Savannah | $4,000,000 |
| 2028 | MS | U.S. 98 access improvements and new I–59 interchange, Lamar County | $4,000,000 |
| 2029 | VA | Construct South Airport Connector, Richmond International Airport | $400,000 |
| 2030 | NY | City of Peeskill, NY Street Resurfacing Program. Riverview Avenue | $104,000 |
| 2031 | GA | SR 400 at SR 120 Old Milton Parkway intersection improvement Fulton County, Georgia | $800,000 |
| 2032 | MA | East Boston Haul Road Construction | $5,000,000 |
| 2033 | NY | Town of Goshen Orzeck Road reconstruction | $320,000 |
| 2034 | VA | Revitalize Main Street in Dumfries | $580,000 |
| 2035 | FL | Replace Platt Street Bridge | $2,400,000 |
| 2036 | FL | Access Rd. Streetscaping, Sanford Airport | $400,000 |
| 2037 | NY | Rockland County and City of Yonkers to Lower-Manhattan Ferry Boat project | $800,000 |
| 2038 | SC | Complete construction of Palmetto Parkway (I520) Extension (Phase II) to I–20 | $5,600,000 |
| 2039 | NM | U.S. 62–180 Reconstruction, Texas State Line to Carlsbad | $4,000,000 |
| 2040 | IL | For U.S. Rt. 30 intersection signals, turn and deceleration lanes btwn Williams St. and IL Rt. 43 incl. 80th Ave, Wolf Rd., Lincoln Way HS and Locust St | $5,600,000 |
| 2041 | OH | Construct Orchard Lane to Factory Road Connector, Greene County | $400,000 |
| 2042 | TX | Construct a bridge impact protection system for TxDOT | $400,000 |
| 2043 | NC | Design and construction of the Airport Area Roadway Network, High Point, North Carolina | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2044 | VA | Repair Colorado Street bridge in Salem, Virginia | $1,400,000 |
| 2045 | CA | Project to evaluate air quality and congestion mitigation benefits of a Hybrid Utility Vehicle in Santa Barbara County | $80,000 |
| 2046 | PA | Mill Street improvements, Borough of Lansdale | $720,000 |
| 2047 | MN | Construction of County State Aid Highway 21, Scott County, MN | $2,560,000 |
| 2048 | | | $0 |
| 2049 | TX | Two direct connectors in Houston, Texas between IH 10 and SH 99, The Grand Parkway | $4,000,000 |
| 2050 | MO | Upgrade of Rt. 71 from Pineville to Arkansas State Line | $12,000,000 |
| 2051 | CA | Improve interstates and roads part of the Inland Empire Goods Movement Gateway project in and around the former Norton Air Force Base | $20,000,000 |
| 2052 | IL | Preconstruction activities for Sangamon Valley Bicycle Trail (IL) | $400,000 |
| 2053 | MI | St. Clair County Parks is working with 13 local units to develop the 54-mile Bridge-to-Bay trail | $400,000 |
| 2054 | NJ | New Jersey Underground Railroad for preservation, enhancement and promotion of sites in New Jersey | $256,000 |
| 2055 | CA | Construction of an interchange at Lammers Road and I–205, Tracy, CA | $800,000 |
| 2056 | MN | Corridor Preservation Studies and Right-of-Way acquisition, St. Cloud Metro Area | $2,400,000 |
| 2057 | NY | Improve CR 39 from NY 27 to NY 27A, Suffolk County | $3,000,000 |
| 2058 | PA | Street improvements, Borough of Ambler | $520,000 |
| 2059 | KY | Reconstruction of KY 61 from Greensburg in Green County to Columbia in Adair County | $800,000 |
| 2060 | TX | Construct Loop 12–IH 35E and SH 183 west extension to MacArthur, Irving, Texas | $800,000 |
| 2061 | NC | To plan, design, and construct the segment of Berkeley Blvd. from Royal Avenue to Hew Hope Rd. (SR 1003) in Goldsboro, NC | $236,800 |
| 2062 | OH | Upgrade Manchester Rd. in Akron | $3,200,000 |
| 2063 | IL | St. Charles Road, The Village of Bellwood | $800,000 |
| 2064 | TN | Engineer, design and construction of connector road from I–75 interchange across Enterprise South Industrial Park to Hwy 58 in Hamilton County | $7,200,000 |
| 2065 | TX | Construct 4 lane divided roadway along SH 71 from the Perdernales River to Bee Creek | $1,600,000 |
| 2066 | CT | I–84 Danbury Exits I–11 Upgrade Interchanges | $2,720,000 |
| 2067 | CA | Complete the engineering design and acquire the right-of-way needed for the Arch-Sperry project in San Joaquin County | $4,000,000 |
| 2068 | UT | Increase lane capacity on bridge over Virgin River on Washington Fields Road in Washington | $3,000,000 |
| 2069 | NY | Installation of Utica Traffic Signal System | $2,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2070 | NC | To construct an interchange at an existing grade separation at SR 1602 (Old Stantonsburg Rd.) and U.S. 264 Bypass in Wilson County, NC | $947,200 |
| 2071 | WA | U.S. 12 Burbank to Walla Walla: Construct new four lane highway for portion of U.S. 12 | $3,440,000 |
| 2072 | | | $0 |
| 2073 | OH | Structural improvements to two bridges over the Zimber Ditch between 38th St. and Whipple Ave. in Canton, Ohio | $400,000 |
| 2074 | OK | U.S. 281, Widen U.S. 281 from the new U.S. 281 Spur North to Geary Canadian County, OK | $800,000 |
| 2075 | MI | City of Negaunee, Croix Street reconstruction-Streetscape and resurfacing from U.S. 41 to Maas Street | $900,000 |
| 2076 | KS | Construct I–35 and Lone Elm Road interchange and widen I–35 from 151st St. to 159th St., Olathe | $4,000,000 |
| 2077 | MI | Integrated highway realignment and grade separations at Port Huron, MI to eliminate road blockages from NAFTA rail traffic | $400,000 |
| 2078 | OK | U.S. 60, Widen U.S. 60 between Bartlesville and Pawhuska, Osage County, OK | $2,400,000 |
| 2079 | WA | Construct an off-ramp from I–5 to the intersection of Alderwood Mall Blvd. and Alderwood Mall Pkwy | $400,000 |
| 2080 | CA | Reduce congestion and boost economies through safer access to the coast by realigning Hwy 299 between Trinity and Shasta Counties | $5,600,000 |
| 2081 | IL | Pre-construction and construction activities on U.S. 45/LaGrange Road from 131st Street to 179th Street | $800,000 |
| 2082 | AR | Van Buren, Arkansas—Widen and reconstruct Rena Road | $3,000,000 |
| 2083 | GA | Construction of infrastructure for inter-parcel access, median upgrades, lighting, and beautification along Highway 78 corridor | $4,800,000 |
| 2084 | CA | Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose | $800,000 |
| 2085 | MS | Construct bicycle and trolley path, Hattiesburg | $680,000 |
| 2086 | WI | Construct a bike and pedestrian bridge across SH 100 at the 1800 block of S. 108th Street, West Allis | $240,000 |
| 2087 | IL | Increasing the height on the IL Rt. 82 Railroad Underpass in Geneseo, IL | $2,400,000 |
| 2088 | NC | U.S. 70 Goldsboro Bypass | $800,000 |
| 2089 | CA | Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California | $800,000 |
| 2090 | NY | Downtown Flushing Multimodal Connection Project, Queens | $880,000 |
| 2091 | MD | Construct Safety and Operations Improvements at Martin Luther King, Jr., Blvd. and W. Baltimore Street in Baltimore | $2,000,000 |
| 2092 | NY | Rehabilitate Riis Park Boardwalk | $300,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2093 | TX | Construct 25 mile stretch of the 177-mile loop, between IH–45 south and SH 288 | $9,200,000 |
| 2094 | UT | Construction of Midvalley Highway, Tooele County, Utah | $800,000 |
| 2095 | WA | Improve Willapa Hills bicycle and pedestrian trail between Chehalis and Pacific County | $700,000 |
| 2096 | PA | Design and construct interchange and related improvements at I–83 Exit 18 | $4,800,000 |
| 2097 | VA | Northern Virginia Potomac Heritage National Scenic Trail | $800,000 |
| 2098 | NC | Wilmington Area Port Access Improvements | $2,400,000 |
| 2099 | OK | Construction of Midwest City Pedestrian Walkway | $800,000 |
| 2100 | | | $0 |
| 2101 | GA | Construct access roads on Airport Loop road in Hapeville | $1,600,000 |
| 2102 | TN | Construct 2nd Creek Greenway, Knoxville, Tennessee | $548,560 |
| 2103 | NE | Design, right-of-way and construction for the Louisville Bypass, Nebraska | $2,000,000 |
| 2104 | HI | Construct Honoapiilani Highway Realignment | $2,400,000 |
| 2105 | TN | Hamblen County, Tennessee U.S. 25E interchange improvements | $800,000 |
| 2106 | IL | Construction of a new bicycle-pedestrian bridge in Wayne, IL | $960,000 |
| 2107 | PA | David Lawrence Convention Center Phase IV-reconstruction of roadways assoc. with HQ hotel project | $960,000 |
| 2108 | CO | I–70 and SH 58 Interchange: Reconstruction of existing ramps, building of missing ramps and ROW acquisition | $5,976,000 |
| 2109 | OH | Reconstruct U.S. Route 6 (Lake Road). Rocky River | $2,640,000 |
| 2110 | WA | Construct 6 mile span over I–5 in Thurston County to connect Chehalis Western Trail | $4,108,000 |
| 2111 | IL | Extend Frank Scott Parkway East Road to Scott AFB, St. Clair County | $2,240,000 |
| 2112 | OH | Reconfigure I–480 and Transportation Blvd. Interchange, Garfield Heights | $800,000 |
| 2113 | NY | Rehabilitation of Route 100 from Virginia Road to Westchester Community College | $880,000 |
| 2114 | TN | Restoration of historic L&N Depot, McMinn County, Tennessee | $16,000 |
| 2115 | SD | Resurface 10 miles of U.S. 18 from Okreek to Carter on the Rosebud Indian Reservation | $1,840,000 |
| 2116 | CA | Route 198 Expansion, from SR 99 to SR 43 | $2,400,000 |
| 2117 | WA | SR 543 Interstate 5 to International Boundary Enhancement in Blaine | $3,000,000 |
| 2118 | MD | Rockville, MD Construction of Maryland Avenue and Market Street Intermodal Access Project | $3,200,000 |
| 2119 | MN | U.S. Highway 212 expansion from Carver Cnty Rd. 147 to Cologne and from Cologne to Norwood Young America | $800,000 |
| 2120 | VA | Vienna, VA Maple Avenue improvement project | $1,320,000 |
| 2121 | IL | Village of South Jacksonville—West Vandalia Road upgrades | $762,058 |
| 2122 | | | $0 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2123 | | ..... | $0 |
| 2124 | FL | Destiny Rd. Reconstruction, Eatonville ..... | $800,000 |
| 2125 | KY | Construct New Technology Triangle Access Road, Campbell County, Kentucky ..... | $1,600,000 |
| 2126 | NY | Town of Wawayanda reconstruction of McVeigh Road ..... | $400,000 |
| 2127 | VA | Virginia Creeper Trail—Trail needs, including construction of restroom facilities at Watauga and Alvarado and parking expansion at Watauga ..... | $680,000 |
| 2128 | CA | Construct grade separation on State College Blvd. at the Burlington Northern Santa Fe railroad, Fullerton ..... | $12,800,000 |
| 2129 | MA | Warren Street—Blue Hill Avenue ..... | $2,400,000 |
| 2130 | FL | Design and construct Dunn Avenue Extension, Volusia County ..... | $1,600,000 |
| 2131 | CA | Construct operational and safety improvements to I–880 N at 29th Ave. in Oakland ... | $2,000,000 |
| 2132 | WA | U.S. 395, North Spokane Corridor Improvements ..... | $4,640,000 |
| 2133 | NY | Route 531 Expansion Spencerport-Brockport, 4-lane Highway is a project to extend Rt. 531 ..... | $5,920,000 |
| 2134 | OR | Columbia Intermodal Corridor for rail congestion relief, improved intersections and access to Interstate-5 for trucks, and grade-separate road from rail, Portland ..... | $11,000,000 |
| 2135 | OH | Interchange and related road improvements to SR 44 in Painesville, OH ..... | $2,000,000 |
| 2136 | GA | Greene County, Georgia conversion of I–20 and Carey Station Road overpass to full interchange ..... | $960,000 |
| 2137 | IL | Pioneer Parkway upgrade in Peoria—Extension from Allen Road to Route 91 ..... | $1,600,000 |
| 2138 | MS | Construct historic bicycle path, Pascagoula ..... | $120,000 |
| 2139 | PA | Crows Run Relocation from SR 65 to Freedom Crider Road ..... | $3,080,000 |
| 2140 | OH | Replace the Edward N. Waldvogel Viaduct in Cincinnati ..... | $8,000,000 |
| 2141 | NC | Construct I–540 from NC 55 South to NC 55 North ..... | $8,800,000 |
| 2142 | NY | Roadway, streetscape, pedestrian, and parking improvements to the Buffalo Niagara Medical Campus, Buffalo ..... | $3,200,000 |
| 2143 | VA | Upgrade DOT crossing #470515H to constant warning devices in Halifax ..... | $35,520 |
| 2144 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Avoca Borough, Luzerne County ..... | $160,000 |
| 2145 | WA | Bridge Modification and Interstate Highway Protection Project, Skagit River, in Skagit County ..... | $3,000,000 |
| 2146 | TN | Construct welcome center, Macon County ..... | $160,000 |
| 2147 | CA | Construction of new roadway lighting on major transportation corridors in the Northwest San Fernando Valley ..... | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2148 | MO | Interchange design and construction for the Main Street Extension at I–55, Cape Girardeau County | $800,000 |
| 2149 | CA | Replace SR 22 interchanges, construct HOV lanes, and lengthen bridges in Garden Grove | $5,200,000 |
| 2150 | IL | Construction of CAP I–290 Village of Oak Park | $800,000 |
| 2151 | RI | Rehabilitation of Bridge Number 550 in Pawtucket | $4,400,000 |
| 2152 | WA | Complete analysis, permitting and right-of-way procurement for I–5/SR 501 Interchange replacement in Ridgefield | $600,000 |
| 2153 | CA | Design and construct new interchange at Potrero Blvd. and State Route 60 in Beaumont | $1,600,000 |
| 2154 | TN | Construction of a pedestrian bridge in Alcoa, TN | $800,000 |
| 2155 | WV | Construct 4 lane improvements on U.S. Route 35 in Mason County | $35,400,000 |
| 2156 | OH | Construct Grade Separation at Front Street, Berea | $400,000 |
| 2157 | CA | Crenshaw Blvd. Rehabilitation, 182nd St. 190th St.; and Crenshaw Blvd. at 182nd St. Fwy on-off Ramp Capacity Enhancement, City of Torrance | $640,000 |
| 2158 | CA | Construct Interchange at Intersection of SR 44 and Stillwater Road | $4,000,000 |
| 2159 | MN | CSAH 61 improvements, City of Coleraine | $392,000 |
| 2160 | KY | Expansion to four lanes of Hwy 55 and Hwy 555 Heartland Parkway in Taylor County | $8,000,000 |
| 2161 | KS | Interchange improvement at K–7 and 55th St. in Johnson Co | $4,000,000 |
| 2162 | CA | Construct truck lane on Baughman Road from State Route 78/86 to Forrester Road, Westmorland | $440,000 |
| 2163 | AZ | Construct bridges at Aspen St., at Birch St., at Cherry St., at Bonito St., at Thorpe St | $3,000,000 |
| 2164 | CT | Construct Putnam curb cuts | $80,000 |
| 2165 | OH | Canton, OH Cleveland Ave. bridge replacement over the Nimishilen Creek | $320,000 |
| 2166 | MN | Design and right-of-way acquisition for I–35 and CSAH 2 interchange in Forest Lake, MN | $2,400,000 |
| 2167 | PA | Complete the connection of the American Parkway between the east and west sides of the Lehigh River with bridge and interchanges | $8,000,000 |
| 2168 | PA | Design, engineering, ROW acquisition and construction of street improvements, parking and safety enhancements Main and Parsonage Streets in Pittston | $200,000 |
| 2169 | TX | Grade separation bridges at Wintergreen Rd. and Millers Ferry Rd. in Hutchins and Pleasant Run Rd. and Millers Ferry Rd. in Wilmer | $6,560,000 |
| 2170 | GA | I–20 HOV lanes from Evans Mill Road to Salem Road, Dekalb and Rockdale Counties | $1,200,000 |
| 2171 | NV | Improve Las Vegas Beltway-Airport Connector Interchange | $3,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2172 | CA | Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto | $3,200,000 |
| 2173 | MA | Design and construct the Quinebaug River Rail Trail Bikeway | $800,000 |
| 2174 | CA | Park Boulevard-Harbor Drive Rail Grade Separation, San Diego | $800,000 |
| 2175 | MN | Paul Bunyan Trail, Walker to Bemidji segment | $560,000 |
| 2176 | CA | Construct road surface improvements, and improve road safety from Brawley Water plant to Hwy 86 to 9th Street to 18th Street, Brawley | $1,120,000 |
| 2177 | TX | Improvements to FM 1017 in Hebbronville | $400,000 |
| 2178 | CA | Alameda Corridor East Gateway to America Trade Corridor Project, Highway-Railgrade separation along 35 mile corridor from Alameda Corridor (Hobart Junction) to Los Angeles/San Bernardino County Line | $12,400,000 |
| 2179 | GA | Phase III Streetscape-Columbus | $800,000 |
| 2180 | IL | Pre-construction and construction IL 15 over Wabash River at Mount Carmel | $5,568,000 |
| 2181 | NY | Queens, Bronx, and Kings, and Richmond County Graffiti Elimination Program including Kings Highway from Ocean Parkway to McDonald Avenue | $4,750,000 |
| 2182 | IA | Improvements at the IA 146 and I–80 interchange, Grinnell | $800,000 |
| 2183 | TX | Construct Grade separation at U.S. 277 in Eagle Pass | $4,000,000 |
| 2184 | LA | Plan, design, and construct the internal roadway at Port of South Louisiana, Saint John the Baptist Parish and LA 22 in Ascension Parish | $2,200,000 |
| 2185 | KS | Construction of a 2-lane on a 4-lane right-of-way bypass with controlled access on U,S, 400 at Dodge City | $10,240,000 |
| 2186 | MN | Reconstruct CR 203 between U.S. 10 and CSAH 1, Morrison County | $268,800 |
| 2187 | NY | Reconstruction of York Street Industrial Corridor Project, Auburn, NY | $2,800,000 |
| 2188 | NY | Construction of and improvements to Route 62 in the Village of Hamburg | $800,000 |
| 2189 | IN | Convention Center Area Redevelopment Project includes street resurfacing, pedestrian walkway and streetscape improvements, signalization, safety enhancements, plaza and pedestrian area upgrades, and pedestrian bridges on South Street, Capitol Street, West Street, Missouri Street, and McCarty Street, Indianapolis | $12,280,000 |
| 2190 | AL | Construct pedestrian urban-edge riverwalk in Montgomery, AL | $1,200,000 |
| 2191 | PA | Johnstown, Pennsylvania, West End bypass safety improvements | $4,000,000 |
| 2192 | CA | Construction of traffic and pedestrian safety improvements in Yucca Valley | $1,600,000 |
| 2193 | CA | 710 Freeway Study to Evaluate Technical Feasibility and Impacts of a Tunnel Alternative to Close 710 Freeway Gap | $2,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2194 | CA | Greenleaf right-of-way Community Enhancement Project-design and construct bikeways, pedestrian walkways and upgrade signalization, Compton | $3,200,000 |
| 2195 | KY | Improve Prospect Street Pedestrian Access, Berea | $2,200,000 |
| 2196 | OH | Construct Crocker Stearns Connection, North Olmsted and Westlake | $880,000 |
| 2197 | NY | Construction of and improvements to Seneca Street in Buffalo | $480,000 |
| 2198 | CA | Avalon Boulevard/I–405 Interchange modification project, Carson | $4,800,000 |
| 2199 | IL | Construct Illinois Route 336 from Macomb to Peoria | $1,600,000 |
| 2200 | NC | North Carolina. Pack Square Pedestrian and Roadway Improvements, Asheville | $3,840,000 |
| 2201 | PA | Provide pedestrian and water access to Convention Center from surrounding neighborhoods | $880,000 |
| 2202 | NY | Reconstruction of Times and Duffy Squares in New York City | $1,200,000 |
| 2203 | LA | Construction of I–10 Access Road (Crowley) | $880,000 |
| 2204 | NY | Repaving of I–86 in towns of Coldspring, Randolph, Allegany, and Olean; City of Olean; Village of Randolph in Cattaraugus County | $6,000,000 |
| 2205 | PA | Replace Bridge, SR 106, Tunkhannock Creek Bridge 2, Clifford Township, Susquehanna County | $640,000 |
| 2206 | NJ | Replace Route 7-Wittpen Bridge, Hudson County | $800,000 |
| 2207 | MN | Right-of-Way acquisition for 8th Street North and Pinecone Road | $3,200,000 |
| 2208 | IL | For Village of Lemont to modernize and improve the intersection of McCarthy Road, Derby Road, and Archer Avenue | $280,000 |
| 2209 | CA | Construct I–80 HOV lanes and interchange in Vallejo | $800,000 |
| 2210 | PA | Rail Crossing signalization upgrade, East Wesner Road, Maidencreek Twp, Berks County | $165,040 |
| 2211 | OH | Construct road projects and transportation enhancements as part of RiverScape Phase III, Montgomery County, Ohio | $5,184,000 |
| 2212 | TN | Riverside Drive Cobblestone Restoration and Walkway, Memphis | $800,000 |
| 2213 | TX | Reconstruction of West Airport between U.S. 59 and Kirkwood in the City of Meadows Place, Texas | $320,000 |
| 2214 | PA | Construct additional northbound lane on Rt. 28 between Harmar and Creighton Interchange | $1,320,000 |
| 2215 | NJ | Roadway and intersection modifications on New Jersey Route 82 | $800,000 |
| 2216 | OH | Jackson Township, Ohio. Intersection improvements at Fulton Drive and Wales | $1,600,000 |
| 2217 | GA | Rockdale County Veteran's Park—Create park trails | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2218 | MA | Construct the Blackstone River Bikeway and Worcester Bikeway Pavilion between Providence, RI and Worcester, MA | $1,600,000 |
| 2219 | OH | Improvements to SR 91 in City of Twinsburg, OH | $1,560,000 |
| 2220 | TX | Completion of U.S. 77 relief route around City of Robstown | $2,400,000 |
| 2221 | NY | Improve Maple Avenue, Smithtown | $1,000,000 |
| 2222 | HI | Replace and Rehabilitate Kamehameha Highway Bridges, Island of Oahu | $800,000 |
| 2223 | TX | SH 71 from W of FM 20 to Loop 150, Bastrop County | $1,600,000 |
| 2224 | IN | Construct U.S. 31 Plymouth to South Bend Freeway Project in Marshall and St. Joseph Counties, Indiana | $8,800,000 |
| 2225 | LA | Plan and develop a 4-lane roadway, Jeanerette to U.S. 90 connection | $160,000 |
| 2226 | LA | Construct I–12 and LA 1088 Interchange | $2,400,000 |
| 2227 | CA | 4 lane widening/safety improvements on State Route 25 from Hollister to Gilroy | $2,928,000 |
| 2228 | NY | Comprehensive traffic congestion mitigation study of Hauppauge Industrial Park and surrounding area | $600,000 |
| 2229 | NY | Develop an identity and signage program for the Erie Canalway National Heritage Corridor | $800,000 |
| 2230 | CO | Dillon Drive Overpass at Interstate 25 in Pueblo | $3,200,000 |
| 2231 | NY | Improvements at highway-rail crossings along the Southern Tier Extension Railroad in Allegany, Cattaraugus, and Steuben Counties | $900,000 |
| 2232 | FL | Depot Ave. Enhancements, Gainesville | $4,800,000 |
| 2233 | CA | Interstate 15 and Winchester Road Interchange Project | $1,600,000 |
| 2234 | PA | Construct the Eastern Inner Loop in Centre County around State College, PA | $4,000,000 |
| 2235 | NJ | Streetscape Improvements along Berlin Road between Gibbsboro Road and White Horse Road in Lindenwold Borough | $800,000 |
| 2236 | FL | SR 70 improvements in Highland, DeSoto and Okeechobee Counties | $1,600,000 |
| 2237 | GA | Streetscape-Albany | $400,000 |
| 2238 | GA | Streetscape-Richland | $160,000 |
| 2239 | MO | Construct four lanes for Route 5 in Camden County | $8,000,000 |
| 2240 | IL | Improve Cottage Grove intersection, South Chicago Avenue and 71st Street | $800,000 |
| 2241 | NY | Study, design, and reconstruction of pedestrian walkways, the Bronx | $750,000 |
| 2242 | MS | Upgrade roads in Anguilla and Rolling Fork, Sharkey County | $600,000 |
| 2243 | TX | For center to center communication link between highway traffic transportation management centers | $800,000 |
| 2244 | OH | Upgrade the interchange of Interstates 270 and 71 in Franklin County, Ohio | $2,105,600 |
| 2245 | CA | U.S. 101 Corridor Improvements—Route 280 to the Capitol-Yerba Buena Interchange | $4,000,000 |
| 2246 | CA | Rancho Vista Blvd. Widening Project | $2,800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2247 | NJ | Newark Access Variable Message Signage System | $400,000 |
| 2248 | IA | Construct SW Connector, West Des Moines | $1,600,000 |
| 2249 | IA | U.S. 30 reconstruction, near Tama | $3,200,000 |
| 2250 | GA | Construction of interchange on I–985 north of SR 13, Hall County, Georgia | $3,200,000 |
| 2251 | MI | Marquette County, Realignment of 3200 feet of County Road 492 from U.S. 41 north to County Road HD | $400,000 |
| 2252 | WI | Realign U.S. 8 near Cameron, Barron County | $1,600,000 |
| 2253 | PA | Restoration of PA422, in Berks County, including slab repair and diamond grinding | $800,000 |
| 2254 | CA | Monte Vista Avenue Grade Separation, Montclair, California | $1,600,000 |
| 2255 | NY | Deploy intermodal chassis ITS project in New York | $1,600,000 |
| 2256 | NY | Reconstruction of Route 590 in the Town of Irondequoit, NY | $6,000,000 |
| 2257 | NY | Design and Construction of Downtown Jamestown Connector Trail | $1,600,000 |
| 2258 | LA | Further construction to improve draining at Clearview Parkway (LA 3152) and Earhart Expressway (LA 3139) | $2,640,000 |
| 2259 | MI | Houghton County, Rehabilitate 2 piers and remove old bridge caissons for Sturgeon River Bridge | $216,000 |
| 2260 | AK | Make necessary improvements to Indian River Road in City and Borough of Sitka | $2,000,000 |
| 2261 | MN | Reconstruct CSAH 61 from Barnum to TH 210 at Carlton, and improve Munger Trail | $1,680,000 |
| 2262 | TX | Build I–30 Trinity River Bridge, Dallas, Texas | $800,000 |
| 2263 | AK | Realign rail track to eliminate highway-rail crossings and improve highway safety and transit times | $5,000,000 |
| 2264 | MS | Relocate SR 44 from SR 198 to Pierce Road, Columbia | $3,200,000 |
| 2265 | AL | Interstate 565 west extension towards Decatur | $1,600,000 |
| 2266 | MO | Roadway Improvements on Rt. 21 from Hayden Road to Lake Lorraine | $4,000,000 |
| 2267 | IL | Halsted Bridge over North Branch Canal Reconstruction, City of Chicago | $480,000 |
| 2268 | VA | Town of Pound Riverwalk—Construction of pedestrian riverwalk in Town of Pound | $80,000 |
| 2269 | IL | U.S. 67 west of Jacksonville, IL Bypass to east of IL 100 | $1,600,000 |
| 2270 | NY | Village of Wappingers Falls North Mesier Ave | $600,000 |
| 2271 | AR | War Eagle Bridge Rehabilitation—Benton County, Arkansas | $640,000 |
| 2272 | WI | Build additional staircases, landscape, and other improvements to the marsupial bridge at the Holton St. Viaduct in Milwaukee | $640,000 |
| 2273 | TN | Washington County, Tennessee SR 36 widening | $800,000 |
| 2274 | MI | Westland, Ann Arbor Trail between Farmington and Merriman | $2,520,000 |
| 2275 | MI | White Lake and Commerce, pave Cooley Lake Road Between Ripple Way and Havenwood | $400,000 |
| 2276 | GA | Bridge replacement on County Road 183–FAS Route 1509, Peach County | $450,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2277 | NC | I40 I–77 Interchange in Iredell County, NC | $4,000,000 |
| 2278 | CA | Construct safe routes to school in Cherryland and Ashland | $800,000 |
| 2279 | CA | Install Central Ave. Historic Corridor comprehensive streetscape improvements thus improving traffic, ped safety, and economic development, Los Angeles | $1,656,000 |
| 2280 | VA | Whitetop Station—Completion of renovation of Whitetop Station (which serves as trailhead facility) including construction of trail | $80,000 |
| 2281 | CT | Make Improvements to Montville-Preston Mohegan Bridge | $1,600,000 |
| 2282 | IL | Widen and improve Pulaski Road, Alsip | $560,000 |
| 2283 | AK | For completion of the Shotgun Cove Road, from Whittier, Alaska to the area of Decision Point, Alaska | $4,000,000 |
| 2284 | NY | Study and Implement Intelligent Transportation System Sensor Technology to Improve Safety at Bridges and Tunnels in Metropolitan New York City | $1,000,000 |
| 2285 | NY | Warburton Avenue Bridge over Factory Lane, Hastings-on-Hudson, New York | $500,000 |
| 2286 | NY | Improve intersection of Old Dock and Church Street, Kings Park | $400,000 |
| 2287 | TN | Widen and improve State Route 33, Knox County, Tennessee | $6,500,000 |
| 2288 | CA | Reconstruct Paramount Blvd. with medians and improve drainage from north border to south border of city in Lakewood | $1,080,000 |
| 2289 | NY | Upgrade Metro North stations in the Bronx and construct station at Yankee Stadium | $2,400,000 |
| 2290 | OH | Construct the existing industrial park road from local to State standards near Cadiz | $4,100,000 |
| 2291 | LA | Upgrade LA 28 to four lanes from LA 121 to LA 465 | $1,600,000 |
| 2292 | NY | Reconstruction of Historic Eastern Parkway | $1,920,000 |
| 2293 | CA | Widen and make ITS improvements on Paramount Blvd. between Telegraph Rd. and Gardendale St. in Downey | $800,000 |
| 2294 | VA | Conduct planning and engineering for Hampton Roads Third Crossing and Interconnected Roadways | $2,400,000 |
| 2295 | IL | Widen Annie Glidden Road to five lanes with intersection improvements. DeKalb, IL | $6,400,000 |
| 2296 | CA | Widen California State Route 132 from California State Route 99 west to Dakota Avenue | $14,400,000 |
| 2297 | NC | Widen Derita Road from Poplar Tent Road in Concord to the Cabarrus Mecklenburg County line | $1,600,000 |
| 2298 | TX | Widen from 4 to 6 lanes Interstate 35 East from Lake Lewisville to Loop 288 | $5,600,000 |
| 2299 | CA | Widen Haskell Avenue between Chase St. and Roscoe Blvd | $160,000 |
| 2300 | TX | Widen Hempstead Highway from 12th Street to Washington Avenue from four lanes to six lanes | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2301 | NH | Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont | $400,000 |
| 2302 | OH | Construct highway-rail crossing safety upgrades at 3 grade crossings in Madison Village, OH | $240,000 |
| 2303 | WA | Cultural and Interpretive Center (Hanford Reach National Monument) facility, Richland, WA | $1,280,000 |
| 2304 | NY | Implement Improvements for Pedestrian Safety in New York County | $600,000 |
| 2305 | NY | Construction of and improvements to Main Street in the Town of Eden | $320,000 |
| 2306 | GA | SR 85 widening from Adams DR to I–75 and reconstruct the Forest Parkway interchange, Clayton County | $1,200,000 |
| 2307 | GA | Jogging and Bicycle Trails around CSU, Columbus | $400,000 |
| 2308 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Throop Borough, Lackawanna County | $160,000 |
| 2309 | IL | Reconstruct Winter Ave, existing 1 lane RR subway, and 1 lane bridge to provide access to Winter Park in Danville | $4,320,000 |
| 2310 | OR | Construct highway and pedestrian access to Macadam Ave. and street improvements as part of the South Waterfront development, Portland | $7,200,000 |
| 2311 | TX | Relocation of 10th Street near McAllen-Miller International Airport | $600,000 |
| 2312 | IL | Construct pedestrian tunnel at railroad crossing in Winfield, IL | $800,000 |
| 2313 | IN | Construct Margaret Avenue Safety and Capacity Enhancement Project | $2,400,000 |
| 2314 | TX | Construct Loop 574 from BU 77 to I–35 in McLennan Co | $1,600,000 |
| 2315 | NY | Construction of a bicycle/pedestrian off road scenic pathway from the Niagara Falls City Line to the southerly Lewiston Town/Village Line along the Niagara Gorge, Town of Lewiston, Village of Lewiston, Niagara County | $1,840,000 |
| 2316 | FL | Construct new bridge from West-Florida Turnpike to CR 714 to 36th Street—Cross S. Fork of St. Lucie River—Indian Street to U.S. 1 on east side | $4,000,000 |
| 2317 | WI | Recondition SH 16 from Columbus to SH 26 (Dodge County, Wisconsin) | $4,000,000 |
| 2318 | | | $0 |
| 2319 | NY | Riverwalk in Irvington development | $200,000 |
| 2320 | OH | Road resurfacing and improvements in the Village of Bentleyville, OH | $560,000 |
| 2321 | PA | Improvements to Stella Street rail-highway crossing in Wormleysburg, PA | $600,000 |
| 2322 | CT | Construct Entrance Ramp at Route 8 Exit 11, Shelton, CT | $800,000 |
| 2323 | AL | Pedestrian Improvements for Leeds, AL | $160,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2324 | WA | Federal Way Triangle—Conduct final engineering work for the reconstruction of the I–5—SR 18 interchange | $1,600,000 |
| 2325 | MI | Garden City, Reconstruct Maplewood between Inkster and Merriman | $980,000 |
| 2326 | OR | Lake Road Reconstruction and Safety Improvements, Milwaukie | $4,000,000 |
| 2327 | NY | Resurface Grade Crossing at Old State Road | $200,000 |
| 2328 | MN | Construction of Cedar Avenue Busway, MN | $4,800,000 |
| 2329 | IL | Upgrade streets and implement traffic and pedestrian safety signalization improvements, Oak Lawn | $3,920,000 |
| 2330 | GA | Streetscape-Thomasville | $240,000 |
| 2331 | AZ | State Route 77/Project funds for the Ore Trail in the Copper Corridor on SR 77 | $240,000 |
| 2332 | PA | To enhance existing directional markers and increase wayfinding signage infrastructure in Monroe County | $400,000 |
| 2333 | CA | Construct and repair lining in four tunnels on Kanan, Kanan Dume, and Malibu Canyon Roads between U.S. 1 and U.S. 101 | $2,400,000 |
| 2334 | GA | Sidewalk revitalization project in downtown Eastman | $400,000 |
| 2335 | TX | Port of Corpus Christi Up River Road for upgrade of roadway to and from docks and IH 37 | $400,000 |
| 2336 | GA | Construct U.S. 411 Connector from U.S. 41 to I–75, Bartow County, Georgia | $16,000,000 |
| 2337 | NY | Construction of U.S. Route 219 Expressway: Sections V and VI | $4,800,000 |
| 2338 | PA | Engineering, design and construction of an extension of Park Avenue north to Lakemont Park in Altoona | $1,600,000 |
| 2339 | MN | Reconstruct I–35E from I–94 to Maryland Avenue in St. Paul | $2,800,000 |
| 2340 | CA | Construct truck ramp linking Interstate 5 to the National City Marine Cargo Terminal, National City | $2,400,000 |
| 2341 | GA | Reconstruct the interchange at Interstate 185 and Victory Drive (SR 520), Columbus, GA Victory Drive (SR 520), Columbus, GA | $1,444,800 |
| 2342 | OH | Streetscaping, bicycle trails, and related improvements to the I–90—SR 615 Interchange in Mentor, OH | $2,800,000 |
| 2343 | IN | Preliminary engineering, right-of-way, and construction for Perimeter Parkway-West Lafayette/Purdue University, Indiana | $4,480,000 |
| 2344 | TN | Reconstruct Interchange 55 at Mallory Avenue, Memphis, Shelby County | $800,000 |
| 2345 | CA | Upgrade first responders signal pre-emption hardware, Culver City | $25,600 |
| 2346 | IN | Construction of Maplecrest Rd. Extension—Allen County, Indiana | $8,800,000 |
| 2347 | MS | Upgrade roads in Arcola, Leland, Greenville, and Hollandale (U.S. Highway 61 and 18), Washington County | $1,400,000 |
| 2348 | MS | Canal Road Intermodal Connector, Gulfport | $6,400,000 |
| 2349 | NY | Long Pong Road: Larkins Creek to Lake Ontario State Parkway, Town of Greece | $1,152,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2350 | NY | Construct the Auburn Connector Road Corridor, Auburn, NY | $800,000 |
| 2351 | MA | Engineering and construction of Blackstone Valley Visitors Center at intersection of State Route 146 and Millbury Street, Worcester | $6,400,000 |
| 2352 | CA | Improve I–8 off ramp to the Desert Farming Institute, Imperial County | $800,000 |
| 2353 | KS | Construct bike and pedestrian path along K–10 between Douglas and Johnson Counties | $400,000 |
| 2354 | HI | Construct Bike Lanes on Kalanianaole Highway, vicinity of Makapuu to Keolu Drive | $240,000 |
| 2355 | TX | Donna/Rio Bravo International Bridge | $1,600,000 |
| 2356 | IL | Improve Sheridan Road, Evanston | $1,600,000 |
| 2357 | MD | Intercounty Connector | $3,200,000 |
| 2358 | MI | Resurfacing of Ten Mile Road in St. Clair Shores | $716,800 |
| 2359 | NY | Conduct studies to consider transportation planning and community involvement for infrastructure projects that address congestion relief in New York City | $1,200,000 |
| 2360 | MO | Construct an extension of MO 740 from U.S. 63 to the I–70 Lake of the Woods Interchange | $2,000,000 |
| 2361 | LA | Construct improvements to Enterprise Blvd. in Iberville Parish; and LA 1/I–10 Connector Study; and improvements to LA 10/Zachary Taylor Parkway | $3,200,000 |
| 2362 | NY | Monroe County ITS project | $720,000 |
| 2363 | MO | Roadway improvement on I–44 in Phelps County, Missouri | $800,000 |
| 2364 | MA | Rt. 128/95 ramp Northbound to Kendrick Street, Needham | $1,400,000 |
| 2365 | IN | Realign State Road 312, Hammond | $3,330,313 |
| 2366 | PA | Design, engineering, ROW acquisition and construction of surface improvements to the area adjacent to Exit 168 of Interstate 81 at the Wachovia Arena in Wilkes-Barre Township | $200,000 |
| 2367 | GA | SR 92 relocation from Durelee Road to SR 92 at Malone, including grade separation, Douglas County, Georgia | $6,400,000 |
| 2368 | IN | Construct I–69 Evansville to Indianapolis, Indiana | $11,200,000 |
| 2369 | CA | Construct fourth bore of Caldecott Tunnel on SR 24, California | $1,600,000 |
| 2370 | TN | Construct interchange on I–40 in Wilson County | $800,000 |
| 2371 | IN | Construct service road parallel to I–69 in the City of Anderson, Indiana | $3,200,000 |
| 2372 | NY | Croton-on-Hudson, NY Restoration of Van Cortlandt Manor entrance road | $2,000,000 |
| 2373 | OH | Construction and repair of pedestrian walkways along Lake Shore Blvd. in Lakeline Village, OH | $231,200 |
| 2374 | MD | Reconstruct MD 32 from MD 108 to I–70 in Howard County | $3,040,000 |
| 2375 | NY | Repair and Improve Streets in Astoria damaged by water main breaks | $1,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2376 | MI | Reconstruct two bridges over Black Creek Drain in Sanilac County | $570,000 |
| 2377 | FL | Construction of Little Venice Road, Marathon, FL | $800,000 |
| 2378 | CA | Make traffic and safety improvements to Atlantic Blvd. in Maywood | $400,000 |
| 2379 | MN | Stearns County Bridge No. 73501 Improvements | $320,000 |
| 2380 | LA | Construct LA 16 Interchange at I–12 and improvements, and Cook Road improvements | $10,400,000 |
| 2381 | MO | Reconstruct Highway 60 and Highway 65 Interchange | $1,600,000 |
| 2382 | CO | I–70, Havana, Yosemite Street Interchange Reconstruction Project, Denver | $1,200,000 |
| 2383 | CO | Reconstruct C 470–US 85 Interchange | $3,200,000 |
| 2384 | VA | Reconstruction of the entranceway to Montpelier on Orange County, Virginia | $800,000 |
| 2385 | TN | Construct and widen underpass at intersection of Boydstation, Harvey, and McFee Roads, Knox County, TN | $395,440 |
| 2386 | GA | Extend sidewalks, upgrade landscaping in downtown Hawkinsville | $400,000 |
| 2387 | OH | Conduct Sarah St. along SR 18 and 101 enhancement project to calm traffic in the City of Tiffin | $2,080,000 |
| 2388 | LA | Improvements to Zachary Taylor Parkway | $1,600,000 |
| 2389 | CA | Las Tunas Drive Pedestrian Enhancement, San Gabriel | $120,000 |
| 2390 | OH | Reconstruction, widening, and bicycle improvements to Pettibone Road in the City of Solon, OH | $2,400,000 |
| 2391 | NH | Replacement of Ash Street and Pillsbury Road Bridge | $1,520,000 |
| 2392 | PA | Swamp Road Corridor Safety and Roadway Improvements, Bucks County | $2,400,000 |
| 2393 | FL | Construct St. Augustine to Palatka Rail Trail, Florida | $2,320,000 |
| 2394 | IL | Construction of a traffic circle to reduce traffic congestion, Museum Campus Chicago | $1,600,000 |
| 2395 | AL | Pedestrian Improvements for Gardendale, AL | $533,334 |
| 2396 | PA | Extension of Second Street from Race to the intersection of Lehigh and Poplar Street in the Borough of Catasauqua | $880,000 |
| 2397 | NE | Cuming Street Transportation Improvement Project, Omaha, Nebraska | $3,600,000 |
| 2398 | TN | Construct State Route 1 (U.S. 70) to a four lane divided highway on new alignment from Centertown to McMinnville in Warren County | $9,200,000 |
| 2399 | CA | Improve access to I–80 at Eureka Road Interchange | $1,600,000 |
| 2400 | LA | Expand existing South Central Planning and Development Commission Intelligent Transportation System program in Houma-Thibodaux area by installing signals, sensors and systems | $1,440,000 |
| 2401 | IL | Install traffic control devices on traffic signals in Village of Oak Lawn | $192,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2402 | CA | Interstate 15, California Oaks Road Interchange Project | $1,600,000 |
| 2403 | TX | Choate Road overpass to eliminate at-grade intersection between Choate Rd. and SH 146 | $7,840,000 |
| 2404 | OH | Construction of I–75 Austin Road Interchange, Montgomery County, Ohio | $6,000,000 |
| 2405 | CA | Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project | $400,000 |
| 2406 | TX | Construct U.S. Business 287 through the Trinity Uptown Project from 7th St. NE to 11th St. NE in Fort Worth | $6,400,000 |
| 2407 | KS | Construct K–10 and Lone Elm Road interchange, Lenexa | $4,000,000 |
| 2408 | OH | Construct connector road between SR 79 and Thornwood Drive in Licking County | $5,000,000 |
| 2409 | NH | Construct Pedestrian, Bicycle bridge in Keene | $640,000 |
| 2410 | FL | Coral Way, SR 972 Highway Beautification, Phase One, Miami, Florida | $1,200,000 |
| 2411 | TN | Develop historic preservation transportation enhancement project, Sumner Co. and surrounding counties | $108,000 |
| 2412 | NY | Develop terminal facilities for water taxi projects in New York City | $4,400,000 |
| 2413 | WI | Expand U.S. 151 between Dickeyville and Belmont | $1,600,000 |
| 2414 | NY | Improve bicycle and pedestrian safety, NY 25, Jamesport | $240,000 |
| 2415 | PA | PA Route 183 widening and ramp enhancement, Bern Township | $1,600,000 |
| 2416 | IN | Reconstruct Hoosier Heartland Highway, Wabash, Huntington and Miami County Indiana segments | $800,000 |
| 2417 | GA | Replace sidewalks, upgrade lighting, and install landscaping, Soperton | $400,000 |
| 2418 | LA | Lafayette, LA Implementation of Intelligent Transportation System | $8,800,000 |
| 2419 | NY | Conduct improvements to I–87—Exit 18 Interchange | $2,000,000 |
| 2420 | IL | To construct an extension of U.S. 51 from 9 miles south of Moweaqua to 4.6 miles south of Moweaqua | $1,600,000 |
| 2421 | IL | Upgrade roads, The Village of Hillside | $800,000 |
| 2422 | MS | Upgrade safety devices at Front Street rail crossing, Ellisville | $40,000 |
| 2423 | CO | U.S. 287—Ports-to-Plains Corridor in Colorado | $6,133,333 |
| 2424 | AZ | Many Farms, Apache County—For the Construction of N8086 and N8084 on the Navajo Nation | $480,000 |
| 2425 | VA | Construct I–95 Interchange at Temple Ave, Colonial Heights | $1,600,000 |
| 2426 | KS | Route designation, environmental clearance, final design and right-of-way acquisition for Crawford County, KS corridor of U.S. Highway 69 | $3,200,000 |
| 2427 | CA | U.S. 395 Realignment and Widening Project | $400,000 |
| 2428 | IL | To connect about a 2-mile segment through Collinsville at two or three lanes | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2429 | IL | Construct Parking Facility and pedestrian walkways at 94th and S. Oak Park Ave, Oak Lawn | $192,000 |
| 2430 | UT | I–15 Freeway Reconstruction—Springville 200 South Interchange | $3,600,000 |
| 2431 | MA | Washington St. from High St. to Water St., Walpole | $1,400,000 |
| 2432 | VA | White's Mill Trail and Renovation—Design and construction of recreational trail and preservation of watermill for use as visitors center | $400,000 |
| 2433 | CA | Implement San Francisco Street Improvements Program | $6,400,000 |
| 2434 | MA | Design, engineering, and construction of Methuen Rotary alternative at I–93 and Routes 110 and 113, Methuen | $600,000 |
| 2435 | IL | Improve Mill Street, Rock Island | $400,000 |
| 2436 | PA | For the Nanticoke City Redevelopment Authority to design, acquire land, and construct a parking garage, streetscaping enhancements, paving, lighting and safety improvements, and roadway redesign in Nanticoke | $5,600,000 |
| 2437 | MI | Widen and reconstruct Walton Boulevard Bridge in Auburn Hills between Opdyke and Squirrel Road | $4,000,000 |
| 2438 | OR | Widen Delaura Beach Lane and add a bike lane both directions, Warrenton | $148,800 |
| 2439 | MA | Design and construct the 3-mile long Grand Trunk Trail bikeway from Sturbridge to Southbridge | $560,000 |
| 2440 | TN | Develop trails, bike paths and recreational facilities on the Crest of Black Mountain, Cumberland County for Cumberland Trail State Park | $200,000 |
| 2441 | NY | Study and Improve Traffic Flow Improvement at Atlantic Yard Arena Development | $2,000,000 |
| 2442 | MD | Upgrade and widen MD 237 from Pegg Road to MD 235 | $12,000,000 |
| 2443 | PA | Main Street improvements from Broad Street to Richardson Avenue and Main Street to Madison Avenue, Borough of Lansdale | $640,000 |
| 2444 | CA | Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma | $12,000,000 |
| 2445 | NY | Road and pedestrian safety improvements Main Street, Village of Patchogue | $1,500,000 |
| 2446 | UT | Widen Highway 92 from Lehi to Highland | $2,500,000 |
| 2447 | AZ | Widen I–10 to 3 lanes in each direction north of Tucson from Marana Interchange to Cortato Interchange | $1,360,000 |
| 2448 | CA | Widen I–238 between I–580 and I–880 in Alameda County | $800,000 |
| 2449 | VA | Widen I–66 westbound inside the Capital Beltway from the Rosslyn Tunnel to the Dulles Connector Road | $5,600,000 |
| 2450 | NC | Construction of I–74 between I–40 and U.S. 220, High Point, North Carolina | $4,000,000 |
| 2451 | MD | Widen I–695, Baltimore Beltway, Southwest | $3,440,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2452 | GA | Replace sidewalks, upgrade lighting in downtown Vidalia | $400,000 |
| 2453 | MN | Construct bicycle and pedestrian trails in Cuyuna Recreation Area | $700,000 |
| 2454 | HI | Construct Kapaa Bypass | $2,400,000 |
| 2455 | FL | Temple Terrace Highway Modification | $1,600,000 |
| 2456 | TN | Widen Interstate 240 from Poplar Avenue (SR 57) to near Walnut Grove Road (SR 23) East of Memphis, Shelby County | $800,000 |
| 2457 | IL | For the Village of Woodridge to resurface Internationale Parkway | $86,400 |
| 2458 | OR | I–5 Trade Corridor, Portland, Oregon to Vancouver, Washington segment | $4,220,000 |
| 2459 | GA | Streetscape, Pedestrian Improvements in City Center, City of Clarkston | $4,000,000 |
| 2460 | KY | Widen KY 1991 from Maysville Road to Midland Trail Industrial Park, Montgomery County | $1,000,000 |
| 2461 | NC | Construct new Route from Beach Drive (SR 1104) to NC 211 in Brunswick County | $3,200,000 |
| 2462 | NJ | International Trade and Logistics Center Roadway Improvements at Exit 12 of the New Jersey Turnpike, Carteret | $1,200,000 |
| 2463 | IL | Interstate 41 and Route 176 Interchange replacement | $600,000 |
| 2464 | MA | Northern Avenue Bridge rehabilitation, Boston | $2,400,000 |
| 2465 | AK | Planning, design, and construction of Knik Arm Bridge | $151,000,000 |
| 2466 | IN | North Calumet Avenue Improvements, Valparaiso | $960,000 |
| 2467 | OR | I–205/Highway 213 interchange improvements | $800,000 |
| 2468 | TN | Improving Vehicle Efficiencies at highway At-Grade Railroad Crossing in Loudon, TN | $45,600 |
| 2469 | AZ | Design, right-of-way acquisition, and construction I–10 Collector Distributor Roadway from 40th Street to Baseline Maricopa County, Arizona | $3,200,000 |
| 2470 | LA | Improvements to LA 42 in Ascension Parish; and LA 73 improvements in Ascension Parish | $8,000,000 |
| 2471 | MN | Construct Paul Bunyan trail from Mississippi River Bridge Trail to Crow Wing State Park | $775,000 |
| 2472 | MN | Construct Mesabi Trail from Grand Rapids to City of Ely | $2,700,000 |
| 2473 | GA | Install sidewalks on Highway 23 from Dykes Street to Sarah Street, Cochran | $300,000 |
| 2474 | AK | Kodiak, AK Construction of AMHW ferry terminal and approach | $7,500,000 |
| 2475 | OK | Reconstruction of SH 66 from Craig and Rogers Counties to SH 66 and U.S. 60 intersection | $800,000 |
| 2476 | CA | Enhance pedestrian environment and increase safety along Olympic Blvd. between Vermont and Western Avenues, Los Angeles | $1,600,000 |
| 2477 | NY | Enhancement of the Michigan Avenue Corridor, Buffalo | $1,600,000 |
| 2478 | NJ | Kapkowski Road Area Improvements in Elizabeth | $4,560,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2479 | CA | Construct landscape medians along Skyline Drive from Sears Avenue to 58th Street, San Diego | $800,000 |
| 2480 | NY | Jamaica Air Train Station Area Infrastructure Improvements | $4,000,000 |
| 2481 | MO | Construct Highway 465 to Highway 376 south from Hwy 76 to Hwy 376 | $4,800,000 |
| 2482 | WA | New Country Road on Whidbey Island | $960,000 |
| 2483 | NM | Chaco Wash Bridge and Road Improvements on Navajo Route 46 | $1,600,000 |
| 2484 | CA | Reconstruct Interstate 880-Route 92 interchange in Hayward | $1,400,000 |
| 2485 | MA | Relocate Rt. 79 in Fall River to create 4-lane urban boulevard with landscaped median and developable waterfront | $1,800,000 |
| 2486 | IL | Road extension for Highway 22 in Macon County, IL | $534,400 |
| 2487 | NY | Portageville Bridge—Purchase existing bridge to convert to pedestrian bridge | $1,464,000 |
| 2488 | PA | Rt. 422 complete preliminary engineering and four lane expansion from Ebensburg to Kittanning | $2,400,000 |
| 2489 | CA | Upgrade essential road arterials, connectors, bridges and other road infrastructure improvements in the Town of Desert Hot Springs, CA | $1,600,000 |
| 2490 | KY | Construct the Heartland Parkway in Adair County | $960,000 |
| 2491 | NV | Horse-US-95 Interchange Project | $4,800,000 |
| 2492 | CT | Make Improvements to Plainfield Moosup Pond Road | $200,000 |
| 2493 | FL | Construction design ROW U.S. 27 from SR 540 to SR 544 and from I–4 to U.S. 192 in Polk County, FL | $8,000,000 |
| 2494 | IA | Construction of approaches and viaduct on Edgewood Rd. SW over the UP Railroad, Prairie Creek, and the CRANDIC railroad | $1,280,000 |
| 2495 | NJ | Construct Hackensack River Walkway in Bergen County | $1,600,000 |
| 2496 | TX | Hwy 80/123 Overpass at Hwy 181 in Karnes County | $240,000 |
| 2497 | NM | Improvements to U.S. Highway 87 from Clayton, NM to Raton, NM | $1,600,000 |
| 2498 | VA | Route 11 Interchange improvements in Lexington, Virginia | $800,000 |
| 2499 | CA | Improvements to Ben Maddox Way Bridge | $1,600,000 |
| 2500 | WA | SR 18 Widening, Maple Valley to I–90 | $6,000,000 |
| 2501 | NY | City of Beacon construction of pedestrian and Bicycle trail | $252,000 |
| 2502 | TX | FM 544, widen 2-lane roadway to 6-lane roadway from SH 121 to Dozier-Parker Road | $1,600,000 |
| 2503 | TX | Construct an alternate truck route to Interstate 35 in Buda | $500,000 |
| 2504 | NY | Improvements on the Cross Island Bridge Overpass/212th Street and vicinity, Queens | $3,376,000 |
| 2505 | MI | Novi, Reconstruct Grand River between Novi and Haggerty | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2506 | SD | Resurface U.S. Highway 18 from Lake Andes to U.S. Highway 50 on Yankton Sioux Reservation | $960,000 |
| 2507 | TX | Lajitas Relief Route | $1,200,000 |
| 2508 | WY | U.S. 85 Passing Lanes | $1,600,000 |
| 2509 | MA | Design and Construct Blackstone River Bikeway and Worcester Bikeway Pavilion between Providence, RI and Worcester | $2,000,000 |
| 2510 | NY | Little Falls Access: Repair and reconstruct High School and Lower School Road | $192,000 |
| 2511 | FL | Replace Columbus Drive Bridge | $3,200,000 |
| 2512 | | | $0 |
| 2513 | MI | Construction of two railroad-highway grade separations on Farm Lane north of Mount Hope Road | $1,840,000 |
| 2514 | CA | Widen Atlantic Bl bridge over the Los Angeles River in Vernon | $800,000 |
| 2515 | CA | Widen Bundy Drive between Wilshire and Santa Monica Boulevards in the City of Los Angeles | $3,400,000 |
| 2516 | AL | To provide four lanes on U.S. 80, Perry County, Marengo County, and Sumter County | $11,200,000 |
| 2517 | CA | Widen Maine Avenue in Baldwin Park | $300,000 |
| 2518 | NM | Ease traffic congestion and improve intersection safety by identifying alternative alignment to U.S. 84/285 and NM 68 through Espanola | $1,600,000 |
| 2519 | MS | Widen MS Hwy 19 between Philadelphia and Collinsville, MS | $10,000,000 |
| 2520 | NY | Construct the Fire Island ferry terminal facility, Patchogue | $1,600,000 |
| 2521 | IL | IL 8 from East Peoria to Washington, IL | $762,056 |
| 2522 | NJ | Preliminary engineering for missing connections of NJ 23 and I–80 | $1,200,000 |
| 2523 | ME | Penobscot Riverfront Development for bicycle trails, amenities, and traffic circulation improvements, Bangor and Brewer | $2,800,000 |
| 2524 | IL | Restoration and reconstruction of the central business district street. Cambridge, IL | $960,000 |
| 2525 | NC | Widen NC 150 from Cherryville to Lincolnton | $800,000 |
| 2526 | NY | Second phase of the Grand Concourse improvements from East 166th St. to East 171st St | $8,000,000 |
| 2527 | VT | U.S. Route 7 and U.S. Route 4 road improvements for the City of Rutland | $2,848,000 |
| 2528 | IL | Improve 63rd Street, Chicago | $1,600,000 |
| 2529 | MI | Alcona County, Reconstruction of Ritchie Road from Village of Lincoln to Hubbard Lake road | $650,400 |
| 2530 | SC | Construct roadway btwn I–26 and U/S/ 1 in Lexington County. Intermodal connector from U.S. 1 to I–26 and I–77. SC 302 and SC 602 improvements | $1,600,000 |
| 2531 | OR | Agness Road, Curry County | $2,000,000 |
| 2532 | NY | Rehabilitation of Sharon Drive in the Town of Poughkeepsie | $260,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2533 | TX | Conduct study of I–10 and U.S. 190 with a focus on congestion relief and the need for a military and emergency relief transportation corridor | $160,000 |
| 2534 | MD | MD 85 at I270 | $4,000,000 |
| 2535 | GA | SR 36 passing lanes north of Jackson to Newton County line, Butts County, Georgia | $2,440,000 |
| 2536 | VA | I–66 and Route 29 Gainesville Interchange Project | $8,000,000 |
| 2537 | NY | Construct and extend existing pedestrian streetscape areas in Lynbrook | $800,000 |
| 2538 | CA | Construct traffic intersection island improvements on North side of Olympic Blvd. where Irolo St. and Normandie Ave. split in Koreatown, Los Angeles | $200,000 |
| 2539 | WA | Improvements in the SR 9 corridor in Snohomish County | $1,200,000 |
| 2540 | PA | Replace a highway railcrossing in Osborne Borough, PA | $1,720,000 |
| 2541 | AL | Pedestrian Improvements for Centerpoint, AL | $533,334 |
| 2542 | CA | Replace twin 2 lane bridge with single 4 lane bridge on SR 138 over Big Rock Wash | $400,000 |
| 2543 | CA | State Route 86S and Ave. 50 highway safety grade separation | $800,000 |
| 2544 | TX | Construct Fredericksburg Road-Medical Drive grade separation in San Antonio | $3,040,000 |
| 2545 | PA | For design, engineering, ROW acquisition, and construction of a connector road between the Valmont Industrial Park and Pennsylvania Rt. 924 at Cranberry Creek | $400,000 |
| 2546 | AR | Interstates 30/440/530 Interchanges/For interchange improvements, Little Rock | $1,200,000 |
| 2547 | NJ | Rehabilitation of Benigno Boulevard from I295 to Route 168 in Bellmawr | $320,000 |
| 2548 | PA | Preconstruction studies for improvement to U.S. 22 from Irving Street to Mickley Road | $800,000 |
| 2549 | IL | Establish transportation museum on Navy Pier, Chicago | $432,000 |
| 2550 | WA | Continuing construction of I–90, Spokane to Idaho State Line | $2,640,000 |
| 2551 | VA | Improve transportation infrastructure for visitors to Jamestown 2007 | $425,520 |
| 2552 | AR | Highway 67: Kiehl Avenue—Vandenberg Boulevard: rehabilitating and widening Highway 67 from four to six lanes from Kiehl Ave. to Vandenberg Blvd | $2,960,000 |
| 2553 | NY | Install Improvements for Pedestrian Safety including in the vicinity of PS X81 | $250,000 |
| 2554 | GA | Memorial Drive Corridor | $1,600,000 |
| 2555 | VA | Route 11 improvements in Maurertown, Virginia | $800,000 |
| 2556 | PA | Street improvements, Whitemarsh Township | $1,200,000 |
| 2557 | VT | Construction of the Lamoille Valley Rail Trail for the Vermont Association of Snow Travelers | $5,814,789 |
| 2558 | CO | I–76: Colorados Northeast Gateway | $6,133,334 |
| 2559 | VA | Construct Maersk Terminal interchange in Portsmouth | $1,600,000 |
| 2560 | GA | I–75 Welcom Project | $200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2561 | PA | Improve handicapped accessibility and provide pedestrian overpass in Villanova | $2,400,000 |
| 2562 | NY | Install Two Permanent Variable Message Signs (VMS) on Belt Parkway | $500,000 |
| 2563 | MI | Re-surfacing Sebewaing Road in Huron County | $332,800 |
| 2564 | IN | Complete construction of paths at Hamilton County Riverwalk, Noblesville, Indiana | $300,000 |
| 2565 | NY | Study and Implement Traffic and Pedestrian Safety Enhancements to Gerritsen Beach, Brooklyn | $250,000 |
| 2566 | PA | Upgrade circuit for gates and lights at Sixth Street in Emmaus, PA USDOT crossing number 592402P to constant warning time devices | $220,000 |
| 2567 | TN | Plan and construct a bicycle and pedestrian trail, Eagleville | $160,000 |
| 2568 | NY | Improvements for pedestrian and vehicular access to Baychester Avenue and Bartow Avenue | $600,000 |
| 2569 | GA | SR 400 reconstruction from I–285 to McFarland Road, Fulton and Forsyth Counties | $800,000 |
| 2570 | MI | Construct pedestrian and bicycle pathway at Chippewa Landing River Park in the Village of Caro | $64,000 |
| 2571 | GA | Upgrade sidewalks, replace street lights, and landscaping, Metter | $400,000 |
| 2572 | AR | Highway 412: Baxter Co. to Ash Flat | $1,600,000 |
| 2573 | NY | Town of North Salem improvements and repaving to Hawley Road | $160,000 |
| 2574 | IA | U.S. 20 Mississippi River Bridge and approaches, Dubuque Co, IA | $20,000,000 |
| 2575 | NY | Construct access road and exit lanes for Center for Advanced Medicine: North Shore LIJ Health System | $2,000,000 |
| 2576 | NY | Improve key intersections and highway segments along Rt. 32 between Route 17–6–NYS Thruway interchange in Harriman and Highland Mills | $600,000 |
| 2577 | CA | Widen I–5 to 10 Lanes and Improve Corridor Arterials, SR 91 to I–710 | $4,160,000 |
| 2578 | IL | For the construction of the Grand Avenue Underpass, Village of Franklin Park | $928,000 |
| 2579 | NY | Rehabilitation of North and South Ridge Street and Wappanocca Avenue in the Village of Rye Brook and City of Rye | $1,728,000 |
| 2580 | NY | NYSDOT Route 55 construction over Fishkill Creek and left turn lane construction | $1,200,000 |
| 2581 | AL | Alabama Hwy 36 Extension and Widening-Phase II | $800,000 |
| 2582 | OH | Construct Eagle Avenue Viaduct-Demolition bridge, realignment of roadway to replace bridge and reconstruction of two other bridges, Cleveland | $400,000 |
| 2583 | NV | Construct U.S. 93 Corridor—Boulder City | $8,000,000 |
| 2584 | NY | Reconstruction of NYS 5, 8, 12. Viaduct and Rt. 5A and 5S: City of Utica | $800,000 |
| 2585 | CT | Street and streetscape improvements along Campbell Ave., West Haven | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2586 | MA | Reconstruct North Washington Street Bridge to connect Boston and Charlestown | $4,000,000 |
| 2587 | MS | Upgrade roads in Fayette (U.S. Highway 61 and 33), Jefferson County | $320,000 |
| 2588 | MN | Heritage Center at the Grand Portage National Monument | $1,400,000 |
| 2589 | NY | Redesign and reconstruction of the Putnam Rail-Trail, Bronx | $500,000 |
| 2590 | OR | Highway 34/Corvallis Bypass Intersection | $2,100,000 |
| 2591 | CA | Install traffic signal on Balboa Blvd. at Knollwood Shopping Center | $96,000 |
| 2592 | MA | Chelsea Street Bridge Reconstruction | $9,000,000 |
| 2593 | AL | Pedestrian Improvements for Northport, AL | $213,334 |
| 2594 | NV | Construct widening of U.S. 50A from Fernley to Leeteville Junction | $4,000,000 |
| 2595 | WA | Rebuild and widen Cemetery Road bridge over U.S. Bureau of Reclamation canal near Othello, WA | $160,000 |
| 2596 | FL | Roadway construction of SW 62—SW 24 Avenue in Gainesville | $1,600,000 |
| 2597 | WA | SR 2/Kelsey Street Intersection Improvements in Monroe | $832,000 |
| 2598 | NY | Town of Southeast construction and repaving of town roads | $240,000 |
| 2599 | MI | Reconstruct Third Ave. from Saginaw St. to Flint River, City of Flint | $2,400,000 |
| 2600 | PA | Upgrade circuit for gates and lights at 31st Street in Allentown, PA USDOT crossing number 592410G to constant warning time devices | $220,000 |
| 2601 | NV | Construct U.S. 95 Widening from Rainbow Blvd. to Kyle Canyon | $6,400,000 |
| 2602 | IN | Improve campus streets to increase pedestrian safety and ease vehicular congestion in the City of Anderson, Indiana | $1,600,000 |
| 2603 | PA | Schaefferstown Bypass, PA Route 501, Lebanon | $1,600,000 |
| 2604 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Dupont Borough, Luzerne County | $160,000 |
| 2605 | GA | Intersection improvement at Lake Dow Road and SR 81 Harris Drive at SR 42 | $480,000 |
| 2606 | CA | Replace South Access to the Golden Gate Bridge—Doyle Drive | $8,000,000 |
| 2607 | IL | Resurface Yellow Banks Road, Franklin County | $320,000 |
| 2608 | AL | CR 52 from U.S. 31 (Pelham) and continuation of CR 52 in Jefferson County, known as Morgan Road, to I–459, including proposed Highway 261 bypass around old town Helena | $8,000,000 |
| 2609 | IL | Intersection Reconstruction at U.S. 12–IL 31 Tryon Grove Road | $720,000 |
| 2610 | NY | Streetscape of Herald and Greeley Squares in New York City | $400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2611 | NJ | Construct Cape May and Supawna Meadows National Wildlife Refuges Roadway and Parking Improvements | $600,000 |
| 2612 | TX | Del Rio-Laughlin Air Force Base Relief Route | $11,600,000 |
| 2613 | NC | Study feasibility of widening U.S. 221/NC 226 from Woodlawn to Spruce Pine, start planning and design, and make upgrades to improve safety | $2,800,000 |
| 2614 | NY | Transportation improvements to the Far Rockaway Business District, Queens, New York | $1,920,000 |
| 2615 | AL | Construction of Patton Island Bridge Corridor | $4,000,000 |
| 2616 | NH | Hampton Bridge Rehabilitation—Hampton, NH | $1,200,000 |
| 2617 | CA | Gale Avenue widening between Fullerton Road and Nogales Street, and Nogales Street widening at Gale Avenue | $80,000 |
| 2618 | CA | Grade Separation at Cesar Chavez Parkway and Harbor Drive, San Diego | $400,000 |
| 2619 | MO | Improve access to I–55 at River Des Peres | $8,000,000 |
| 2620 | PA | PA Route 61 enhancements, Schuylkill Haven | $8,000,000 |
| 2621 | MO | Kansas City SmartPort ITS for highways | $4,000,000 |
| 2622 | PA | City of Philadelphia in conjunction with American Cities Foundation for neighborhood transportation enhancement and pedestrian safety projects | $3,200,000 |
| 2623 | DE | Reconstructing I–95/SR 1 interchange, adding a fifth lane, and replacing toll plaza on Delaware's portion of I–95 corridor | $4,400,000 |
| 2624 | OH | Study possible road upgrades in Tuscarawas County due to flood issues based on dams in Muskingum Watershed District | $100,000 |
| 2625 | OR | Sunrise Corridor, Clackamas County | $3,000,000 |
| 2626 | CA | Construct Cabot-Camino Capistrano Bridge Project and related roadway improvements in Cities of Mission Viejo and Laguna Niguel, California | $670,952 |
| 2627 | TX | Construction of mainlanes and interchanges on SH 121 from Hillcrest to U.S. 75 | $12,800,000 |
| 2628 | WA | Enumclaw, WA Welcome Center | $1,200,000 |
| 2629 | PA | Upgrade narrow existing roads, Plank, Otts, Meyers, Seitz Roads, along 1 mile corridor to 2 lane road with shoulders, improve intersections | $800,000 |
| 2630 | GA | Widen Old Petersburg Road-Old Evans Road from Baston Road to Washington Road, Columbia County, Georgia | $3,200,000 |
| 2631 | CA | Widen Peyton Drive from Grand Ave. to Chino Hills Pky., construct Eucalyptus Ave. from Peyton Drive to Galloping Hills, improve English Channel | $5,628,888 |
| 2632 | TX | New construction for the SH 349 Reliever Route beginning at the SH 191 intersection in Midland | $2,000,000 |
| 2633 | PA | Widen Route 22 between Export and Delmont | $1,160,000 |
| 2634 | CA | Construction of a traffic signal at the intersection of Hamlin St. and Corbin Ave | $100,000 |
| 2635 | NY | Design/Environmental work on the Inner Loop from Clinton Avenue to East Main Street, Rochester | $1,920,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2636 | MO | I–35 access modification planning, City of Kearney | $1,200,000 |
| 2637 | OH | Construction and road improvements to Hubbard Road in Burton Township, OH | $400,000 |
| 2638 | MN | North-South Corridor with Railroad Overpass, City of Staples | $1,200,000 |
| 2639 | CA | Port of Hueneme Intermodal Access Improvement Project, including grade separation at Rice Avenue and State Route 34; widen Hueneme Road | $3,760,000 |
| 2640 | CA | Reconstruct and deep-lift asphalt on various roads throughout the district in Ventura County | $4,800,000 |
| 2641 | GA | Upgrade sidewalks, parking, street lighting, and landscaping, Claxton | $400,000 |
| 2642 | MS | Upgrade roads in Itta Bena (U.S. Highway 82 and 7) and in vicinity of Viking Range Corp. (U.S. Highway 7 and 49), Leflore County | $1,200,000 |
| 2643 | VA | Widen Route 262 in Augusta County | $800,000 |
| 2644 | CA | Forest Highway 171 Upper Skyway Improvement | $5,800,000 |
| 2645 | NV | Construct overpass and exit lane improvements on Lake Mead Parkway to Lake Las Vegas entrance | $2,400,000 |
| 2646 | IL | Construct Bridge Overpass, DuSable Museum-Chicago | $800,000 |
| 2647 | WA | Expand size and improve safety Lewis and Clark Discovery Trailhead and Scenic Overlook | $146,000 |
| 2648 | PA | Construction of access improvement at the I–79 SR 228 interchange in vicinity of Cranberry Town Center | $520,000 |
| 2649 | PA | Development of bicycle and pedestrian trails and access links along North Delaware Riverfront | $8,000,000 |
| 2650 | OH | Highway—RR grade separation over the Norfolk Southern Rail Line for the Hines Hill Road—Milford Connector project in Hudson, Ohio | $240,000 |
| 2651 | CA | Construct crosswalk bump-outs and related streetscape improvements on Temple St. between Hoover St. and Glendale Blvd., Los Angeles | $400,000 |
| 2652 | NC | Improve SR 1923 from U.S. 70 Business to U.S. 301 Smithfield | $4,000,000 |
| 2653 | MA | Improvements to Mass. Ave, Andover Street, Osgood Street, Salem Street, and Johnson Street in the Old Town Center of North Andover | $800,000 |
| 2654 | KY | Reconstruct U.S. 127 at U.S. 127 South, Mercer County | $480,000 |
| 2655 | CA | Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry, San Diego County | $1,200,000 |
| 2656 | PA | Beford, PA Relocation of Old Route 220 and Sweet Road. Complete preliminary engineering, purchase right-of-way, construction | $12,228,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2657 | GA | Design and construction of 2.2 miles of multiuse trail in the City of Douglas, Georgia | $160,000 |
| 2658 | IL | Entry Road to Southern Illinois University Research Park, Carbondale | $1,000,000 |
| 2659 | NY | Kingston, Construct pedestrian waterfront walkway | $1,040,000 |
| 2660 | MN | Reconstruction of Airport Road from TH 53 to CR 296, Cirrus Drive from Airport Road to TH 53 and TH 53 from Airport Road to Stebner Road | $1,700,000 |
| 2661 | KS | Replacement of U.S. 169 bridge in Kansas City | $6,800,000 |
| 2662 | PA | Route 313 Turning Lanes and Truck Climbing Lanes, Bucks County | $1,600,000 |
| 2663 | CA | Purchase of Rosemead Blvd. ROW, Temple City | $800,000 |
| 2664 | NJ | Reconfiguration of Bay Avenue and Polaris Street in Newark, NJ | $6,400,000 |
| 2665 | MI | Reconstruct highway under a railroad bridge, Wyoming Ave. from Eagle Pass to Michigan Avenue, Wayne County | $800,000 |
| 2666 | OK | Construct vehicular bridge over the Burlington Northern RR at War Bonnet Crossing, Mannford, OK | $800,000 |
| 2667 | UT | Construction and Rehabilitation of 13th East in Sandy City | $7,000,000 |
| 2668 | VA | Construct 3.6 miles of Interstate 73 near Martinsville | $615,680 |
| 2669 | WA | Maple Valley SR 169 and SR 516 improvements | $800,000 |
| 2670 | FL | Construct access road to entrances to Opa-Locka Airport at Opa-Locka Airport at N.W. 135th Street and N.W. 47th Avenue, including improvements to N.W. 47th Avenue with median strip, City of Opa-Locka | $1,600,000 |
| 2671 | UT | Expand Redhills Parkway from 2 to 5 lanes and improve alignment within rights-of-way in St. George | $4,000,000 |
| 2672 | OH | Bethlehem Township, Ohio. Riverland Avenue Bridge Replacement | $1,040,000 |
| 2673 | MD | MD 295, BWI Access Improvements | $3,792,000 |
| 2674 | OR | Connect Boeckman Road to Tooze Road, Wilsonville | $800,000 |
| 2675 | LA | Lincoln Parish, LA/I–20 Transportation Corridor Program | $4,000,000 |
| 2676 | TX | FM 937 from SH 164 to FM 3371, Limestone Co | $1,600,000 |
| 2677 | MO | Construct additional exit ramp access lane from I–44 to Kings highway and enhance Shaw Ave. corridor | $3,856,000 |
| 2678 | IN | Construction of I–64 Interchange, Harrison County, Indiana | $4,248,000 |
| 2679 | OH | Bridge Replacement at SR 84 and I–90 on Bishop Road in Willougby Hills, OH | $400,000 |
| 2680 | TN | Continue Shelby Avenue—Demonbreun Street project in Nashville | $5,200,000 |
| 2681 | WI | Construct a bicycle/pedestrian path from Waunakee to Westport | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2682 | CT | Construct bike and pedestrian paths along Salem Greenway-Salem, CT | $80,000 |
| 2683 | TX | Construct I–635/35E Interchange in Dallas, TX | $3,600,000 |
| 2684 | CA | Hwy 199 Narrow Enhancement to reduce active slides that cause significant road closures on primary connecting route from U.S. 101 to I–5 | $1,800,000 |
| 2685 | MD | Construction of New Interchange at MD5, MD373, and Brandywine Road | $12,000,000 |
| 2686 | GA | I–20 West from SR 5 Bill Arp to SR 6—HOV Lanes | $5,800,000 |
| 2687 | PA | Install and construct signals, calming devices and signs in Mechanicsburg and surrounding municipalities | $360,000 |
| 2688 | FL | 44th St. Extension to Golfair Blvd., Jacksonville | $1,200,000 |
| 2689 | NJ | Passaic River-Newark Bay Restoration and Pollution Abatement Project, Route 21, River Road, CR 510 | $800,000 |
| 2690 | CA | San Gabriel Blvd. and Mission Road Intersection Improvements, San Gabriel | $160,000 |
| 2691 | NY | Rehabilitate 125th Street Corridor from Old Broadway to Marginal Street/Waterfront | $2,000,000 |
| 2692 | MI | Repair M–10 corridor from I–696 to downtown Detroit | $800,000 |
| 2693 | FL | Capital Circle Northwest, Tallahassee | $8,000,000 |
| 2694 | TN | Installation of Intelligent Transportation System on various major routes in Memphis | $1,600,000 |
| 2695 | MI | Planning and Engineering for The American Road, The Henry Ford Museum, Dearborn | $1,200,000 |
| 2696 | TX | Reconstruct Ella/Wheatley from Little York to West Gulf Bank | $1,000,000 |
| 2697 | NY | Implement Improvements for Pedestrian Safety in Richmond County | $600,000 |
| 2698 | FL | Palm Bay Parkway from Emerson Drive to U.S. 192, Palm Bay, FL | $800,000 |
| 2699 | CA | Construct the Los Angeles River bicycle and pedestrian path in the San Fernando Valley | $460,000 |
| 2700 | TX | Construct Santa Fe Trail DART LR overpass from Hill St. to Commerce St. along abandoned Santa Fe Rail right-of-way in Dallas | $800,000 |
| 2701 | CA | Construct Route 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail | $1,000,000 |
| 2702 | | | $0 |
| 2703 | LA | New Iberia Rail Grade Separation | $1,600,000 |
| 2704 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Ashley Borough, Luzerne County | $160,000 |
| 2705 | MN | Reconstruct Grand Avenue (from Central Ave. to 59 Ave. W), Central Ave. (from Grand Ave. to I–35) and Bristol Street (from Central Ave. to Grand Ave), Duluth | $600,000 |
| 2706 | TN | Plan and construct a bicycle and pedestrian trail, Cannon County | $80,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2707 | TX | Develop, deploy and integrate municipal ITS in San Antonio | $2,560,000 |
| 2708 | TN | Jefferson, Hamblen Counties, Tennessee SR 66 relocation | $1,600,000 |
| 2709 | MD | Rehabilitate Pennington Avenue Drawbridge in Baltimore | $1,200,000 |
| 2710 | PA | Construction of I–79 to Mon-Fayette Section of Southern Beltway, Pittsburgh, Pennsylvania | $1,200,000 |
| 2711 | FL | Springfield Rd. Improvements, Jacksonville | $1,200,000 |
| 2712 | LA | Elimination of highway-rail grade crossings along Louisiana and Delta railroad | $800,000 |
| 2713 | CA | Conduct necessary planning and engineering and implement comprehensive Corridor Management Plan for Arroyo Seco Historic Parkway, Los Angeles | $1,120,000 |
| 2714 | FL | Plant City Traffic Management System | $2,400,000 |
| 2715 | GA | SR 347 widen-new construction from I–985 to SR 211, Hall County, Georgia | $8,000,000 |
| 2716 | WA | SR 28 and SR 285 Sellar Bridge Improvements: ramp and roadway network improvements at the west end and a new lane on the Sellar Bridge | $4,000,000 |
| 2717 | NY | Stabilize Poughkeepsie Railroad Bridge and construct a pedestrian walkway linking the two sides of the Hudson River, Poughkeepsie | $874,000 |
| 2718 | WA | International Mobility and Trade Corridor Project for Whatcom County | $1,040,000 |
| 2719 | CA | State Route 76 Road Widening, Melrose Drive to Interstate 15 | $4,000,000 |
| 2720 | NJ | Streetscape Improvements to Clements Bridge Road from Newton Avenue to New Jersey Turnpike, Barrington | $400,000 |
| 2721 | FL | Construct Eastern Connector from SR 417 to I–95, Volusia and Seminole Counties Florida | $800,000 |
| 2722 | GA | Construction of the McIntosh Path on SR 99, 7.15 miles between Darien, Georgia and the Sapelo Island Visitor Center | $160,000 |
| 2723 | AL | Construction of Sulphur Springs Road Bypass in City of Hoover, Alabama | $4,000,000 |
| 2724 | AZ | Pliocene Cliffs reconstruction between Wikieup and the Santa Maria River | $800,000 |
| 2725 | MN | Construct roadway improvements to CSAH 76, Little Falls | $851,200 |
| 2726 | IN | Study alternatives along 2 miles of railroad to eliminate in-town highway-rail crossings to improve safety and reduce congestion in Delaware County | $120,000 |
| 2727 | NV | Design and construct separation of rail-highway crossings in downtown Reno | $800,000 |
| 2728 | NJ | Maple Shade Township Streetscape Improvements of Mill Road, Rudderow Ave., North and South Coles Ave. and Schoolhouse Lane | $800,000 |
| 2729 | WA | Conduct study for I–5 and SR 503 interchange | $300,000 |
| 2730 | WA | Implement Red Mountain Area Vision transportation plan, includes Webber Canyon Road realignment at existing I–82 Kiona-Benton interchange and new Red Mountain I–82 interchange at SR 224 | $2,800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2731 | TX | Downtown Streetscape Improvements in Beaumont, Texas | $512,000 |
| 2732 | NY | Improve Traffic Flow on Lefferts Boulevard by Rehabilitating Facilities Surrounding LIRR/Kew Gardens Eastbound Station | $500,000 |
| 2733 | FL | Construct reliever road to SR A–1–A in the City of Deerfield Beach beginning at A–1–A/Hillsboro Blvd. and ending at A–1–A/NE 2nd Street | $800,000 |
| 2734 | | | $0 |
| 2735 | CA | SR 52 East Improvements (San Diego) | $6,000,000 |
| 2736 | OR | Study to evaluate alternatives in support of an eventual Astoria bypass, Astoria | $248,000 |
| 2737 | GA | Commission a study and report regarding the construction and designation of a new Interstate linking Savannah, Augusta, and Knoxville | $80,000 |
| 2738 | VT | Construction of the St. Albans, Vermont intermodal connector roadway with I–89 for the City of St. Albans | $960,000 |
| 2739 | OR | I–5/Highway 214 interchange improvements, Woodburn | $800,000 |
| 2740 | OR | Construction of transportation facilities at the Tualatin River Wildlife Refuge | $793,600 |
| 2741 | WY | I–80 Rock Springs Marginal | $1,520,000 |
| 2742 | | | $0 |
| 2743 | IL | Improve safety of a horizontal curve on Clarksville St. .25 mile north of 275th Road in Grandview Township, Edgar County, Illinois | $70,400 |
| 2744 | UT | Provo Reservoir Canal Trail, Utah | $6,750,000 |
| 2745 | MO | South County Riverfront Access and Trails Project, Lemay | $3,200,000 |
| 2746 | AK | Road improvements in the City of Fairbanks | $5,000,000 |
| 2747 | MD | Construct Ferry Terminal, Somerset County, Maryland | $800,000 |
| 2748 | MS | Plan and Construct two lanes to SR 6 from SR 342 to Alabama State line | $2,400,000 |
| 2749 | CA | Construct bypass along Hwy 101 around Willits, CA to reduce congestion, improve air quality and enhance economic lifeline of No. Coast | $5,600,000 |
| 2750 | CA | Engineering support to I–5 Joint Powers Authority to widen I–5 freeway and improve corridor arterials from I–710 to Orange County line | $120,000 |
| 2751 | LA | Kerner Ferry Bridge, Jefferson Parish Bayou Barataria | $1,680,000 |
| 2752 | WA | Renton, WA SR 167 HOV, Strander Boulevard Connection | $800,000 |
| 2753 | NJ | Sussex County, NJ, Vernon Township, Mountain Creek Rt. 94 Traffic Calming, Ped. Safety and Traffic Congestion, Circulation Improvement | $2,800,000 |
| 2754 | PA | Linglestown Square, roadway and intersection improvements, Lower Paxton Township | $2,400,000 |
| 2755 | MD | Rehabilitate road including bridges over CSX tracks in Baltimore | $2,320,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2756 | WA | Extend 18th Street between 87th Avenue and NE 192nd Avenue in Vancouver | $3,200,000 |
| 2757 | TX | Implement repairs on Old Pleasanton Road Bridge in Atascosa County | $403,000 |
| 2758 | CA | Hazel Avenue Improvements, U.S. Highway 50 to Madison Avenue | $2,400,000 |
| 2759 | MI | Menominee County, County Road 557 Bridge Replacement over the Big Cedar River | $224,000 |
| 2760 | OH | Massillon, Ohio. Tremont Avenue Bridge Rehabilitation | $1,216,000 |
| 2761 | MI | Montmorency County, Reconstruction of County Road 612 from W. County Line to County Road 491 | $640,000 |
| 2762 | | | $0 |
| 2763 | NM | Planning, design and construction of bikeways and walkway at the City of Santa Fe's downtown railyard redevelopment project | $1,600,000 |
| 2764 | GA | Streetscape-Bainbridge | $200,000 |
| 2765 | PA | Construct SR 706 Corridor, Susquehanna County, Pennsylvania | $1,600,000 |
| 2766 | NY | Town of North Salem reconstruction and repaving of Keeler Lane | $120,000 |
| 2767 | FL | Conduct planning and engineering for U.S. 17 widening and improvements in Hardee County, Florida | $3,200,000 |
| 2768 | IL | Traffic Signalization, Matteson | $726,000 |
| 2769 | MS | Upgrade Poe Road in Kilmichael, Montgomery County | $160,000 |
| 2770 | NC | Upgrade U.S. 220 to I–73/74 interstate standards in Montgomery County | $1,600,000 |
| 2771 | WA | U.S. 2/Sultan Basin Road Improvements in Sultan | $480,000 |
| 2772 | | | $0 |
| 2773 | FL | A–1–A Transportation Enhancements, Daytona Beach | $800,000 |
| 2774 | MI | City of Menominee, Resurface Hattie Street Bridge deck 250 feet from 9th avenue in Menominee to Riverside Avenue in Marinette, WI | $180,000 |
| 2775 | TN | Construct streetscape improvements near TN Theater in Knoxville, TN | $1,600,000 |
| 2776 | MI | Emmet County, Ultra thin demonstration project resurfacing of Mitchell Road from the City of Petoskey limits east to Division | $48,000 |
| 2777 | NY | Gowanus Expressway Project | $400,000 |
| 2778 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Moosic Borough, Lackawanna County | $160,000 |
| 2779 | AL | Expand to 4 lanes on U.S. 278 from I–65 to U.S. 231 | $2,800,000 |
| 2780 | IL | Preconstruction and construction McCarthy Road, Bell Road to U.S. 45 and 123rd Street U.S. 45 to 86th Avenue in Palos Park | $713,600 |
| 2781 | WY | Riverton: Reconstruct Hwy 26—Main St | $880,000 |
| 2782 | MA | Somerville Bicycle Path Improvements—Cedar Street to Central Street | $900,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2783 | MI | U.S. 31 improvements and relocation between Holland and Grand Haven | $7,200,000 |
| 2784 | PA | Replace Messinger Street Bridge in the Borough of Bangor | $800,000 |
| 2785 | NY | Owego, Construct pedestrian waterfront walkway | $1,000,000 |
| 2786 | KY | Reconstruct U.S. 127 from Hustonville Road to the Mercer County Line, Boyle County | $1,200,000 |
| 2787 | | | $0 |
| 2788 | CA | Design and construct access improvements in North Central Business District, Sacramento | $6,400,000 |
| 2789 | NC | Construction of the southbound lane of U.S. 321 bridge replacement over the Catawba River | $5,440,000 |
| 2790 | FL | Grand Lagoon Bridge Replacement Project. The replacement of a two lane bridge with a four lane bridge | $5,200,000 |
| 2791 | FL | Construct SR 9B Extension, St. Johns County, Florida | $3,520,000 |
| 2792 | AL | Design and construct a 4-lane highway from Muscle Shoals, AL to I–10 | $800,000 |
| 2793 | IN | Improve SR 9 Greenfield Corridor, Indiana | $400,000 |
| 2794 | NJ | Interstate 280 Interchange Improvements, Harrison | $8,000,000 |
| 2795 | KY | Construct Northern Bypass of Somerset, KY and I–66 from the Cumberland Parkway west of Somerset, Kentucky to I–75 south of London, Kentucky | $28,000,000 |
| 2796 | VA | Preliminary Engineer, Design, and Construct improvements to Virginia Beach Blvd. in Virginia Beach and Norfolk | $1,200,000 |
| 2797 | PA | Fayette County, Pennsylvania, State Road 21 Improvements | $1,600,000 |
| 2798 | ME | Replacement of Waldo-Hancock Bridge | $11,000,000 |
| 2799 | CT | Reconstruct and widen Homer St. and Chase Ave. in Waterbury from Waterville Ave. to Nottingham Terrace | $1,600,000 |
| 2800 | FL | Construct new east-west road from the intersection of Beeline Highway and PGA Boulevard west to Seminole Pratt Whitney Road | $800,000 |
| 2801 | WI | Enhance West Silver Spring Ave. with lighting enhancement, crosswalk improvements, sign-age, landscaping, Milwaukee | $320,000 |
| 2802 | NY | Completion of 1.6 mile trail network in the Utica Marsh, NY | $99,200 |
| 2803 | TX | Construct I–635/I–30 Interchange, Dallas, Texas | $12,000,000 |
| 2804 | IL | Establish transportation museum on Navy Pier, Chicago | $400,000 |
| 2805 | CA | Establish I–15 Interchange at Nisqualli and Mojave River crossing in San Bernardino County | $1,200,000 |
| 2806 | MA | Massachusetts Bay Transportation Authority Secure Station, Boston | $1,000,000 |
| 2807 | FL | Construct bridges on SR 710 in Palm Beach County | $2,000,000 |
| 2808 | PA | Reconstruct intersection of SR 51 and Franklin Ave, Beaver County | $1,720,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2809 | NJ | Rehabilitation existing structure at the Bridge Street bridge over the CSX Railroad Trenton Line in Manville, NJ | $800,000 |
| 2810 | OR | Repair and recoat logging bridge over Highway 99 E, Canby | $120,000 |
| 2811 | CA | San Gabriel Blvd. Rehabilitation Project—Broadway to Las Tunas, San Gabriel | $160,000 |
| 2812 | CA | Signal upgrades on Avenida de las Flores, Melinda Road, Avenida de las Banderas, and Alma Aldea, Rancho Santa Margarita, California | $100,160 |
| 2813 | CA | Construct State Route 905 to connect the Otay Mesa Port of Entry to Interstate 805, San Diego | $12,000,000 |
| 2814 | MA | Crosby Drive Improvement Project | $800,000 |
| 2815 | WI | Construct North Shore Extension of Friendship State Trail, Calumet and Winnebago Counties, Wisconsin | $350,000 |
| 2816 | AR | Construct and rehabilitate Fayetteville Expressway Economic Development Corridor | $5,000,000 |
| 2817 | PA | Armstrong County, Pennsylvania, construction of the Freeport Bridge | $1,600,000 |
| 2818 | IL | Road extension for Redco Drive to Skyline Drive, Williamson County | $800,000 |
| 2819 | CA | Rosecrans Avenue and Bridge Arterial Reconstruction Project, Compton | $3,200,000 |
| 2820 | MA | Canalside Rail Trail Construction of the Canalside Rail Trail, Deerfield and Montague | $800,000 |
| 2821 | CA | Conduct study and construct Daggett Road, Port of Stockton, CA, Access Project | $7,200,000 |
| 2822 | WI | Construct a bicycle/pedestrian path, and two bridges across Starkweather Creek, Madison | $1,600,000 |
| 2823 | GA | Construct City of Fayetteville, Ga. School Access Bike Ped Project | $500,000 |
| 2824 | TN | Sevier County, Tennessee SR 449 extension | $800,000 |
| 2825 | GA | SR 133 south bound lane bridge replacement over the Georgia Florida Railnet line, Dougherty County | $800,000 |
| 2826 | CA | Construct grade separation on State Street and Cajon Boulevard along BNSF tracks in San Bernardino | $1,600,000 |
| 2827 | WA | Construct SR 9 Pedestrian Overpass in Arlington | $880,000 |
| 2828 | CA | Implement streetscape improvements along Wilbur Avenue to enhance traffic and pedestrian safety | $80,000 |
| 2829 | MD | I–95, I–495, MD5 Branch Avenue Metro Access | $3,200,000 |
| 2830 | TN | Improving Vehicle Efficiencies at At-Grade highway-Railroad Crossing in Loudon, TN | $45,600 |
| 2831 | MO | I–470, I–435 and Rt. 71 Completion of Interstate realignment | $2,400,000 |
| 2832 | PA | Ridge Avenue Revitalization project in conjunction with Roxborough Dev. Corp. for scenic enhancements and pedestrian safety improvements along a heavily traveled thoroughfare | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2833 | PA | Corridor improvements for PA 72 from PA 283 to PA Turnpike | $800,000 |
| 2834 | AR | Construction of I–49, Highway 71: Highway 22 to Highway 71 near Jenny Lind | $6,000,000 |
| 2835 | CA | Provide landscape enhancement of an existing open culvert on Atherton Street, Long Beach | $1,200,000 |
| 2836 | NY | Rehabilitate Guy Lombardo Avenue and construct drainage improvements and new sidewalks and curb cuts in Freeport, NY | $956,000 |
| 2837 | IA | I–35 interchange improvements, Ankeny | $4,000,000 |
| 2838 | PA | Improve Freemansburg Avenue and its intersections at Route 33 | $1,600,000 |
| 2839 | NJ | Pedestrian facilities and street lighting on Route 551 from Route 130 to Chestnut Street, Brooklawn | $320,000 |
| 2840 | IL | I–57 and I–294 Interchange | $2,400,000 |
| 2841 | FL | New Kings Rd. Pedestrian Overpass and Enhancements, Jacksonville | $1,600,000 |
| 2842 | TX | Grimes Co., TX Bridge Improvement Project | $400,000 |
| 2843 | CA | Crenshaw Blvd. Rehabilitation, Maricopa St. to Sepulveda Blvd., City of Torrance | $800,000 |
| 2844 | VA | Engineering and Right-of-Way for Interstate 73 in Roanoke County | $1,200,000 |
| 2845 | GA | Johnson Ferry Road Glenridge Drive Widening, Abernathy Road to Hammond Drive | $2,000,000 |
| 2846 | GA | Install walkways, bridges, lighting, landscaping in Water Works Park and south along river through Ocmulgee Monument and Central City Park | $6,160,000 |
| 2847 | OH | Intersection improvements and related road improvements in the City of Chardon, OH | $489,600 |
| 2848 | WV | Construct Coalfields Expressway | $5,760,000 |
| 2849 | CA | Improve pedestrian and biking trails within East Bay Regional Park District, Contra Costa County | $800,000 |
| 2850 | MA | Berkshire County Bike Paths, Design and Construction | $4,000,000 |
| 2851 | MI | Ogemaw County, Overlay of Fairview Road to improve network of all-season truck routes | $295,680 |
| 2852 | VA | Old Mill Road Extension | $800,000 |
| 2853 | PA | Construct Campbelltown Connector, Lebanon County | $2,000,000 |
| 2854 | NJ | Construct Rt. 40 Reconstruction from Rt. 77 to Elmer Lake, Elmer, Salem County | $2,400,000 |
| 2855 | OH | Design and Construct Riverwalk and adjacent facilities, Warren, Trumbull Co | $1,200,000 |
| 2856 | CA | Realign SR 4 within the City of Oakley | $1,600,000 |
| 2857 | IL | Construct recreational trail from Spring Creek Forest Preserve to Greene Valley Forest Preserve in DuPage County, IL | $320,000 |
| 2858 | MN | Construct trail link between Bruce Vento Regional Trail and Mississippi River Corridor in St. Paul | $1,200,000 |
| 2859 | FL | Construct Interstate-4/Crosstown Connector | $800,000 |
| 2860 | UT | Add lights to road from Halchita to Mexican Hat on the Navajo Nation | $200,000 |
| 2861 | CA | Construct off ramp at Interstate 8/Imperial Avenue Interchange, El Centro | $2,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2862 | VA | Cranesnest Trail—Construction of hiking, biking, horse trail from Route 83 to Cranesnest Campground | $520,000 |
| 2863 | NC | Durham and Chatham Counties, NC Completion of American Tobacco Trail | $1,600,000 |
| 2864 | TX | Austin to Manor Rail Trail, Texas | $1,600,000 |
| 2865 | PA | Eliminate existing rail line in Indian, PA to eliminate 37 at grade crossings and reconstruct the line outside the town from Glenn Lock to Middletown | $3,200,000 |
| 2866 | MN | Extend Cuyuna Range and Great River Road Trails, Aitkin | $320,000 |
| 2867 | NY | Conduct planning, engineering, and eventual construction of Rt. 5 in City of Oneida, from Seneca St. to county line | $400,000 |
| 2868 | NY | Great Neck Road Traffic Calming Project | $320,000 |
| 2869 | NJ | Design and construct new streetscape through Irvington Center | $800,000 |
| 2870 | IL | Construct connector road between Collinsville Rd. to IL 3/North 1st St, St. Clair County | $4,800,000 |
| 2871 | NJ | Carteret, NJ Ferry Service Terminal | $1,680,000 |
| 2872 | AL | Construct I–10/U.S. 231 Connector from Dothan, AL to Florida | $2,400,000 |
| 2873 | OH | Bicycle Paths for the Magic Mile in Willougby, OH | $640,000 |
| 2874 | NC | Construct I–73/I–74 in Montgomery County and Richmond County, North Carolina | $14,400,000 |
| 2875 | NY | Construct Phase II I–90 Connector ITS Laboratory in Rensselaer County | $4,800,000 |
| 2876 | NC | Design and Construction of the Airport Area Roadway Network, High Point | $2,240,000 |
| 2877 | WA | Engineering and Construction of the Centennial Trail in Snohomish | $800,000 |
| 2878 | OR | I–5 Beltline Interchange | $20,000,000 |
| 2879 | IL | Extension North from Rt. 30 to Wheeler Road and Galena Boulevard extension west of Rt. 47 in Sugar Grove, IL | $3,808,000 |
| 2880 | NY | Newburgh, Improve East End Roads | $1,490,800 |
| 2881 | ME | Construction of the Kennebec River Rail Trail | $400,000 |
| 2882 | CA | Construct Bristol Street multimodal corridor in Santa Ana | $2,800,000 |
| 2883 | CA | Construct pedestrian sidewalk enhancements in Bellflower | $400,000 |
| 2884 | KS | Improvement and expansion for 2.7 miles of K18 in Geary County | $11,600,000 |
| 2885 | CA | I–110/SR 47/Harbor Blvd. Interchange Improvements, San Pedro | $4,000,000 |
| 2886 | MA | Oxbow National Wildlife Refuge, Design and construction of a Visitor Contact Station | $1,500,000 |
| 2887 | AL | Pedestrian Improvements for Pell City, AL | $266,666 |
| 2888 | WI | Rehabilitate Highway 51 between CTH S and U.S. 8 in Lincoln County | $1,600,000 |
| 2889 | OH | Rehabilitate tunnel and bridge on National Road Bikeway in St. Clairsville | $700,000 |
| 2890 | MD | Pennington Ave. Drawbridge, Baltimore | $800,000 |
| 2891 | MA | Rehabilitation and paving of Parker River Road | $200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2892 | MN | Reconstruct CSAH 7 between Itasca CR 341 and the Scenic State Park entrance to improve safety and structural integrity | $2,560,000 |
| 2893 | OH | Grading, paving, roads for the transfer of rail to truck for the intermodal facility at Rickenbacker Airport | $5,200,000 |
| 2894 | PA | Relocation of PA 52 at Longwood Gardens | $960,000 |
| 2895 | TX | Construct Interstate 35 improvements in Buda | $1,000,000 |
| 2896 | TN | Improve streetscape and signage, McMinn County, TN | $240,000 |
| 2897 | OR | Culvert Replacement, Sweet Home | $130,000 |
| 2898 | AL | AL 5 Widening in Bibb County | $2,400,000 |
| 2899 | CO | Design and build a multimodal corridor on U.S. 36 | $4,000,000 |
| 2900 | WA | Development of highway-rail crossings in Spokane County, WA and Kootenai County, ID | $800,000 |
| 2901 | OH | Acquire right-of-way land along U.S. 24, Lucas County | $800,000 |
| 2902 | IL | Improve Streets, Westchester | $224,000 |
| 2903 | NY | Enhance road and transportation facilities in the vicinity of W. 65th St. and Broadway, New York City | $2,000,000 |
| 2904 | TN | Construction of Knob Creek Road in Washington County, Tennessee | $400,000 |
| 2905 | TN | Improve streetscape and pavement repair, Loudon County, TN | $240,000 |
| 2906 | CA | Improvement of intersection at Inglewood Ave. and Marine Ave. to reduce congestion, City of Lawndale | $2,600,000 |
| 2907 | HI | Interstate Route H1 rehabilitation, Kaahumanu Street to Kaimakani Street | $5,944,000 |
| 2908 | ID | Construct Interchange on I–84 at Ten Mile Rd., Meridian, Idaho | $1,600,000 |
| 2909 | NJ | Pedestrian facilities and street lighting on Haddon Avenue from Voorhees Township Line to Bate Avenue, Berlin Township | $277,696 |
| 2910 | WA | 267th Street NW Pedestrian Path in Stanwood | $480,000 |
| 2911 | KY | Replace U.S. 68 and U.S. 150 Bridge over Chaplin River, Perryville | $600,000 |
| 2912 | UT | Geveva Rd-Provo Center Street, Orem 1600 North to I–15 FWY, Provo-widen from 2 to 4 lanes | $6,000,000 |
| 2913 | IL | Construction of a new roadway and grade separation of the UP West Line east of Elburn | $7,600,000 |
| 2914 | VA | Haymarket, VA. Washington Street improvements | $400,000 |
| 2915 | NJ | Improvements to implement the Readington Tewksbury Transportation Improvement District | $400,000 |
| 2916 | IL | Allow IDOT to proceed with engineering and construction of Airport-Lockport Rd. and Illinois Route 126 interchanges on I–55 | $1,600,000 |
| 2917 | AR | Caraway Bridge Overpass | $7,200,000 |
| 2918 | OH | Construction of an Intermodal Facility at University Circle in the City of Cleveland | $400,000 |
| 2919 | PA | Jeannette Truck Route | $400,000 |
| 2920 | MD | MD45, Cavan to Ridgley Roads | $4,416,000 |
| 2921 | MD | MD 30 Hampstead Bypass | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2922 | MI | Monroe Area Highway-Railway Crossing Improvements, City of Monroe | $5,120,000 |
| 2923 | OH | Conduct study of new interchange at Routes 161/37 and Cherry Valley Road in Licking County, Ohio | $2,000,000 |
| 2924 | CT | Enfield, Connecticut make improvements to South Maple Street Bridge | $2,328,000 |
| 2925 | NY | Conduct studies, if necessary, and construct infrastructure projects for Governor's Island | $3,200,000 |
| 2926 | NY | Harlem River Park and Bikeway | $800,000 |
| 2927 | CT | Make Improvements to Plainfield Cemetery Road | $160,000 |
| 2928 | SC | Construct grade separation and interchange improvements at U.S. 521, Lancaster County | $800,000 |
| 2929 | NJ | Replacement of the Magnolia Avenue Bridge over Routes 1 and 9 | $800,000 |
| 2930 | | | $0 |
| 2931 | MI | Resurfacing of Frazho Road in Roseville | $1,024,000 |
| 2932 | CA | Construct 213th Street pedestrian bridge to provide safe passage for pedestrians and wheelchairs, Carson | $800,000 |
| 2933 | MO | Conduct impact studies for Missouri River Bridge siting in Kansas City, MO | $4,000,000 |
| 2934 | CA | Construction of Lenwood Road Grade Separation in Barstow, CA | $1,200,000 |
| 2935 | PA | Improvements to Frankford Avenue from Cottman Avenue to Harbison Avenue | $1,000,000 |
| 2936 | IN | Revelop Hazeldell Road, Hamilton County, Indiana | $800,000 |
| 2937 | AK | Road Improvements and upgrades to service road areas and miscellaneous projects within Northstar Borough | $5,000,000 |
| 2938 | OH | Rehabilitation or replacement of highway-rail grade separations along the West Central Ohio Port Authority route in Champaign and Clark Counties | $288,000 |
| 2939 | MI | Otsego County, Resurfacing and widening of Parmater Rd | $294,400 |
| 2940 | WA | Realign West Main Street through Kelso | $2,000,000 |
| 2941 | TN | Reconstruct State Route 109 from I–40 in Wilson County to Portland in Sumner County | $800,000 |
| 2942 | PA | Redesigning the intersection of U.S. 322/High Street and Rosedale Ave | $1,200,000 |
| 2943 | DE | Replacement of the Indian River Inlet Bridge, Sussex County, Delaware | $4,800,000 |
| 2944 | FL | Construct link from I–95 to I–10 through Clay County with terminus points SR 23 to CAR 739B | $4,000,000 |
| 2945 | MN | Construct ramps and new bridge over Interstate 35 at CSAH 17, and reconstruct CSAH 17 from west County Line to CSAH 30, Chisago County | $5,616,595 |
| 2946 | CT | Conduct multimodal study of Route 8 corridor between Beacon Falls-Seymour town line and Exit 40 | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2947 | AR | Hwy 65 improvements in Van Buren County, including construction of passing lanes, bridge improvements, intersection improvements and other roadway improvements | $1,200,000 |
| 2948 | AZ | Scott Ranch Road. Navajo County—Connect White Mountain Road (SR 260) and Penrod Road (SR 77) | $1,000,000 |
| 2949 | NY | Construction of Pedestrian and Bike Trail campus access and improvements, St. Bonaventure, NY | $500,000 |
| 2950 | NY | Eastern Laurelton Area Improvements, Queens, New York | $6,880,000 |
| 2951 | NY | Bicycle and pedestrian safety improvements, Main Street, Riverhead | $1,200,000 |
| 2952 | AL | Construct County Road 83 corridor from Foley Beach Express to I–10 | $8,000,000 |
| 2953 | PA | Design and construct improvements to PA 465 from Walnut Bottom Rd. to PA 641 and at I–81 Exit 44 | $3,096,400 |
| 2954 | IL | Reconstruct and Widen Route 60 Bridge over I–94 in Lake Forest | $9,000,000 |
| 2955 | VA | Improve Downtown Staunton, Virginia, Streetscape | $1,200,000 |
| 2956 | PA | Route 322 Halls Run Upgrades from the intersection of Horsecreek Road to Mapleshade Road—Venango County | $1,360,000 |
| 2957 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Wilkes-Barre | $2,000,000 |
| 2958 | IN | SR 56 Reconstruction, Aurora, Indiana | $4,096,000 |
| 2959 | MI | Study and implement transportation system alternatives in the vicinity of U.S. 31/M 46 | $2,800,000 |
| 2960 | MA | Longfellow Bridge Rehabilitation | $3,000,000 |
| 2961 | IL | For Village of Bolingbrook to construct Remington Blvd. extension | $400,000 |
| 2962 | AZ | Design and Construction of Rio Salado Pedestrian Bridge in Tempe, AZ | $2,400,000 |
| 2963 | MI | Study to determine replacement options for obsolete and structurally deteriorating bridge (Trenton-Grosse Isle Bridge) including approach roadways, Charter County of Wayne | $3,200,000 |
| 2964 | PA | Mount Joy Bridge Replacement on Route 230 | $360,000 |
| 2965 | CA | Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park | $240,000 |
| 2966 | OH | Summit County Engineer Reconstruct Access Roads to Cuyahoga Valley National Park | $400,000 |
| 2967 | OR | To study the feasibility of widening Hwy 26 from the Hwy 217 interchange to the Cornelius Pass exit | $992,000 |
| 2968 | GA | Athens-Clarke County Greenway Enhancement Project | $1,856,000 |
| 2969 | WA | Improve Wahkiakum County Ferry landing | $250,000 |
| 2970 | IL | Irving Park Bridge over the Chicago River | $3,200,000 |
| 2971 | MI | Design, right-of-way and construction of passing relief lanes and improvements necessary on M–55, between M–37 and M–115 | $1,760,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2972 | NE | Design, right-of-way and construction of South and West Beltway in Lincoln, Nebraska | $3,200,000 |
| 2973 | TX | Tower 55 CMAQ Congestion and Preliminary Engineering Study | $1,600,000 |
| 2974 | NY | Town of Chester, Lake Hill Farms subdivision road improvements | $120,000 |
| 2975 | MN | Improvements on TH 169 east and west of East Two Rivers Crossing and TH 135 from Enterprise Drive to TH 169 | $1,772,800 |
| 2976 | IN | Reconstruct Standard Avenue, Whiting | $1,040,000 |
| 2977 | TX | Barron Rd. Interchange at SH 6 (Earl Rudder Freeway) College Station | $2,400,000 |
| 2978 | CA | Develop conceptual master plan to improve the efficiency of transportation facilities, Covina | $172,000 |
| 2979 | PA | Transportation enhancements along the Delaware Canal between Yardley, PA and Bristol, PA | $2,400,000 |
| 2980 | VA | Upgrade DOT crossing #467661K to constant warning time devices | $137,360 |
| 2981 | UT | Add lighting on Highway 262 on the Navajo Nation in Aneth | $175,000 |
| 2982 | VA | Chestnut Mountain Road—Feasibility study, design, and construction start for road improvement on National Forest lands | $400,000 |
| 2983 | MI | Construction of roads and trails Humbug Marsh Unit Linked Greenways System, Detroit International Wildlife Refuge | $880,000 |
| 2984 | TX | Construct access road connecting Port of Beaumont property on east bank of Neches River to I–10 access road east of the Neches River | $1,440,000 |
| 2985 | | | $0 |
| 2986 | SC | Lexington County, widen U.S. 1 and SC 6, and improve U.S. 1, SC 6, and U.S. 378 | $1,600,000 |
| 2987 | IL | Midlothian Road Signalization, Lake Zurich | $480,000 |
| 2988 | VA | Glen Alton—Design and construction of recreation trails, access and visitor information center | $800,000 |
| 2989 | MI | Expansion of Cass Avenue in Clinton Township | $7,355,200 |
| 2990 | CO | Bromley Lane and U.S. 85 interchange feasibility study and construction of needed improvements | $664,000 |
| 2991 | MD | Constructing Chestertown Trail, Chestertown, MD | $240,000 |
| 2992 | IL | Eastern Peoria Bypass and (Ring Road) study and land acquisition | $2,400,000 |
| 2993 | VA | Conduct planning and engineering for Mayo Bridge in Richmond | $1,600,000 |
| 2994 | NY | Elevation of road and construction of drainage improvements on Sequams Lane Center and Sequams Lane West in the Town of Islip, NY | $556,000 |
| 2995 | NM | Improvements to San Juan County Road 7950 | $800,000 |
| 2996 | WA | 116th St/Interstate 5 Interchange Reconstruction in Marysville | $1,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 2997 | SC | Construction of public roads at the International Center for Automotive Research and reconstruction of Fairforest Way in Greenville, South Carolina | $4,800,000 |
| 2998 | PA | Provide 4 through-lanes on PA 100 by constructing two thru lanes to the east of Ludwigs Corner | $4,000,000 |
| 2999 | PA | Completion of construction of final 2 ramps of I–79 interchange with Parkway West; widening of 1 mile of Parkway West leading to ramps | $1,600,000 |
| 3000 | CA | Diamond Bar, CA Grand Avenue Rehabilitation | $1,280,000 |
| 3001 | NY | Reconfigure intersection of Ridge Street and Hallocks Mill Road and install new traffic signal | $600,000 |
| 3002 | WA | Guard Street Reconstruction Project in Friday Harbor | $640,000 |
| 3003 | CO | Roadway widening and interchange rebuilding on I–225 from I–70 to Parker Road | $5,976,000 |
| 3004 | PA | Roosevelt Boulevard improvements by the Pennsylvania Department of Transportation | $3,200,000 |
| 3005 | MN | Construct Paul Bunyan Trail Walker to Bemidji Segment | $560,000 |
| 3006 | HI | Upgrades to Farrington Highway | $800,000 |
| 3007 | KY | U.S. 41A Phase II Design and Right-of-Way | $3,200,000 |
| 3008 | NM | U.S. 54 Corona, Tularosa, and Vaughn Bridges Replacement and Rehabilitation | $800,000 |
| 3009 | OH | Construction of access road along east side of SR 8 in Summit County, OH | $800,000 |
| 3010 | TX | U.S. 281 from Brooks County Line to FM 3066, Brooks County | $1,600,000 |
| 3011 | FL | Construction of an interchange at Florida's Turnpike and Stirling Rd. in Broward County | $4,431,167 |
| 3012 | NY | Construction of the City of Watertown Streetscape Enhancement Project | $2,400,000 |
| 3013 | IL | Improve Streets, Merrionette Park | $480,000 |
| 3014 | NY | Install Improvements for Pedestrian Safety in the vicinity of St. Roberts Bellarmine | $250,000 |
| 3015 | NY | Rebuild Queens Plaza, a 250-foot wide roadway on the eastern end of the Queensborough Bridge | $6,400,000 |
| 3016 | PA | Upgrade circuit for gates and lights at Seventh Street in Emmaus, PA USDOT crossing number 592401H to constant warning time devices | $220,000 |
| 3017 | UT | SR 158 Improvements, Pine View Dam, Weber County, Utah | $1,680,000 |
| 3018 | CA | Valley Boulevard Capacity Improvement between 710 Freeway and Marguerita Avenue, Alhambra | $1,600,000 |
| 3019 | IL | Offramp and overpass from I–57 outside of Marion and necessary connector roads | $4,000,000 |
| 3020 | AK | Construction of and improvements to roads at Alaska Pacific University | $3,000,000 |
| 3021 | SC | Upgrade of the I–95/SC 327 Interchange near Florence | $6,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3022 | CA | Valley View/Stage Grade Separation Project, La Mirada and Santa Fe Springs, California | $720,000 |
| 3023 | OR | Renewal of Wooden Bridge West of Albany | $7,500,000 |
| 3024 | MI | Northville, Taft Road from 8 Mile North to city limits | $400,000 |
| 3025 | NY | Village of Pawling Rehabilitation of Grandview Ave. from Lakeside to end | $80,000 |
| 3026 | SD | Pave and curb Cheyenne River Tribe Route 900, "Chinatown" in Eagle Butte | $1,200,000 |
| 3027 | FL | Church Street Improvements, Orlando | $11,200,000 |
| 3028 | MI | Walled Lake, Widen Maple Road, west of Decker to Welch | $100,000 |
| 3029 | AR | Washington County, Arkansas—Replace and rebuild Tilly Willy Bridge | $800,000 |
| 3030 | AR | Russellville Intermodal Facility construct access roads from AR Hwy 247, purchase Right-of-Way | $2,000,000 |
| 3031 | TX | Construct IH 30 Monty Stratton Parkway Interchange in Greenville, TX | $1,200,000 |
| 3032 | PA | Design and Construction of Portzer Road Connector, Bucks County | $1,600,000 |
| 3033 | IL | For Plainfield Township Park District to construct DuPage River Bike and Pedestrian Trail linking Grand Illinois, Midewin, and I&M Canal Trails | $80,000 |
| 3034 | TX | Pedestrian Path and Sidewalk Improvements along U.S. 83 in Rio Grande City | $400,000 |
| 3035 | MS | Upgrade roads at Tougaloo College | $400,000 |
| 3036 | IL | Washington Street Widening, Gurnee | $2,688,000 |
| 3037 | LA | Replacement Bridge for Tunnel, Belle Chasse | $400,000 |
| 3038 | FL | Implement Busch Boulevard corridor improvements to improve safety in Tampa | $2,000,000 |
| 3039 | MI | Construction of Pittsfield Greenways Bridge—Non-motorized bridge enhancement onto existing Bemis Road Bridge, Pittsfield Charter Township | $160,800 |
| 3040 | NC | North Carolina. Repair and improve safety features on U.S. Highway 19 from Maggie Valley to Cherokee | $11,360,000 |
| 3041 | NC | Northern Loop Project, City of Wilson | $800,000 |
| 3042 | OR | Weaver Road Extension and Bridge Project, Douglas County | $17,000,000 |
| 3043 | MI | Complete 58 miles of White Pine Trail from Grand Rapids to Cadillac | $2,240,000 |
| 3044 | NY | Elmira Congestion Mitigation | $1,800,000 |
| 3045 | IL | Improve Roads and Bridges, Cicero | $1,200,000 |
| 3046 | MI | Carlysle Road Reconstruction, Inkster | $2,000,000 |
| 3047 | UT | Construct pedestrian safety project on the Navajo Nation in Montezuma Creek | $325,000 |
| 3048 | MD | Construct MD5, Hughesville Bypass | $8,000,000 |
| 3049 | OH | Repair and Construct Rock Spring Bridge, Portage County | $500,000 |
| 3050 | RI | Replace I–195 Washington Bridge Eastbound | $1,600,000 |
| 3051 | UT | Bear River Migratory Bird Refuge Access Road Improvements, Box Elder County, UT | $3,600,000 |
| 3052 | MA | Reconstruction of Union St. and Rt. 138W, Holbrook | $1,220,000 |
| 3053 | MI | Replacement of the interchange at 44th Street and U.S. 131 in Grand Rapids | $7,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3054 | OH | Construct interchange improvements at SR 46 and 82 in Howland Township, Trumbull Co | $450,000 |
| 3055 | GA | Widen and construct U.S. 84 Connector Bypass from west of U.S. 84 SR 119 west of Hinesville to U.S. 84 SR 196 south of Flemington, Liberty County, Georgia | $2,400,000 |
| 3056 | IL | Project is a stand-alone roadway improvement consisting of the complete reconstruction of the roadway, The Village of Forest Park | $800,000 |
| 3057 | MI | Jackson Freeway Modernization Project. I–94 Modernization Project from Michigan State Route 60 [M60] easterly to Sargent Road | $12,800,000 |
| 3058 | VA | Smart Travel and Traffic Management Systems in Salem and Staunton District, Virginia | $400,000 |
| 3059 | OH | Construct Great Miami River Multi-Use Trail, Miami County, Ohio | $1,016,000 |
| 3060 | DC | Rock Creek Recreational Trail study to assess feasibility of constructing recreation trail | $800,000 |
| 3061 | MI | Study road runoff in Little Black Creek between U.S. 31 and Seaway Drive | $320,000 |
| 3062 | CA | Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101 | $400,000 |
| 3063 | NY | Construction of and improvements to Union Road in West Seneca | $800,000 |
| 3064 | WI | Upgrade I–43 between State Highway 140 and East County Line in Rock County, Wisconsin | $2,400,000 |
| 3065 | NJ | Separation of the intersection of 13th Street and the Lehigh Rail Line through bridge or tunnel in Manville, NJ | $844,000 |
| 3066 | CA | Construct parking facility and improve access to Imperial Valley Expo | $302,000 |
| 3067 | CA | Develop bicycle paths and pedestrian access to Third Avenue, Chula Vista | $240,000 |
| 3068 | IL | Upgrade County Highways 18 and 22 in conjunction with State I–57 interchange plan north of Mattoon | $1,600,000 |
| 3069 | CA | Widen and Reconfigure Sepulveda and Culver Boulevards, Culver City | $2,192,000 |
| 3070 | OH | Construct interchange or other appropriate access on IR 70 west of existing mall road exit in Belmont County | $6,935,000 |
| 3071 | AZ | Widen and expand the existing roadway and railroad overpass in the Houghton Road Corridor | $4,000,000 |
| 3072 | OK | Construction of Duncan Bypass Grade Separation | $2,400,000 |
| 3073 | SC | Pine Needles Widening and Bridge Replacement | $1,600,000 |
| 3074 | CA | Olsen Road widening and roadway improvements in Simi Valley, California | $1,680,000 |
| 3075 | GA | Streetscape project to upgrade sidewalks, lighting and streets, Jeffersonville | $500,000 |
| 3076 | NY | Implement Diamond Grinding Measures on I–95, I–278, Mosholu Parkway, I–495, Grand Central Parkway, and Richmond Parkway | $700,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3077 | MD | Upgrade Conduit System for Traffic Signal Systems, Street Lighting, and Traffic-related Video Cameras for Baltimore | $960,000 |
| 3078 | WA | 5th Street/US 2 Signalization Improvements in Sultan | $80,000 |
| 3079 | WI | Implementation of recommendations contained in 2005 Safe Routes to School in Superior plan | $480,000 |
| 3080 | LA | Widen and improve LaPalco Boulevard from Westwood Drive to U.S. 90, Jefferson Parish | $3,200,000 |
| 3081 | NY | Realign Kirk Lake Drive in Carmel | $88,000 |
| 3082 | NY | Town of Somers road reconstruction | $400,000 |
| 3083 | OH | Upgrade grade crossing safety devices in Elyria and North Ridgeville | $761,600 |
| 3084 | MS | Widen and improve Martin Bluff Road, Gautier | $2,400,000 |
| 3085 | CA | Widen and reconstruct Washington Blvd. from westerly city boundary at Vernon to I–5 Fwy at Telegraph Rd. in Commerce | $2,400,000 |
| 3086 | CA | San Diego, CA Interstate 5, Sorrento Valley Road and Genesee Avenue Interchange Project | $1,600,000 |
| 3087 | OR | Widen I–5 between Portland, Oregon and Vancouver, Washington | $3,200,000 |
| 3088 | LA | North-South Corridor from Houma/Thibodaux to I–10 | $4,000,000 |
| 3089 | GA | Warren County I–20 Frontage Road | $4,000,000 |
| 3090 | KY | Widen KY 11 from U.S. 460 to the Mount Sterling Bypass, Montgomery County | $2,000,000 |
| 3091 | OH | Traffic and safety improvements to county roadways in Geauga County, OH | $456,000 |
| 3092 | CA | Develop bicycle paths and public park space adjacent to the New River, Calexico | $4,000,000 |
| 3093 | TN | Construction of the Foothills Parkway in the Great Smoky Mountains National Park | $7,500,000 |
| 3094 | PA | Improvements to Torresdale Avenue from Harbison Avenue to Cottman Avenue | $1,000,000 |
| 3095 | GA | Butner Road and Stonewall Tell Road, Fulton County | $800,000 |
| 3096 | OH | Construction of highway-rail grade separations at intersections in Lima to improve motorist and pedestrian safety | $2,600,000 |
| 3097 | OR | Siuslaw River Bridge, Florence | $4,250,000 |
| 3098 | CA | Construct Cypress Avenue over-pass to separate Interstate 10 and Union Pacific Railroad tracks in Fontana | $2,400,000 |
| 3099 | CA | Modify and reconfigure Kanan Road interchange along U.S. 101 in Agoura Hills | $4,000,000 |
| 3100 | OH | Upgrade and widen intersection for SR 14 in Washingtonville | $800,000 |
| 3101 | NM | Upgrade NM 434 from Mora north to Black Lake | $1,200,000 |
| 3102 | NJ | Upgrade of Turnpike/Route 440 Interchange in Bayonne | $3,200,000 |
| 3103 | LA | Widen LA 18 from Northrup Grumman/Avondale Shipyards to U.S. 90, Jefferson Parish | $2,000,000 |
| 3104 | PA | Widen PA 896 between Strasburg Borough and U.S. 30 | $960,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3105 | MI | Eliminate major roadway on Cleary University campus and establish a new roadway | $400,000 |
| 3106 | PA | Reconstruction of 11 mile segment of the Lower Trail between Williamsport and Mt Edna, Blair County, Pa | $400,000 |
| 3107 | KY | Construction of interchange connecting US31W to I–65 at mile marker 32 in Warren County | $1,600,000 |
| 3108 | | | $0 |
| 3109 | NC | Install Sugar Creek Road Grade Separation, Charlotte | $2,400,000 |
| 3110 | LA | Improvements to LA 46 in St. Bernard Parish | $320,000 |
| 3111 | IN | Construct Hoham Drive Extension in Plymouth, Indiana | $400,000 |
| 3112 | OR | Construct turn lane on Gateway Boulevard, Cottage Grove | $90,000 |
| 3113 | TN | Replace Unitia Bridge in Loudon County, TN | $720,000 |
| 3114 | VA | Replacement of Robertson Bridge in Danville | $1,456,320 |
| 3115 | MA | Public Improvements to Springfield Symphony Hall | $240,000 |
| 3116 | NY | Realign Union Valley Road in Town of Carmel | $440,000 |
| 3117 | NY | Village of Pawling Improvements to Reservoir Road from State Rt. 22 to Prospect St | $100,000 |
| 3118 | MS | Build connector between SR 609 and State Highway 15 near I–10, Jackson and Harrison Counties | $2,400,000 |
| 3119 | CO | I–70 West Mountain Corridor, Denver to Garfield County | $3,200,000 |
| 3120 | CA | Completion of Interstate 5 and Interstate 8 Connectors, San Diego | $4,800,000 |
| 3121 | FL | Construct U.S. 1 interchange at CR 210, St. Johns County, Florida | $5,280,000 |
| 3122 | OH | Construct roadway improvement project along State Routes 37 and 78 through Fairfield, Perry, Morgan, Noble, Monroe Counties | $250,000 |
| 3123 | IL | Construct I–57 Bridge Overpass, City of Markham | $480,000 |
| 3124 | NJ | Design, plan and build a permanent pedestrian/bicycle path along the banks of the Elizabeth River | $400,000 |
| 3125 | NJ | Improve the U.S. Interstate 78 Interchange at Exit 15 in Franklin Township, Union Township, and Town of Clinton | $800,000 |
| 3126 | CA | Reconstruct Rosecrans Ave. and construct bus pads from Garfield Ave. to Century Blvd. in Paramount | $320,000 |
| 3127 | TN | Bristol, Tennessee highway-RR crossing grade improvement—USDOT#731120J | $80,000 |
| 3128 | CO | Glenwood Springs South Bridge (new, off-system bridge) | $5,200,000 |
| 3129 | NJ | Improvements of Newark and First Streets in Hoboken | $240,000 |
| 3130 | OH | Feasibility Study to construct a bridge over the Muskingum River in the vicinity of McConnelsville | $200,000 |
| 3131 | MN | Construction of Gitchi-Gami State Trail from Silver Bay to Tettegouche State Park | $1,500,000 |
| 3132 | CA | Improvements/Widening of SR 99 from Goshen to Kingsburg in Tulare County, California | $6,560,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3133 | CA | Design and implement Harbor Boulevard ITS in Garden Grove | $800,000 |
| 3134 | WI | Complete the Glacial Drumlin Trail, from Madison to Waukesha | $240,000 |
| 3135 | PA | Design and construct turn lanes, signal upgrades and improvements at PA 34 and 174 intersection | $464,000 |
| 3136 | PA | Design, engineering, ROW acquisition and construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Wright Township, Luzerne County | $160,000 |
| 3137 | PA | I–70/I–79 South Interchange Redesign and Upgrade | $1,600,000 |
| 3138 | KS | Elimination of highway-railway crossings at the City of Pittsburg Port Authority to increase safety and reduce congestion | $4,584,000 |
| 3139 | CA | Improve Access Road to Beale Air Force Base (Smartville Road) | $3,000,000 |
| 3140 | CA | Interstate 215, Los Alamos Road Interchange Project | $1,600,000 |
| 3141 | NE | Missouri River Bridges between U.S. 34, I–29 in Iowa and U.S. 75 in Nebraska | $2,800,000 |
| 3142 | AL | Huntsville Southern Bypass planning and engineering | $2,400,000 |
| 3143 | MO | Redesign and reconstruct I–170 interchange at Ladue Rd | $320,000 |
| 3144 | NY | Construct Interstate 87 Exit 3 Airport Connector in Albany | $2,400,000 |
| 3145 | CA | Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto | $400,000 |
| 3146 | OH | Construct replacement of Morgan Township Road 209 between SR 60 and SR 78 in Morgan County | $3,300,000 |
| 3147 | | | $0 |
| 3148 | NY | Construct the Setauket/Port Jefferson Greenway Trail Project | $5,000,000 |
| 3149 | AR | Develop a railroad overpass connecting U.S. Highway 67 and U.S. Highway 371 in Prescott | $2,640,000 |
| 3150 | FL | Construct SR 312 Extension Bypass, St. Johns County, Florida | $5,300,000 |
| 3151 | GA | Construct Welcome Center, and pedestrian trail, Abbeville | $300,000 |
| 3152 | VA | Improve Erickson Avenue and Stone Spring Road connection | $600,000 |
| 3153 | TX | Reconstruct Loop 12 IH 35E and SH 183 west extension to MacArthur, Irving, Texas | $4,000,000 |
| 3154 | OR | Completion of the first of three phases of trails in the Regional Trails Program | $5,000,000 |
| 3155 | MN | Construct bridge for Paul Bunyan Trail over Excelsior Road, Baxter | $1,500,000 |
| 3156 | KY | Reconstruct U.S. 127 at the U.S. 127 and U.S. 127 North Bypass, Mercer County | $480,000 |
| 3157 | CA | Rehabilitate street surface of Addison St. between Kester Ave. and Lemona Ave | $37,600 |
| 3158 | IL | City of Springfield, IL for improvements to Cockrell Lane | $762,058 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3159 | OH | Repair/Construct Mill Street Bridge, Akron | $1,240,000 |
| 3160 | MI | Resurface Caseville Road in Huron County | $153,600 |
| 3161 | PA | River Trail and Esplanade Development at the Southside Riverfront Park | $600,000 |
| 3162 | IL | Construct access roads to National Great Rivers Research Center | $1,000,000 |
| 3163 | IL | Construct Roadway from Mississippi River Barge Dock to IL Rt. 3–IL Rt. 157, Cahokia | $1,600,000 |
| 3164 | PA | Context Sensitive Design Elements for the Market Street Bridge, Lycoming County, PA | $1,200,000 |
| 3165 | NY | Implement Pedestrian Safety Improvements on Queens Boulevard | $500,000 |
| 3166 | NV | Design and construct interchange on I–15 in Mesquite | $800,000 |
| 3167 | CA | Construct grade separations at Washington Ave. and UPRR crossing east and Washington Ave. and La Cadena Drive in Colton | $400,000 |
| 3168 | MD | Intercounty Connector | $4,800,000 |
| 3169 | MA | Charlemont Bridge, Route 2, Charlemont | $3,840,000 |
| 3170 | MN | CSAH 47 rehabilitation from 165th Ave. to TH 25, Morrison County | $352,000 |
| 3171 | MS | Improve Old Augusta Road and construct Kaiser Road, Perry County | $2,800,000 |
| 3172 | PA | Reconstruction of U.S. 30 from PA 10 to Business U.S. 30 including travel lanes, shoulders, etc | $4,000,000 |
| 3173 | NY | Route 78 (Transit Road), Genesee Street to Main Street, Towns of Amherst, Cheektowaga and Clarence in Erie County | $2,400,000 |
| 3174 | NY | Planning and design, construction, and relocations for Southtowns Connector—NY Route 5 from Coast Guard Base to Ohio Street, including Fuhrmann Boulevard | $8,560,000 |
| 3175 | CA | SR 91 I–605 Needs Assessment Study, Whittier, CA | $12,800 |
| 3176 | GA | SR 70/Fulton Industrial Boulevard widening from Camp Creek Parkway to the SCL RR, Fulton County | $1,200,000 |
| 3177 | MO | Ste. Genevieve Co., Missouri Rt. 61 bridge replacement over Establishment Creek | $1,200,000 |
| 3178 | MN | Construction of intersection at County Road 5 and TH 13 in City of Burnsville | $2,400,000 |
| 3179 | GA | SR 307 overpass over Georgia Port Authority rail line, Savannah | $4,000,000 |
| 3180 | MO | Study railroad reconfiguration to eliminate highway crossings in and around Springfield, MO | $800,000 |
| 3181 | NC | Construct relocated NC 16 in Lincoln and Catawba Counties, NC | $1,360,000 |
| 3182 | IL | Construction of highway approaches to the Sullivan Road bridge in Aurora, IL | $1,280,000 |
| 3183 | IL | Engineering and construction of 15.1 mile Alliance trail between Lock 14 in LaSalle and Lock 2 in Bureau Junction | $800,000 |
| 3184 | CA | Construct parking facility and improve museum pedestrian access from trolley station, San Diego | $800,000 |
| 3185 | PA | Relocation and upgrade of Beaner Hallow Rd., Beaver County, PA | $1,320,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3186 | MN | TH 36-Stillwater Bridge, ROW acquisition and Utility Relocation | $4,000,000 |
| 3187 | IL | To construct Veterans Memorial Drive Extension. Will link Mount Vernon on the east side of I–57 with incorporated area lying west | $800,000 |
| 3188 | MN | I–494 U.S. 169 Interchange Reconstruction, Twin Cities Metropolitan Area, Minnesota | $4,000,000 |
| 3189 | AL | Jackson County Industrial Park Access Road, Hollywood | $800,000 |
| 3190 | FL | North-South Corridor between Archer Road and Newberry Road | $2,400,000 |
| 3191 | AK | Construct access road and a bridge crossing the Naknek River terminus points in South Naknek-King Salmon Highway | $3,000,000 |
| 3192 | NY | Route 303 Orangeburg Road and Route 340 and Erie Street intersection | $800,000 |
| 3193 | MS | Upgrade roads in Port Gibson (U.S. Highway 61), Claiborne County | $320,000 |
| 3194 | GA | Construct Horsestamp Road Interchange on I–95 in Camden County, Georgia | $800,000 |
| 3195 | MO | Upgrade Route 94 in St. Charles County from East of Harvester road to West of Mid-Rivers Drive | $9,600,000 |
| 3196 | OH | Upgrade the I–71 interchange with SR 665 and widen SR 665 from Hoover Road on the east to a relocated Haughn Road on the west, in Grove City, OH | $11,200,000 |
| 3197 | NY | Village of Highland Falls repaving and sidewalk construction of Berry Hill Road | $60,000 |
| 3198 | PA | Westmoreland County, Pennsylvania, four lane limited access facility connecting State Road 119 to the Pennsylvania Turnpike (Sony Connector) | $3,200,000 |
| 3199 | NJ | Edison National Historic Site Traffic Improvement Project to improve traffic flow and promote safety | $192,000 |
| 3200 | IL | Construction of Eldamain Road over the Fox River | $4,000,000 |
| 3201 | CA | Construction of a traffic signal at the intersection of Oso Ave. and Vanowen St | $100,000 |
| 3202 | OR | Reroute U.S. 97 at Redmond, OR and improve the intersection of U.S. 97 and Oregon 126 | $5,600,000 |
| 3203 | CA | Widen and realign Cherry Avenue from 19th Street to one block south of Pacific Coast Highway, Signal Hill | $3,200,000 |
| 3204 | AR | Fort Smith, Arkansas: Improvements to Jenny Lind Rd. and Ingersoll Rd | $6,000,000 |
| 3205 | OH | Widen Pearl Road in Strongsville | $800,000 |
| 3206 | CA | Interstate 5 and State Route 78 Interchange Improvements | $4,000,000 |
| 3207 | OK | Improvements to SH 3 from Antlers to Broken Bow | $5,000,000 |
| 3208 | KY | Construct the Albany Bypass in Clinton County | $4,800,000 |
| 3209 | CA | Highway 74 and Interstate 215 Interchange Project | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3210 | SC | Improve intersection and corridor on U.S. 278 to improve safety. Poss build frontage roads widen road and change traffic controls | $9,600,000 |
| 3211 | WA | Port of Bellingham Transportation Enhancement Projects | $7,280,000 |
| 3212 | OH | Rehabilitation of SR 53 from Miami St. to North city limits including approaches to the CSX railroad bridge, City of Tiffin | $800,000 |
| 3213 | OH | Upgrade U.S. Route 30 between State Route 235 and Upper Sandusky in Hancock and Wyandot Counties | $8,072,000 |
| 3214 | MN | Main Street streetscape reconstruction, 2nd Street from Ash Ave. to State Hwy 2, and Grand Utley Ave. from 2nd Street to 6th Street N. across State Hwy 2, Cass Lake | $1,520,000 |
| 3215 | NJ | Warren County, NJ Route 57 and County Route 519 Intersection Improvements | $2,160,000 |
| 3216 | HI | Widen Queen Kaahumanu Highway | $2,400,000 |
| 3217 | CT | Widen Route 34, Derby | $2,400,000 |
| 3218 | IN | Construction of County Road 17—Elkhart, IN | $4,000,000 |
| 3219 | PA | Widen Route 666 in Forest County | $1,200,000 |
| 3220 | CA | Upgrade Jepson Parkway at North and South Gates of Travis Air Force Base and widen Vanden Road segment, Solano County | $3,200,000 |
| 3221 | CT | Widen Route 67, Seymour | $800,000 |
| 3222 | | | $0 |
| 3223 | CT | Widen Canal Street, Shelton, CT | $400,000 |
| 3224 | NJ | Construct CR 521/Ocean Drive and Middle Thoroughfare Bridge Replacement, Cape May County | $1,600,000 |
| 3225 | OR | I–205 widening, Clackamas County | $1,600,000 |
| 3226 | OK | Construct interchange south of I–40 along Indian Nation Turnpike near Henryetta | $200,000 |
| 3227 | MO | Complete upgrade of U.S. 40–61 to interstate status on two section, from I–70 to Lake St. Louis exit and Highway K to Highway DD | $1,600,000 |
| 3228 | TX | Abilene, TX, Dyess Air Force Base North Entry Access Project with related improvements | $11,120,000 |
| 3229 | CA | Construction and enhancements of trails in the Santa Monica Mountains National Recreation Area | $800,000 |
| 3230 | KY | Construct South Airfield Road, Boone County, Kentucky | $2,400,000 |
| 3231 | LA | Construction of pedestrian and bike path adjacent to Tammany Trace Rails-to-Trails Corridor | $160,000 |
| 3232 | NY | Construction of pedestrian walkways in Village of Northport | $80,000 |
| 3233 | NV | Design and Construction of I–80 interchange in Fernley | $1,600,000 |
| 3234 | OH | Eastgate Area Improvements, I–275 and SR 32, Clermont County | $3,360,000 |
| 3235 | PA | Pennsylvania Turnpike-Interstate 95 Interchange Project, Bucks County, PA | $8,000,000 |
| 3236 | GA | Commission a study and report regarding construction and designation of a new Interstate linking Augusta, Macon, Columbus, Montgomery, and Natchez | $80,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3237 | CT | Construct Shoreline Greenway Trail, Madison | $800,000 |
| 3238 | NE | New roads and overpasses to relieve congestion and improve traffic flow Antelope Valley—Lincoln, NE | $7,200,000 |
| 3239 | CA | Reconstruct Atlantic Ave. and improve drainage from Ardmore St. to Imperial Hwy in South Gate | $2,600,000 |
| 3240 | SD | Construct Railroad Underpass on Hwy 34 in Pierre | $880,000 |
| 3241 | AR | I40-Highway 89 Interchange | $2,400,000 |
| 3242 | WA | Kent, WA Willis Street UP Railroad Grade Separation Project | $400,000 |
| 3243 | IL | Replace Interstate 74 Bridge, Moline | $3,200,000 |
| 3244 | CA | Implement SFgo Van Ness Corridor Improvements | $5,600,000 |
| 3245 | NC | Battleground Avenue Rail to Trail Project, Guilford County, NC | $800,000 |
| 3246 | IL | Construction of an Extension of Atkinson Road to Intersect with IL 120 and IL 137 | $4,800,000 |
| 3247 | OH | I–70, I–71 Split reconfiguration, Columbus | $6,400,000 |
| 3248 | MI | Delta County, CR 186 from M–35 at Brampton to U.S. 2 and U.S. 41—Bituminous overlay with super elevation, correction, curb, and gutter | $192,000 |
| 3249 | TN | Niota, TN Improving Vehicle Effiecies at At-Grade highway-Railroad Crossings | $79,200 |
| 3250 | NY | Construct access to the NYS Thruway—Montezuma National Wildlife Reserve | $1,200,000 |
| 3251 | MN | Corridor design work, I–94 and Radio Drive, Woodbury, MN | $400,000 |
| 3252 | TN | Develop trails, bike paths and recreational facilities on Brady Mountain, Cumberland County for Cumberland Trail State Park | $200,000 |
| 3253 | WA | Access Downtown Phase II: I–405 Downtown Bellevue Circulation Improvements | $9,200,000 |
| 3254 | PA | Reconstruct PA Route 274, at PA Route 11/15, Duncannon | $800,000 |
| 3255 | PA | Road and pedestrian improvements and realignment, through construction, in York City NW Triangle | $1,200,000 |
| 3256 | NY | Rockland County highway railroad grade crossing safety improvements | $1,400,000 |
| 3257 | OH | Calm traffic on Greenfield St. in City of Tiffin and improve intersection of Greenfield St. with Routes 18 and 101 | $1,360,000 |
| 3258 | IA | Construction of NW 26th St. interchange on I–35, Polk Co | $800,000 |
| 3259 | NY | To conduct design and environmental studies along proposed Northern Tier Expressway | $4,800,000 |
| 3260 | IL | Undertake Traffic Mitigation and Circulation Enhancements on 57th and Lake Shore Drive, Chicago | $1,600,000 |
| 3261 | IL | For the construction of a highway on new alignment to create a cross town route across Godfrey | $1,400,000 |
| 3262 | MI | Construct Industrial Park Service Road and Caine Road Bridge Replacement. Village of Millington, Tuscola County | $395,200 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3263 | TX | Loop 281 Mobility and Safety Improvements, Longview, TX | $2,736,000 |
| 3264 | TX | Upgrade Fulghum Road Bridge on I–45 in Dallas County (TX) to provide safety and access for expanded intermodal traffic | $2,480,000 |
| 3265 | MN | Edge of Wilderness Discovery Center, Marcell | $471,000 |
| 3266 | IN | Construction of Star Hill Road, Clark County, Indiana | $1,772,000 |
| 3267 | TN | Plan and construct a bicycle and pedestrian trail, Shelbyville | $320,000 |
| 3268 | TX | Construct Park Row bypass from Texas State Highway 6 to the Eldridge Parkway in Houston, TX | $1,600,000 |
| 3269 | CA | Implement Northwest San Fernando Valley Road and Safety Improvements | $2,444,800 |
| 3270 | KY | Construct two bridges across the Ohio River from Louisville to southern Indiana | $28,000,000 |
| 3271 | ME | Construction of the Gorham Village Bypass, Gorham | $11,220,000 |
| 3272 | OK | Reconstruction of the I–40 Crosstown Expressway from I–44 to I–35 in downtown Oklahoma City, Oklahoma | $16,000,000 |
| 3273 | MD | I–695, MD147 to I–695 | $3,792,000 |
| 3274 | SC | Upgrade Hwy 21 Bypass Grade Crossings | $560,000 |
| 3275 | MD | Upgrade MD 175 in Anne Arundel County between MD 170 and the Baltimore Washington Parkway | $800,000 |
| 3276 | OK | Construct and widen six lanes on Interstate 44 from the Arkansas River extending east approximately 3.7 miles to Yale Avenue in Tulsa, OK | $8,800,000 |
| 3277 | OR | North Bend Waterfront District Boardwalk Construction | $992,000 |
| 3278 | CT | Make Improvements to North Stonington, CT Westerly, R.I. Pawcatuck River Bridge | $240,000 |
| 3279 | VA | Construct improvements at I–264 interchange in Virginia Beach | $9,400,000 |
| 3280 | CA | Construct Western Placerville Interchanges on State Route 50 | $2,400,000 |
| 3281 | CT | Construction of Housatonic River Walk, Shelton, CT | $800,000 |
| 3282 | NY | NYS Route 5, 8, 12 Interchange reconstruction: Town of New Hartford | $800,000 |
| 3283 | NY | Implement Improvements for Pedestrian Safety in Bronx County | $600,000 |
| 3284 | CA | Improve West Adams Blvd. Streetscape in West Adams Historic District, Los Angeles | $200,000 |
| 3285 | CA | Improve access from I–8 and construct parking lot for the Imperial Sand Dunes Recreation Area Visitor's Center, Imperial Valley | $800,000 |
| 3286 | PA | Construction of low-impact, spine roadway serving the North Delaware Riverfront corridor, City of Philadelphia | $8,000,000 |
| 3287 | AL | Construct interchange on I–59 between I–59 and 49th Street in Fort Payne, AL | $2,400,000 |
| 3288 | FL | Coordinated Regional Transportation Study of U.S. 98 from Pensacola Bay Bridge, Escambia County, to Hathaway Bridge, Bay County, Florida | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3289 | GA | Leesburg North Bypass from U.S. 19 to SR 195, Lee County | $400,000 |
| 3290 | LA | Peters Road improvements in Plaquemines Parish | $800,000 |
| 3291 | GA | Upgrade sidewalks, lighting, landscaping from Cherry Street to Hampton Street, Industrial Park to Dooly Street, Montezuma | $400,000 |
| 3292 | | | $0 |
| 3293 | GA | U.S. 27 Reconstruction from Colquit to CR 279 | $800,000 |
| 3294 | TX | Loop 180 (Project code 1190–01–035) in Whitney, TX from FM 933/FM 1713 to FM 933S of Whitney | $800,000 |
| 3295 | IA | U.S. 30 widening, reconstruction in Story and Marshall Counties, Iowa | $1,840,000 |
| 3296 | TX | U.S. 377 from SH 144 to the eastern intersection of BUS 377H, Hood Co | $3,000,000 |
| 3297 | NY | Construct and improve pedestrian streetscapes along Sunrise Highway in Freeport | $400,000 |
| 3298 | IA | Construct Principal Riverwalk, Des Moines | $4,000,000 |
| 3299 | NY | Construct access ramps to Rt. 32–6/17–CR 105 in Orange County | $6,400,000 |
| 3300 | IL | Resurface Shawnee College Road, Pulaski County | $1,261,000 |
| 3301 | MI | Canton, Pave Cherry Hill Rd. between Canton Ctr., and Haggerty | $1,600,000 |
| 3302 | AR | Springdale, AR—Improvements to Johnson Road from Hwy 412 to I–540 through Springdale and Johnson | $9,000,000 |
| 3303 | NC | Environmental studies and construction of Garden Parkway | $4,800,000 |
| 3304 | AZ | U.S. 60 and U.S. 93 connection on the eastern edge of central Wickenburg | $1,600,000 |
| 3305 | GA | Construction of I–575 HOV Lanes from Sixes Road to SR 20, Cherokee County, Georgia | $800,000 |
| 3306 | WA | I–405–SR 167 interchange—Rebuild the interchange and add additional lanes to relieve congestion | $1,600,000 |
| 3307 | MN | U.S. 10 corridor improvement between Blaine and St. Cloud: design and ROW acquisition | $2,000,000 |
| 3308 | CA | Walnut Grove at Broadway Intersection Capacity Enhancements, San Gabriel | $200,000 |
| 3309 | KY | Widen and Reconstruct KY 698 at Mason Gap Road, Lincoln County | $960,000 |
| 3310 | OR | Medford, OR to construct sidewalks and improve storm drainage and gutters for the Citys Safe Walk Plan | $800,000 |
| 3311 | MN | Construct a pedestrian and bicycle bridge across TH 169, Onamia | $878,080 |
| 3312 | NY | Improve Montauk Highway from CR 46 to Barnes Road, Suffolk County | $6,400,000 |
| 3313 | | | $0 |
| 3314 | AR | Study and construction of 8th Street, in Bentonville, AR from Interstate 540, (including direct access to I–540) to SW Elm Tree Road | $35,000,000 |
| 3315 | MN | Cedar Lake Regional Trail, Minneapolis | $3,000,000 |
| 3316 | TX | Reconstruct Union Pacific Railroad bridge over widened Business U.S. 287 | $800,000 |
| 3317 | AK | Anchorage Traffic Congestion Relief | $5,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3318 | VA | Expansion of Battlefield Parkway from East Market Street at Route 7 to Sycolin Road, SE | $1,600,000 |
| 3319 | OR | Construction of the I–84, U.S. 395 Stanfield Interchange Improvement Project | $1,600,000 |
| 3320 | IN | Design and reconstruct residential streets in the City of Muncie, Indiana | $744,000 |
| 3321 | CA | Improvement of Main Street—Shenandoah Road/SR 49 Intersection, Plymouth | $800,000 |
| 3322 | SD | Design and construct new Meridian Bridge across the Missouri River south of Yankton, South Dakota | $3,200,000 |
| 3323 | AK | Earthwork and roadway construction Gravina Access Project | $48,000,000 |
| 3324 | GA | Improvement and construction of SR 40 from east of St. Marys cutoff at mile post 5.0, Charlton County to County Route 61, Camden County, Georgia | $800,000 |
| 3325 | NJ | Route 22 Sustainable Corridor Plan | $3,000,000 |
| 3326 | OR | Hood River, OR, Frontage Road Crossing Project | $400,000 |
| 3327 | GA | Construct and Improve Westside Parkway, Northern Section, in Fulton County | $1,600,000 |
| 3328 | | | $0 |
| 3329 | GA | Widen SR 133 from Spence Field to SR 35 in Colquitt County, Georgia | $800,000 |
| 3330 | FL | West Palm Beach, Florida, Flagler Drive Reconfiguration | $800,000 |
| 3331 | FL | Implement Snake Road (BIA Route 1281) Widening and Improvements | $800,000 |
| 3332 | NY | Reconstruction of Portland Ave. from Rochester City line to Titus Ave. in Irondequoit, NY | $2,400,000 |
| 3333 | FL | Alleviate congestion at Atlantic Corridor Greenway Network, City of Miami Beach, FL | $400,000 |
| 3334 | | | $0 |
| 3335 | WA | SR 704 Cross-Base Highway, Spanaway Loop Road to SR 7 | $4,000,000 |
| 3336 | CA | Restoration of Victoria Avenue in the City of Riverside, CA | $400,000 |
| 3337 | MN | I–494 Lane Addition | $1,600,000 |
| 3338 | GA | Uptown Jogging, Bicycle, Trolley Trail, Columbus, Georgia | $400,000 |
| 3339 | CA | Study and construct highway alternatives between Orange and Riverside Counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transp. authorities, and guided by the current MIS | $12,600,000 |
| 3340 | OH | Rehabilitation or replacement of highway-rail grade separations along the West Central Ohio Port Authority route in Champaign and Clark Counties | $240,000 |
| 3341 | FL | Improvements to I–75 in the City of Pembroke Pines, Florida | $1,800,000 |
| 3342 | LA | Construction of new interchange Causeway at Earhart-LA 3139 | $1,440,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3343 | GA | Construction of infrastructure for inter-parcel access, median upgrades, lighting, and beautification along Highway 78 corridor | $400,000 |
| 3344 | MI | Design, Right-of-Way and Construction of the I–196 Chicago Drive (Baldwin Street) Interchange Modification, Michigan | $2,400,000 |
| 3345 | VA | I–66 and Route 29 Gainesville Interchange Project | $5,600,000 |
| 3346 | FL | SR 688 Ulmerton Road Widening (Lake Seminole Bypass Canal to El Centro Ranchero) | $8,000,000 |
| 3347 | OK | Navajoe Gateway Improvements Project, U.S. 62 in Altus, OK | $800,000 |
| 3348 | NV | Construction of Carson City Freeway | $800,000 |
| 3349 | TN | Upgrade lights and gates and motion sensor controlling circuitry at the highway rail grade crossing located on Wenasoga Road/FAS 8224, Middleton, TN | $160,000 |
| 3350 | WV | Construct connector road from north end of RHL Boulevard to State Route 601 (Jefferson Road) | $600,000 |
| 3351 | NY | Construct Siena College campus perimeter road, Loudonville, NY | $800,000 |
| 3352 | AL | Construct additional lanes on SR 77 from Southside, Alabama to Green Valley Road | $1,360,000 |
| 3353 | TX | Environmental mitigation related to the SH 195 project and related improvements in Williamson County that had adverse effects on the Karst cave system | $1,600,000 |
| 3354 | AL | The City of Calera, Alabama—Northern Bypass Segment (U.S. Highway 31 to Alabama State Highway 25) | $5,440,000 |
| 3355 | WA | Construct a single point urban interchange (SPUI) under I–5 at South 272nd St | $1,080,000 |
| 3356 | IN | Reconstruct bridges at County Roads 200E and 300E in LaPorte County, Indiana | $400,000 |
| 3357 | MI | Widen and Reconstruct Walton Blvd. in Auburn Hills from Opdyke to Squirrel Rd | $5,920,000 |
| 3358 | GA | Commission a study and report regarding the construction and designation of a new Interstate linking Savannah, Augusta, and Knoxville | $240,000 |
| 3359 | | | $0 |
| 3360 | CA | Pedestrian Beach Trail in San Clemente, CA | $800,000 |
| 3361 | TX | U.S. 90—Construct 6 mainlanes from east of Mercury to east of Wallisville | $1,600,000 |
| 3362 | PA | Construct highway safety and capacity improvements to improve the access to the KidsPeace Broadway Campus | $720,000 |
| 3363 | GA | GA 400 and McGinnis Ferry Road Interchange, Forsyth County, GA | $720,000 |
| 3364 | GA | Construction of bypass around town of Hiram, from SR 92 to U.S. 278, Paulding County, Georgia | $400,000 |
| 3365 | GA | Construct U.S. 411 Connector from U.S. 41 to I–75, Bartow County, Georgia | $800,000 |
| 3366 | TX | Construct access road connecting Port of Beaumont property on east bank of Neches River to I–10 access road east of the Neches River | $1,056,000 |
| 3367 | MD | U.S. 220/MD 53 North-South Corridor | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3368 | FL | Acquire Right-of-Way for Ludlam Trail, Miami, Florida | $200,000 |
| 3369 | NY | Construct Northern State Parkway and LIE access at Marcus Ave. and Lakeville Rd. and associated Park and Ride | $1,360,000 |
| 3370 | PA | Construct interim U.S. 422 improvements at Valley Forge river crossing | $800,000 |
| 3371 | NY | Design and construction of Renaissance Square in Rochester, NY | $1,600,000 |
| 3372 | AL | Alabama Hwy 36 Extension and Widening—Phase II | $240,000 |
| 3373 | PA | Northfield site roadway extension from Rt. 60 to Industrial Park near the Pittsburgh International Airport | $400,000 |
| 3374 | OH | Plan and construct pedestrian trail along the Ohio and Erie Canal Towpath Trail in downtown Akron, OH | $760,000 |
| 3375 | TX | Reconstruct I–30 Trinity River Bridge—Dallas, TX | $27,200,000 |
| 3376 | TX | Reconstruct I–30 Trinity River Bridge—Dallas, TX | $800,000 |
| 3377 | GA | Construction of interchange on I–985 north of SR 13, Hall County, Georgia | $800,000 |
| 3378 | | | $0 |
| 3379 | FL | Temple Terrace Highway Modification | $800,000 |
| 3380 | WY | Burma Rd: Extension from I–90 to Lakeway Rd | $1,600,000 |
| 3381 | NJ | Construct Western Blvd. extension from Northern Blvd. to S.H. Rt. 9, Ocean County, NJ | $3,200,000 |
| 3382 | FL | Powerline Rearvision motor carrier backover motor carrier safety research | $800,000 |
| 3383 | NH | Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I–93 improvements | $1,200,000 |
| 3384 | MI | East Grand River Improvements, Brighton Township, Michigan | $1,600,000 |
| 3385 | KY | Replace Brent Spence Bridge, Kenton County, Kentucky | $1,600,000 |
| 3386 | TX | Construction of projects that relieve congestion in and around the Texas Medical Center complex | $9,600,000 |
| 3387 | CA | Hazel Avenue ITS Improvements, Folsom Blvd. to Placer County | $400,000 |
| 3388 | FL | SR 688 Ulmerton Road widening (west of 38th street to west of I275) | $8,000,000 |
| 3389 | NH | Environmental mitigation at Crystal Lake in Manchester to offset effects of I–93 improvements | $1,520,000 |
| 3390 | VA | Widening I–95 between Rt. 123 and Fairfax County Parkway | $800,000 |
| 3391 | PA | Armstrong County, PA Slatelick Interchange for PA 28 at SR 3017 | $1,920,000 |
| 3392 | OK | Reconstruct the I–44—Fort Still Key Gate Interchange | $800,000 |
| 3393 | GA | Greene County, Georgia conversion of I–20 and Carey Station Road overpass to full interchange | $1,600,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3394 | OH | Upgrade overpass and interchange at U.S. 24 and SR 66 in the City of Defiance | $800,000 |
| 3395 | NE | I–80 Interchange at Pflug Road, Sarpy County, Nebraska | $800,000 |
| 3396 | FL | SR 70 improvements in Highland, DeSoto and Okeechobee Counties | $400,000 |
| 3397 | VA | Cathodic Bridge Protection for Veterans Memorial Bridge and the Berkely Bridge in the Commonwealth of Virginia | $560,000 |
| 3398 | IN | Reconstruct McClung Road from State Road 39 to Park Street in LaPorte, Indiana | $600,000 |
| 3399 | OH | Riversouth Street Network Improvements in Columbus | $2,400,000 |
| 3400 | GA | National Infantry Museum Transportation Network, Georgia | $3,000,000 |
| 3401 | AK | Wideband multimedia mobile emergency communications pilot project Wasilla, Alaska | $5,000,000 |
| 3402 | MD | Widen road and improve interchanges of I–81 from south of I–70 to north of Halfway Boulevard | $800,000 |
| 3403 | TX | Expansion of U.S. 385 4-lane divide south of Crane to McCarney | $1,600,000 |
| 3404 | VA | Old Mill Road Extension | $1,280,000 |
| 3405 | GA | Commission a study and report regarding construction and designation of a new Interstate linking Augusta, Macon, Columbus, Montgomery, and Natchez | $240,000 |
| 3406 | CO | Improvements on U.S. 36 corridor from I–25 to Boulder. Improvements include interchange and overpass reconstruction | $1,120,000 |
| 3407 | AZ | Design and construct bridge and roadway approaches across Tonto Creek at Sheeps Crossing south of Payson, AZ | $2,960,000 |
| 3408 | NE | Missouri River Bridges between U.S. 34, I–29 in Iowa and U.S. 75 in Nebraska | $2,000,000 |
| 3409 | NY | Reconstruct—Orangeport Road from NYS Rt. 31 to Slayton Settlement Road—Niagara County, NY | $680,000 |
| 3410 | TN | Construct sound-walls between I–65 and Harding Place in Davidson County | $664,000 |
| 3411 | ID | Reconstruct and Realign SH 55 in Idaho between Mileposts 94 and 102 | $1,600,000 |
| 3412 | FL | Pinellas Countywide Intelligent Transportation System—Phase 2 | $8,000,000 |
| 3413 | OK | Realignment of U.S. 287 around Boise City, OK | $800,000 |
| 3414 | FL | Replace Heckscher Drive (SR 105) Bridge across Broward River | $1,600,000 |
| 3415 | TX | FM 156 Road Relocation at Alliance Airport, Texas | $6,500,000 |
| 3416 | TX | Upgrade Caesar Chavez Boulevard from San Antonio Street to Brazos Street | $2,400,000 |
| 3417 | FL | Coral Way, SR 972 Highway Beautification, Phase One, Miami, Florida | $400,000 |
| 3418 | OR | Cascade Locks Marine Park Underpass to address necessary improvements | $400,000 |
| 3419 | NY | Reconstruction of East Genesee Street connective corridor to Syracuse University in Syracuse, NY | $3,360,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3420 | IL | For Cook County to reconstruct and widen 127th Street between Smith Road and State Street in Lemont | $360,000 |
| 3421 | TN | Widen I–65 from SR 840 to SR 96, including interchange modification at Goose Creek Bypass, Williamson County | $776,000 |
| 3422 | CA | Auburn Boulevard Improvements, City of Citrus Heights | $400,000 |
| 3423 | LA | Bossier Parish Congestion Relief | $2,400,000 |
| 3424 | LA | Fund the 8.28 miles of the El Camino East-West Corridor along LA 6 from LA 485 near Robeline, LA to I–49 | $1,600,000 |
| 3425 | FL | Bryan Dairy Road improvements from Starkey Road to 72nd Street | $3,200,000 |
| 3426 | GA | Buckhead Community Improvements to rehabilitate State Road 141, including lane straightening, addition of median, installation of left turn bays at two intersections, addition of bicycle lanes, sidewalks, clear zones and landscape buffers | $800,000 |
| 3427 | VA | Purchase specialized tunnel fire safety equipment, Hampton Roads | $640,000 |
| 3428 | MI | Holmes Road Reconstruction—From Prospect Road to Michigan Avenue, Charter Township of Ypsilanti | $1,600,000 |
| 3429 | TN | Construct a system of greenways in Nashville—Davidson County | $800,000 |
| 3430 | UT | Improve pedestrian and traffic safety in Holladay | $2,000,000 |
| 3431 | OH | Construction of road improvements from Richmond Road to Cuyahoga Community College, Warrensville Heights | $1,080,000 |
| 3432 | OH | Construct road with access to memorial Shoreway, Cleveland | $800,000 |
| 3433 | TX | North Cameron County East-West Railroad Relocation Project | $80,000 |
| 3434 | OR | Construct Pathway From Multimodal Transit Station to Swanson Park, Albany | $520,000 |
| 3435 | NY | Transportation Initiative to provide for a parking facility, in the vicinity of the Manhattan College Community | $500,000 |
| 3436 | NY | Phase II Corning Preserve Transportation Enhancement Project | $4,800,000 |
| 3437 | NY | Study of goods movement through I–278 in New York City and New Jersey | $1,200,000 |
| 3438 | NY | Study and Implement Traffic Improvements to the area surrounding the Stillwell Avenue train station | $1,000,000 |
| 3439 | CA | Expand Diesel Emission Reduction Program of Gateway Cities COG | $2,480,000 |
| 3440 | TX | Construct pedestrian walkway on Houston Texas' Main Street Corridor | $1,000,000 |
| 3441 | CA | Sacramento County, California—Watt Avenue Multimodal Mobility Improvements, Kiefer Boulevard to Fair Oaks Boulevard | $3,200,000 |
| 3442 | NJ | Passaic River—Newark Bay Restoration and Pollution Abatement Project, Route 21 | $400,000 |
| 3443 | NJ | Downtown West Orange streetscape and traffic improvement program | $1,440,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3444 | NY | High-Speed EZ pass at the New Rochelle Toll Plaza, New Rochelle | $800,000 |
| 3445 | TX | Access to Regional Multimodal Center—FM 1016 and SH 115 | $1,600,000 |
| 3446 | AR | For acquisition and construction of an alternate transportation (pedestrian/bicycle) trail from East Little Rock to Pinnacle Mountain State Park | $160,000 |
| 3447 | MN | Construct 4th Street overpass grade separation crossing a BNSF Rail Road, City of Carlton | $159,835 |
| 3448 | TX | North Rail Relocation Project, Harlingen | $1,600,000 |
| 3449 | MN | Construct Pfeifer Road, remove 10 foot raised crossing, Twin Lakes Township | $201,374 |
| 3450 | MS | Safety improvements and to widen Hardy Street at the intersection of U.S. 49 in Hattiesburg | $640,000 |
| 3451 | | | $0 |
| 3452 | MN | Safety improvements to TH 169 between Virginia and Winton | $20,464,331 |
| 3453 | LA | U.S. 190 (LA 22 to Little Bayou Castine) Widening | $800,000 |
| 3454 | NC | Construct bicycle and pedestrian trails, Durham and Durham County | $1,600,000 |
| 3455 | MN | TH 61 Reconstruction from 2.7 miles to 6.2 miles north of Tofte | $8,053,600 |
| 3456 | MN | Phase II/part II—CSAH 15 to East of Scenic Highway 7 (1.2 miles) | $2,272,000 |
| 3457 | MN | Reconstruction with some rehabilitation of roadway with storm water sewer system construction from eastern boundary of the Bois Forte Indian Reservation and ending at "T" intersection of roadway (3.5 miles) | $800,000 |
| 3458 | MS | Widen 4th Street in Hattiesburg | $2,560,000 |
| 3459 | NJ | Study of safe and efficient commercial multimodal transportation systems serving the East Coast Port Complex | $400,000 |
| 3460 | IL | Construct bike/pedestrian paths, Chicago | $2,480,000 |
| 3461 | IL | Construct Leon Pass overpass, Hodgkins | $768,000 |
| 3462 | IL | Undertake Streetscaping project on Harlem Avenue initiating from 71st Street to I–80, Cook County | $3,280,000 |
| 3463 | IL | Construct bike path, parking facility, and related transportation enhancement projects, North Riverside | $1,920,000 |
| 3464 | IL | Upgrade Roads, Summit | $768,000 |
| 3465 | IL | Undertake streetscaping on Ridgeland Avenue, Oak Park Avenue, and 26th Street, Berwyn | $768,000 |
| 3466 | IL | Construct bike/pedestrian paths, facilities and infrastructure improvements in Spring Rock Park, Western Springs Park District | $576,000 |
| 3467 | SD | Extend the Sioux Falls Bike Trail to the Great Bear Recreation Area | $960,000 |
| 3468 | SD | Redesign T corner on BIA #2 5 miles SW of Kyle on the Pine Ridge Reservation | $600,000 |
| 3469 | SD | Extend bike trail in Pine Ridge to the SuAnne Big Crow Boys and Girls Center | $200,000 |
| 3470 | SD | Extend bicycle trail system in Aberdeen | $640,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3471 | GA | City of Moultrie Streetscape Improvements, Phase III | $750,000 |
| 3472 | GA | Restore and renovate for historic preservation and museum the 1906 AB&A Railroad Building, Fitzgerald | $500,000 |
| 3473 | GA | Improve sidewalks, upgrade lighting, and add landscaping, Ocilla | $500,000 |
| 3474 | GA | Improve sidewalks, upgrade lighting, and add landscaping, Newton County | $750,000 |
| 3475 | GA | Improve sidewalks, upgrade lighting, and add landscaping, Monticello | $500,000 |
| 3476 | GA | City of Sylvester Bicycle and Pedestrian Project | $400,000 |
| 3477 | GA | Improve sidewalks, upgrade lighting, and add landscaping, Tifton | $750,000 |
| 3478 | GA | Improve sidewalks and curbs on Wheeler Avenue and Carlos Avenues, Ashburn | $500,000 |
| 3479 | GA | Improve sidewalks, upgrade lighting, and add landscaping, Jackson | $500,000 |
| 3480 | CA | Construct traffic circle in San Ysidro at the intersection of Via de San Ysidro and West San Ysidro Boulevard, San Diego | $240,000 |
| 3481 | CA | Construct and resurface unimproved roads in the Children's Village Ranch and improve access from Children's Village Ranch to Lake Morena Drive, San Diego County | $800,000 |
| 3482 | CA | Project design and environmental assessment of widening and improving the interchange at "H" Street and I–5, Chula Vista, Chula Vista | $2,160,000 |
| 3483 | FL | Jacksonville International Airport Access Rd. to I–95, Jacksonville | $1,600,000 |
| 3484 | FL | Mathews Bridge Replacement, Jacksonville | $800,000 |
| 3485 | FL | Hecksher Bridge Replacement, Jacksonville | $800,000 |
| 3486 | FL | NE 3 Ave. to NE 8th Ave. Rd. Reconstruction, Gainesville | $800,000 |
| 3487 | FL | University Ave. to NE 8 Avenue Rd. Reconstruction, Gainesville | $1,600,000 |
| 3488 | KY | Central Kentucky Multi-Highway Preservation Project | $1,840,000 |
| 3489 | WV | Construct East Beckley Bypass, including $500,000 for preliminary engineering and design of the Shady Spring connector (Route 3/Airport Road) | $4,000,000 |
| 3490 | WV | Construct I–73/I–74 High Priority Corridor, Wayne County | $4,000,000 |
| 3491 | KY | Construct Kidville Road (KY 974) Interchange at the Mountain Parkway, Clark County | $1,360,000 |
| 3492 | NY | Construction and improvements to Ridge Road, Lackawanna | $400,000 |
| 3493 | CA | Construction at I–580 and California SR 84 (Isabel Avenue) Interchange | $2,000,000 |
| 3494 | NY | Construction of and improvements to Amherst Street, Buffalo | $160,000 |
| 3495 | NY | Construction of and improvements to Grant Street, Buffalo | $160,000 |
| 3496 | NY | Construction of and improvements to Hertel Avenue, Buffalo | $160,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3497 | NY | Construction of and improvements to Hopkins Street, Buffalo | $160,000 |
| 3498 | NY | Construction of and improvements to Main Street in the Town of Aurora | $400,000 |
| 3499 | NY | Construction of and improvements to McKinley Parkway, Buffalo | $400,000 |
| 3500 | NY | Construction of and improvements to Route 5 in the Town of Hamburg | $400,000 |
| 3501 | NY | Construction of and improvements to South Park Avenue and Lake Avenue in the Village of Blasdell | $400,000 |
| 3502 | NY | Construction of and improvements to South Park Avenue, Buffalo | $160,000 |
| 3503 | NY | Construction of Bicycle Path and Pedestrian Trail in City of Buffalo | $640,000 |
| 3504 | NY | Construction, redesign, and improvements to Fargo Street in Buffalo | $1,600,000 |
| 3505 | TN | Improve existing two lane highway to a five lane facility on State Route 53 from South of I–24 to Near Parks Creek Road, Coffee County | $4,400,000 |
| 3506 | ME | Improve portions of Route 116 between Lincoln and Medway to bring road up to modern standard | $3,500,000 |
| 3507 | ME | Improve portions of Route 26 between Bethel and Oxford | $1,000,000 |
| 3508 | NY | Road improvements and signage in City of Lackawanna | $400,000 |
| 3509 | NJ | Belmont Ave. Gateway Community Enhancement Project, Haledon | $400,000 |
| 3510 | TX | Conduct feasibility study for an off ramp on I–30 on to Hall Street for direct access to Baylor University Medical Center in Dallas | $800,000 |
| 3511 | NJ | Livingston Pedestrian Streetscape Project along Mount Pleasant and Livingston Avenues | $720,000 |
| 3512 | MD | MD4 at Suitland Parkway | $4,000,000 |
| 3513 | NJ | Pompton Lakes Downtown Streetscape | $800,000 |
| 3514 | PA | Street improvements along North Broad Street, Hatfield Borough | $100,000 |
| 3515 | PA | Street improvements to Old York Road, Jenkintown Borough | $800,000 |
| 3516 | PA | Street improvements to Ridge Pike and Joshua Road, Whitemarsh Township | $640,000 |
| 3517 | PA | Street improvements to Skippack Pike (Rt. 73), Whitpain Township | $480,000 |
| 3518 | PA | Street Improvements, Upper Dublin Township | $1,200,000 |
| 3519 | PA | Street Improvements, Upper Gwynedd Township | $300,000 |
| 3520 | VA | Construct access road and roadway improvements to Chessie development site, Clifton Forge | $1,040,000 |
| 3521 | WA | Fruitdale and McGarigle Arterial Improvements Project in Sedro Woolley, Washington | $760,000 |
| 3522 | MS | Improve Ridge Road, Pearl River County | $800,000 |
| 3523 | MS | Port Bienville Intermodal Connector, Hancock County | $2,400,000 |
| 3524 | WA | Realign Airport Road/Springhetti Ave./Marsh Road in Snohomish County, Washington | $250,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3525 | LA | U.S. 61 (Airline Highway) Improvements, Orleans and Jefferson Parishes | $2,240,000 |
| 3526 | UT | Widen Redwood Road from Bangerter Highway in Salt Lake County through Saratoga Springs in Utah County | $1,000,000 |
| 3527 | VA | Widen Rolfe Highway from near the intersection of Rolfe Highway and Point Pleasant Road to the Surry ferry landing approach bridge | $400,000 |
| 3528 | MI | Bristol Road improvement project from Interstate 69 to North Torrey road | $1,600,000 |
| 3529 | NJ | Construct parking facility at the Robert Wood Johnson University Hospital and UMDNJ with access to the intermodal train station, New Brunswick | $1,600,000 |
| 3530 | WA | Olympia Infrastructure Enhancement Project | $684,000 |
| 3531 | IN | Downtown Road Improvements, Indianapolis | $5,720,000 |
| 3532 | TX | Continuation of item number 92 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) | $1,120,000 |
| 3533 | IL | Upgrade roads, Plainfield | $240,000 |
| 3534 | CA | Acquisition of land along CA 86 at the Desert Cahuilla Prehistoric Site, Imperial County for environmental mitigation related to reducing wildlife mortality while maintaining habitat connectivity | $800,000 |
| 3535 | NY | Queens and Bronx Counties Graffiti Elimination Program | $200,000 |
| 3536 | MA | Cambridge Bicycle Path Improvements | $1,000,000 |
| 3537 | CA | Conduct preliminary engineering and design analysis for a dedicated intermodal right-of-way link between San Diego and the proposed Regional International Airport in Imperial Valley including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway or highway lanes, Maglev and conventional high speed rail or any combination thereof | $800,000 |
| 3538 | MA | Chelsea Roadway Improvements | $2,000,000 |
| 3539 | NY | Congestion reduction measures in Richmond County | $2,000,000 |
| 3540 | NJ | Construct Hudson River Waterfront Walkway over Long Slip Canal—Hoboken and Jersey City | $800,000 |
| 3541 | CA | Construct Illinois Street Bridge/Amador Street Connection and Improvements, San Francisco | $3,200,000 |
| 3542 | NY | Construct multi-modal facility in the vicinity of Brooklyn Childrens Museum | $240,000 |
| 3543 | NJ | Construct Parking Facility at McGinley Square in Jersey City | $840,000 |
| 3544 | OR | Construction of access road including sidewalks, bike lanes and railroad crossing from Highway 99W to industrial zoned property, Corvallis | $814,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3545 | NY | Continuation of the public awareness program to the subcontracting entity which was funded under Section 1212(b) of Public Law 105–178 about infrastructure in Lower Manhattan | $400,000 |
| 3546 | OR | Continue bridge repair project authorized under Public Law 105–178, Coos Bay | $8,000,000 |
| 3547 | NJ | Expand TRANSCOM Regional ITS System in NJ, NY, and CT | $800,000 |
| 3548 | CA | Construct new sidewalks in the City of Heber, CA | $400,000 |
| 3549 | NY | Graffiti Elimination Program in Riverdale neighborhood of Bronx County | $500,000 |
| 3550 | NY | Graffiti Elimination Program on Smith Street in Kings County | $500,000 |
| 3551 | | | $0 |
| 3552 | NJ | Hudson County Fire and Rescue Department, North Bergen: Transportation Critical Incident Mobile Data Collection Device | $960,000 |
| 3553 | NJ | Hudson County Pedestrian Safety Improvements | $800,000 |
| 3554 | OR | Hwy 199 Safety Improvements, Josephine County | $2,000,000 |
| 3555 | OR | Hwy 99E/Geary Street Safety Improvements, Albany | $1,002,000 |
| 3556 | NY | Implement Improvements for Pedestrian Safety in Riverdale neighborhood of Bronx County | $500,000 |
| 3557 | WA | Improve Mill Plain Blvd. between SE 172nd and SE 192nd in Vancouver | $1,250,000 |
| 3558 | WA | Improve signage along scenic highways in Clark, Skamania and Pacific counties | $60,000 |
| 3559 | | | $0 |
| 3560 | NJ | Jersey City 6th Street Viaduct Pedestrian and Bicycle Pathway Project | $1,600,000 |
| 3561 | OR | Middle Fork Willamette River Path, Springfield | $3,000,000 |
| 3562 | | | $0 |
| 3563 | OR | Pedestrian improvements including boardwalk extension and sidewalk construction, Port of Brookings Harbor | $600,000 |
| 3564 | NJ | Port Reading—Improvements to air quality through reduction of engine idling behind Rosewood Lane | $640,000 |
| 3565 | OR | Purchase communications equipment related to traffic incident management in Linn, Benton, Lane, Douglas, Coos, Curry, and Josephine Counties | $9,000,000 |
| 3566 | MA | Reconstruction of the I–95/Rt. 20 Interchange in Waltham | $1,040,000 |
| 3567 | NJ | Route 440 Rehabilitation and Boulevard Creation Project in Jersey City | $1,000,000 |
| 3568 | MA | Rutherford Avenue Improvements, Boston | $1,000,000 |
| 3569 | GA | SR 10/Peters Street/Olympic Drive interchange, Athens | $1,600,000 |
| 3570 | | | $0 |
| 3571 | OR | To construct and enhance bikeway between Hood River and McCord Creek | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3572 | NY | To construct greenway along East River waterfront between East River Park (ERP) and Brooklyn Bridge, and reconstruct South entrance to ERP, in Manhattan | $1,200,000 |
| 3573 | OR | Transportation enhancements at Eugene Depot, Eugene | $1,000,000 |
| 3574 | OR | U.S. 101 Slide Repair, Curry County | $2,895,200 |
| 3575 | OR | U.S. Highway 20 and Airport Road Intersection Improvements, Lebanon | $837,000 |
| 3576 | IL | Upgrade 31st Street and Golfview Rd. intersection and construct parking facilities, Brookfield | $1,200,000 |
| 3577 | NJ | Weehawken Baldwin Avenue Improvements | $1,600,000 |
| 3578 | WA | Widen SR 503 through Woodland | $1,000,000 |
| 3579 | | | $0 |
| 3580 | NC | Expand Derita Road | $1,600,000 |
| 3581 | IL | Construct Rt. 3 Loop Hog Hollow Road to Monsanto Road, St. Clair County | $600,000 |
| 3582 | NY | Planning and design, construction, and relocations for Southtowns Connector—NY Route 5 from Coast Guard Base to Ohio Street, including Fuhrmann Boulevard | $800,000 |
| 3583 | | | $0 |
| 3584 | NY | Implement a roadway evacuation study for the South Shore of Long Island, Mastic | $800,000 |
| 3585 | NY | Improve Brooksite Drive from NY 25/25A to Rt. 347, Smithtown | $720,000 |
| 3586 | NY | Improve Clover Ln. from Bay Ave. to Bay Rd., Hamlet of Brookhaven | $216,000 |
| 3587 | | | $0 |
| 3588 | NY | Improve Dare Rd. from Old Town Rd. to Rt. 25, Selden | $352,000 |
| 3589 | | | $0 |
| 3590 | NY | Improve intersection of Old Dock and Church Street, Kings Park | $100,000 |
| 3591 | | | $0 |
| 3592 | NY | Improve Old Town Rd. from Rt. 347 to Slattery Rd., Setauket | $336,000 |
| 3593 | NY | Improve Old Willets Path from NY 454 to Rabro Dr., Smithtown | $812,000 |
| 3594 | NY | Improve Pipe Stave Hollow Rd. to Harbor Beach Rd., Miller Place | $200,000 |
| 3595 | IL | Reconstruction and Improvement of North Lincoln Ave, O'Fallon | $1,339,996 |
| 3596 | IL | Reconstruction of 20th Street, Granite City | $1,200,000 |
| 3597 | IL | Road Alignment from Caseyville Road to Sullivan Drive, Swansea | $900,000 |
| 3598 | NY | Road Improvements Hamlet of Medford, Town of Brookhaven | $400,000 |
| 3599 | NY | Road improvements, Hamlet of Gordon Heights, Town of Brookhaven | $344,000 |
| 3600 | NY | Road improvements, Village of Patchogue | $1,200,000 |
| 3601 | NY | Roadway improvements, Hamlet of Mastic Beach | $320,000 |
| 3602 | | | $0 |
| 3603 | NY | WLIU Public Radio Emergency and Evacuation Transportation Information Initiative, Southampton | $900,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3604 | UT | Reconstruct 500 West, including pedestrian and bicycle access, in Moab | $250,000 |
| 3605 | PA | Construct improvements to Chambers Hill Road and Lindle Road (SR 441) at its intersections with Interstate 283 and Eisenhower Boulevard | $800,000 |
| 3606 | PA | Construct Regional Trail, Muhlenberg Township | $600,000 |
| 3607 | PA | Rail Crossing signalization upgrade, Main Street, Lyons Station, Berks County | $165,040 |
| 3608 | PA | Rail Crossing signalization upgrade at Hill Road, Township of Blandon, County of Berks | $165,040 |
| 3609 | PA | Safety improvements at Liberty Street intersection with PA Route 61 in W. Brunswick and N. Manheim Twp., Schuylkill County | $1,524,560 |
| 3610 | PA | Replace Stossertown Bridge (Main Street) over West Creek in Branch Township, Schuylkill County | $400,000 |
| 3611 | PA | Replace bridge over Little Mahantongo Creek at intersection of Hepler and Valley Roads in Upper Mahantongo Twp., Schuylkill County | $200,000 |
| 3612 | PA | Replace Union Street Bridge over Middle Creek in the borough of Tremont, Schuylkill County | $400,000 |
| 3613 | PA | Replace Burd St. Bridge over Amtrak and Norfolk Southern railroad tracks in the Borough of Royalton, Dauphin County | $400,000 |
| 3614 | PA | Hummelstown Borough, PA for intersection and pedestrian realignment and drainage | $1,600,000 |
| 3615 | MN | City of Moorhead Southeast Main GSI 34th Street and I–94 interchange | $1,600,000 |
| 3616 | MN | Paynesville Highway 23 Bypass | $1,600,000 |
| 3617 | AR | Construction of I–530 between Pine Bluff and Wilmer | $32,000,000 |
| 3618 | NY | Conduct study to develop regional transit strategy in Herkimer and Oneida counties | $80,000 |
| 3619 | NY | Improve town weatherization capabilities on Tucker Drive, Poughkeepsie, NY | $200,000 |
| 3620 | NY | Bedell Road improvements, Poughkeepsie, NY | $104,000 |
| 3621 | NY | Land acquisition and improvements on Main Street, Beacon, NY | $400,000 |
| 3622 | NY | Construction of sidewalks in Sugar Loaf | $80,000 |
| 3623 | CT | I–84 Expressway Reconstruction from Waterbury to Southbury | $1,200,000 |
| 3624 | DC | Road and trail reconstruction and drainage improvements (APHCC) | $480,000 |
| 3625 | GA | Central Hall Recreation and Multi-Use Trail, Hall County, GA | $1,600,000 |
| 3626 | OH | Land acquisition for construction of pedestrian and bicycle trails at Mentor Marsh in Ohio | $560,000 |
| 3627 | OH | Design and construct road enhancements Andrews Road and Lakeshore Blvd. in Mentor-on-the-Lake, OH | $240,000 |
| 3628 | OH | Design and construct road enhancements Cleveland Port Authority in Cleveland, Ohio | $2,500,000 |
| 3629 | LA | Red River National Wildlife Refuge Visitor Center | $2,400,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3630 | TN | For the advancement of project development activities for SR 33 from Knox County Line to SR 61 at Maynardville, TN | $1,600,000 |
| 3631 | CA | To convert a railroad bridge into a highway bridge spanning over the Feather River between Yuba City and Marysville | $4,000,000 |
| 3632 | | | $0 |
| 3633 | GA | Construction of interchange on I–985 north of SR 13, Hall County, Georgia | $800,000 |
| 3634 | | | $0 |
| 3635 | | | $0 |
| 3636 | | | $0 |
| 3637 | CA | Planning design and construction to widen SR in Kern, CA between San Luis Obispo County Line and I–5 | $92,000,000 |
| 3638 | | | $0 |
| 3639 | | | $0 |
| 3640 | GA | Design and Construct Railroad Grade Crossing Gates in Acworth, GA | $300,000 |
| 3641 | | | $0 |
| 3642 | KS | Northwest Bypass between K96 and 119th Street West | $1,600,000 |
| 3643 | | | $0 |
| 3644 | IL | State Rt. 78 to Lathrop Street to 2900 E (Township Road)—A 1.5 mile village street extension, bridges, and upgrading of existing street | $1,840,000 |
| 3645 | | | $0 |
| 3646 | | | $0 |
| 3647 | | | $0 |
| 3648 | | | $0 |
| 3649 | CA | Increase Capacity on I–80 between Sacramento/Placer County Line and SR 65 | $21,600,000 |
| 3650 | IL | Bloomington-Normal East Side Highway Corridor | $800,000 |
| 3651 | | | $0 |
| 3652 | OH | Morse Road Corridor Improvements, Phase II, Columbus | $800,000 |
| 3653 | | | $0 |
| 3654 | | | $0 |
| 3655 | | | $0 |
| 3656 | | | $0 |
| 3657 | | | $0 |
| 3658 | | | $0 |
| 3659 | | | $0 |
| 3660 | MI | Holland, Michigan, Construct River Avenue Corridor Improvements | $2,320,000 |
| 3661 | | | $0 |
| 3662 | | | $0 |
| 3663 | | | $0 |
| 3664 | | | $0 |
| 3665 | | | $0 |
| 3666 | | | $0 |
| 3667 | | | $0 |
| 3668 | | | $0 |
| 3669 | | | $0 |
| 3670 | KY | Central Kentucky Multi-Highway Preservation Project (plus-up) | $460,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3671 | KY | The Kentucky Multi-Highway Preservation Project (plus-up) | $320,000 |
| 3672 | AZ | Pave remaining stretch of the Turquoise Trail, BIA Route 4, which is a north-south road that joins AZ HW 160 in the north to AZ HW 264 in the south portion of BIA Route 4 | $1,600,000 |
| 3673 | AK | Improve marine intermodal facilities in Ketchikan | $14,000,000 |
| 3674 | DC | Highway improvements to improve access to the Kennedy Center | $4,000,000 |
| 3675 | KY | Construct two bridges across the Ohio River from Louisville to southern Indiana (plus-up) | $10,000,000 |
| 3676 | OR | TransPacific Parkway Realignment Project, Coos County | $350,000 |
| 3677 | AK | Planning, Design, and Construction of Knik Arm Bridge | $28,425,000 |
| 3678 | AK | Intermodel facility improvements at the Port of Anchorage | $25,000,000 |
| 3679 | AK | Upgrade city roads and construct a road and acquire a hovercraft to transit the bay between King Cove and Cold Bay in King Cove | $3,700,000 |
| 3680 | AK | Municipal Road Paving—Kotzebue | $2,000,000 |
| 3681 | AK | Various Road Improvements in Petersburg | $2,000,000 |
| 3682 | AK | Construction and Improvements at Alaska Pacific University | $3,000,000 |
| 3683 | AK | Various road improvements in the City of Kenai | $1,000,000 |
| 3684 | AK | Float Plane Road in Aleknagik | $1,000,000 |
| 3685 | AK | Olympic Circle road paving in Gridwood | $500,000 |
| 3686 | AK | Coffman Cove road paving in Coffman Cove | $375,000 |
| 3687 | AK | Port Saint Nicholas road improvements in Craig | $3,000,000 |
| 3688 | AK | Construction of a road between Lake Lucille and Big Lake in Matanuska-Sustina Borough | $2,000,000 |
| 3689 | AK | Hatcher Pass Ski Development Road in Matanuska-Sustina Borough | $1,000,000 |
| 3690 | AK | Access roads for the Barrow Arctic Research Center in Barrow | $3,000,000 |
| 3691 | AK | Intermodal ferry dock in Hoonah | $2,000,000 |
| 3692 | AK | Construction of relocation road in Shishmaref | $5,000,000 |
| 3693 | AK | Improvements to Lake Camp Road in Bristol Bay Borough | $3,000,000 |
| 3694 | AK | Study on the feasibility of constructing a natural gas pipeline from the North Star Borough to South Central Alaska along the existing transportation corridors | $2,000,000 |
| 3695 | AK | Soldotna: Keystone Drive Road improvements in Soldotna | $3,000,000 |
| 3696 | AK | Metlakatla: Walden Point Road | $5,000,000 |
| 3697 | AK | Anchorage: Traffic Congestion Relief | $5,000,000 |
| 3698 | AK | Bristol Bay: Transportation improvements to the access road and a bridge crossing at the Naknek River | $3,000,000 |
| 3699 | AK | Statewide: Road culvert replacement and repair to improve fish habitat | $5,000,000 |
| 3700 | AK | Construction of a ferry between Anchorage and Port MacKenzie | $5,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3701 | AK | Aleknagik: Wood River Bridge, or design, engineering, permitting, and construction | $3,000,000 |
| 3702 | AK | Chignik: Inter-Village Road, for design, engineering, permitting, and construction | $5,000,000 |
| 3703 | AK | Kotzebue: Cape Blossom Road, for design, engineering, permitting, and construction | $5,000,000 |
| 3704 | AK | Fairbanks: Tanana River Bridge replacement, for design, engineering, permitting, and construction | $5,000,000 |
| 3705 | AK | Transportation Improvements in Cook Inlet for the Westside development/Williamsport-Pile Bay Road | $2,000,000 |
| 3706 | AK | Fairbanks/North Star Borough: Road improvements to service roads and other misc | $5,000,000 |
| 3707 | AK | Upgrades for road access to McCarthy, AK, for design, engineering, permitting, and construction | $5,000,000 |
| 3708 | AK | Upgrades on the Dalton Highway, for design, engineering, permitting, and construction | $4,500,000 |
| 3709 | AK | Kotzebue: Municipal Road Paving Project | $2,000,000 |
| 3710 | AK | Crooked Creek: Road to Donlin Mine, for design, engineering, permitting, and construction | $2,000,000 |
| 3711 | AK | Kenai: Borough road improvements | $2,500,000 |
| 3712 | AK | Wrangell: Road improvements | $4,000,000 |
| 3713 | AK | Petersburg: Road improvements, including but not limited to design, engineering, permitting, and construction | $1,500,000 |
| 3714 | AK | Ketchikan: Improve marine dry-dock and facilities | $2,000,000 |
| 3715 | AK | Southeast: Planning, design, and EIS of Bradfield Canal Road | $2,000,000 |
| 3716 | AK | Gustavus: Dock replacement for the Alaska Marine Highway | $3,000,000 |
| 3717 | AK | Upgrades on the Richardson Highway, including but not limited to design, engineering, permitting, and construction | $4,500,000 |
| 3718 | AK | Bethel: Dust Control Mitigation for Rural Roads | $1,500,000 |
| 3719 | AK | Nome: Dust Control Mitigation for Rural Roads | $1,500,000 |
| 3720 | AK | Sitka: Improvements to Indian River Road, including but not limited to design, engineering, permitting, and construction | $500,000 |
| 3721 | AK | Anchorage: handicapped and pedestrian access construction, surfacing and other improvements for 2006 National Veterans' Wheelchair Games | $2,000,000 |
| 3722 | AK | Statewide: Mobility coalition—Job access transportation | $250,000 |
| 3723 | AK | AK-North Pole: Homestead Road/North Pole High School Boulevard Extension Project | $500,000 |
| 3724 | AK | Fairbanks: O'Connor Road Bridge Replacement | $250,000 |
| 3725 | AK | Anchorage: Transportation Improvements to the Creekside development | $3,000,000 |
| 3726 | AK | Anchorage: Dimond Center Intermodal Facility, including but not limited to design, engineering, permitting, and construction | $2,500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3727 | AK | Anchorage: Transportation needs for Glacier/Winner Creek Development | $1,000,000 |
| 3728 | AL | Preliminary Engineering, Design, ROW Acquisition and Construction of the Tuscaloosa Bypass | $25,000,000 |
| 3729 | AL | Preliminary Engineering, Design, ROW Acquisition and Construction of the I–10 Connector | $15,000,000 |
| 3730 | AL | Preliminary Engineering, Design, ROW Acquisition and Construction of the I–85 Extension | $50,000,000 |
| 3731 | AL | To construct approximately 13 mile four lane thoroughfare to connect the Foley Beach Express to I–10/Highway 83 Baldwin County | $18,000,000 |
| 3732 | AL | To construct a new interchange on I–85 at Beehive Road in Auburn, AL | $18,000,000 |
| 3733 | AL | To widen Highway 84 to 4 lanes west of I–65 from Evergreen to Monroeville and beyond to the Alabama State line | $4,000,000 |
| 3734 | AL | I–65 Widening from U.S. 31 in Alabaster (Exit 238) to AL 25 in Calera (Exit 228) | $5,000,000 |
| 3735 | AR | Northeast Arkansas Connector (relocation of Highway 226) | $10,600,000 |
| 3736 | AR | Interchange Modification to I–430/I–630 | $15,000,000 |
| 3737 | AR | Hot Springs Extension, East-West Arterial: Highway 70 to Highways 5/7 | $10,000,000 |
| 3738 | AR | Caraway Bridge Overpass | $1,800,000 |
| 3739 | AR | Highway 67: Kiehl Avenue—Vandenberg Boulevard: rehabilitating and widening Highway 67 from four to six lanes from Kiehl Ave. to Vandenberg Blvd | $4,000,000 |
| 3740 | AR | Improve State Hwy 88 (Higdon Ferry Road) in Hot Springs | $3,000,000 |
| 3741 | AR | I–40/Highway 89 Interchange Planning and Construction | $3,000,000 |
| 3742 | AR | Conway, AR Western Loop—For engineering, rights-of-way, relocations, and continued planning and design | $2,000,000 |
| 3743 | AR | Develop a railroad overpass connecting U.S. Highway 67 and U.S. Highway 371 in Prescott | $528,000 |
| 3744 | AR | Highway 77 Rail Grade Separation in Marion | $3,000,000 |
| 3745 | AR | Maumelle Interchange—For third entrance into Maumelle | $1,500,000 |
| 3746 | AR | Rogers—Construct new interchange on I–540 near the existing Perry Road overpass | $3,372,000 |
| 3747 | AR | Construction of I–49, Highway 71: Highway 22 to Highway 71 near Jenny Lind | $1,000,000 |
| 3748 | AR | Highway 165: Railroad Overpass Construction | $2,000,000 |
| 3749 | AR | Improve Highway 412: Baxter Co. to Ash Flat | $1,000,000 |
| 3750 | AR | Highway 412 Relocation: Paragould South Bypass | $1,000,000 |
| 3751 | AR | Widening of Highway 65/82: Pine Bluff-Greenville Bridge | $2,000,000 |
| 3752 | AR | Highway 167 Widening: Fordyce to Sheridan Bypass | $2,000,000 |
| 3753 | AR | Fort Smith: Improvements to Jenny Lind Rd. and Ingersoll | $1,200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3754 | AR | Van Buren—Widen and reconstruct Rena Road | $600,000 |
| 3755 | AR | Russellville Intermodal Facility: construct access roads from AR Hwy 247, purchase Right-of-Way | $400,000 |
| 3756 | AR | Springdale—Improvements to Johnson Road from Hwy 412 to I–540 through Springdale and Johnson | $7,000,000 |
| 3757 | AR | Construct and rehabilitate Fayetteville Expressway Economic Development Corridor | $4,000,000 |
| 3758 | AR | Construct and rehabilitate University of Arkansas Technology Corridor Enhancement Project | $2,000,000 |
| 3759 | AR | Develop U.S. Highway 71 (I–49) to Interstate standards on new location between Mena, AR and LA State line | $3,000,000 |
| 3760 | AZ | Arizona Department of Transportation; for those projects it has identified as its highest priorities | $41,335,473 |
| 3761 | AZ | Replacement of Safford Bridge which crosses the Gila River directly north of Safford, AZ on North 8th Avenue | $3,664,527 |
| 3762 | CA | Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma | $15,000,000 |
| 3763 | CA | Construct Hwy 101 bicycle-pedestrian project in Marin and Sonoma Counties from north of Atherton Ave. to south of Petaluma River bridge | $500,000 |
| 3764 | CA | ITS and Intersection Improvements, LAX | $1,000,000 |
| 3765 | CA | Complete Monterey Bay Sanctuary Scenic Trail between Monterey and Santa Cruz counties | $1,000,000 |
| 3766 | CA | Airport Boulevard Interchange Improvements, Salinas and Vicinity, Monterey County | $4,000,000 |
| 3767 | CA | Improvements to Bay Road and Northern Access (City of East Palo Alto) | $6,000,000 |
| 3768 | CA | Compton Arterial Reconstruction and Improvement Program, Compton | $2,500,000 |
| 3769 | CA | University Avenue Overpass: Construction of bicycle and pedestrian lanes—East Palo Alto | $2,000,000 |
| 3770 | CA | Sealing unpaved roads in Calaveras County | $1,000,000 |
| 3771 | CA | Mission Boulevard/State Route 71 Interchange—Corridor Improvements in Pomona | $3,000,000 |
| 3772 | CA | Construct Bristol Street multimodal corridor in Santa Ana | $1,000,000 |
| 3773 | CA | Reconstruct I–710 Interchanges at I–405, at SR 91, and at I–105 | $5,500,000 |
| 3774 | CA | Riverside Highway Grade Separation | $5,000,000 |
| 3775 | CA | Hunts Lane Rail Grade Separation, San Bernardino | $5,000,000 |
| 3776 | CA | Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry, San Diego County | $3,000,000 |
| 3777 | CA | Park Boulevard-Harbor Drive Rail Grade Separation, San Diego | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3778 | CA | Virginia Corridor Rails to Trails: Reconstruct Union Pacific Right-of-Way to bicycle and pedestrian trail, City of Modesto, Stanislaus County | $3,000,000 |
| 3779 | CA | Construct bicycle and pedestrian trail between Port Costa and Martinez as part of the San Francisco Bay Trail, Contra Costa County | $1,000,000 |
| 3780 | CA | Improve air quality in the Sacramento region, Sacramento Area Council of Governments | $5,000,000 |
| 3781 | CA | Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont | $1,000,000 |
| 3782 | CA | Plan and improve Orange County's transportation system to reduce congestion, Orange County Council of Governments | $1,000,000 |
| 3783 | CA | Construct 20 mile managed lanes on Interstate 15 between State Route 163 and State Route 78 (San Diego) | $5,000,000 |
| 3784 | CA | Design and construct access improvements in North Central Business District, Sacramento | $2,000,000 |
| 3785 | CA | Modify I–880 and Stevens Creek Boulevard Interchange to ease traffic congestion in San Jose | $3,000,000 |
| 3786 | CA | Construction of Cross Valley Connector between I–5 and SR 14 | $5,000,000 |
| 3787 | CA | I–680: Construct High Occupancy Toll Lanes in Alameda County | $2,000,000 |
| 3788 | CA | Interchange Improvements: Laval and I–5, City of Lebec | $4,000,000 |
| 3789 | CA | Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75–282 corridor, San Diego | $5,000,000 |
| 3790 | CA | ITS Improvements—City of Pasadena | $2,000,000 |
| 3791 | CA | Construct Interchange at Harbor Blvd. and I–80 in West Sacramento | $1,000,000 |
| 3792 | CA | Road and signage improvements, Southeast corner of Tahquitz Canyon Way and Hermosa Drive, Agua Caliente Museum, Palm Springs | $500,000 |
| 3793 | CA | To improve California Avenue between Willow and Spring Streets, Long Beach | $1,000,000 |
| 3794 | CA | For Environmental Review Process at I–5 Interchanges, Stockton, North Grove, Eight Mile Road, Otto Drive, and Hammer Lane | $500,000 |
| 3795 | CA | Folsom Boulevard Corridor Transportation Enhancements, between Rod Beaudry Drive and Sunrise Boulevard, City of Rancho Cordova | $1,000,000 |
| 3796 | CA | Construct I–80 HOV lanes and interchange in Vallejo | $2,000,000 |
| 3797 | CA | Alameda Corridor SR 47 Port Access Expressway design | $2,000,000 |
| 3798 | CA | Rehabilitation, repair and/or reconstruction of deficient 2-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide, Fresno County | $1,500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3799 | CA | Improvement of intersection at Aviation Blvd. and Rosecrans Ave. to reduce congestion (El Segundo) | $2,000,000 |
| 3800 | CA | Improvements/Widening of SR 99 from Goshen to Kingsbury in Tulare County, California | $8,000,000 |
| 3801 | CA | Modesto, Riverbank and Oakdale, CA Improve SR 219 to 4 lanes | $4,000,000 |
| 3802 | CA | Improvements of State Route 4 in Calaveras County between Stockton and Angels Camp | $1,000,000 |
| 3803 | CA | Expansion of Kelseyville/Lower Lake Expressway in Lake County | $5,000,000 |
| 3804 | CA | Widening of State Route 156 in Monterey between Castroville and U.S. 101 | $5,000,000 |
| 3805 | CA | Planning, design, and preliminary engineering of on/off ramp system at intersection of I–10 and Robertson/National Boulevards in Culver City | $2,000,000 |
| 3806 | CA | Construct eastern loop of Campus Parkway in Merced | $2,000,000 |
| 3807 | CA | Diesel Emission Reduction Program of South Coast Air Quality Management District | $2,000,000 |
| 3808 | CA | Replace South Access to the Golden Gate Bridge—Doyle Drive | $6,000,000 |
| 3809 | CO | Transportation Improvements to I–70/Havana/Yosemite Interchange | $3,000,000 |
| 3810 | CO | Transportation Improvements to Wadsworth and U.S. 36 Interchange in Broomfield | $2,000,000 |
| 3811 | CO | Transportation Improvements to Wadworth Bypass (Grandview Grade Separation) | $3,000,000 |
| 3812 | CO | Transportation Improvements to U.S. 287, Ports-to-Plains Corridor | $2,000,000 |
| 3813 | CO | Transportation Improvements to I–70 and SH 58 Interchange | $5,000,000 |
| 3814 | CO | Transportation Improvements to Powers Blvd. and Woodman Road Interchange | $8,000,000 |
| 3815 | CO | Transportation Improvements to I–25 South, Douglas/Arapahoe Co. line to El Paso Co | $5,000,000 |
| 3816 | CO | Transportation Improvements to U.S. 36 Corridor | $4,000,000 |
| 3817 | CO | Transportation Improvements to U.S. 24—Tennessee Pass | $2,000,000 |
| 3818 | CO | Transportation Improvements to Bromley Lane and U.S. 85 Interchange | $1,000,000 |
| 3819 | CO | Transportation Improvements to 104th and U.S. 85 Intersection | $1,000,000 |
| 3820 | CO | Transportation Improvements to I–25 North, Denver to Fort Collins | $4,000,000 |
| 3821 | CO | Transportation Improvements to I–70 East Multimodal Corridor (Highway Portion) | $2,000,000 |
| 3822 | CO | Transportation Improvements to Parker and Arapahoe Road Interchange | $2,000,000 |
| 3823 | CO | Transportation Improvements to I–225, Parker Road to I–70 | $6,000,000 |
| 3824 | CO | Transportation Improvements to I–70 West Mountain Corridor, Denver to Garfield Co | $3,000,000 |
| 3825 | CO | Transportation Improvements to I–76—Northeast Gateway | $3,000,000 |
| 3826 | CO | Transportation Improvements to C 470 and U.S. 85 Interchange | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3827 | CO | Transportation Improvements to Wadsworth and Bowles Intersection | $2,000,000 |
| 3828 | CO | Transportation Improvements to U.S. 160—SH 3 to the Florida River | $2,000,000 |
| 3829 | CO | Transportation Improvements to U.S. 160, Wolf Creek Pass | $4,000,000 |
| 3830 | CO | Transportation Improvements to 56th Avenue and Quebec Street | $4,000,000 |
| 3831 | CO | U.S. 287/Ports to Plains/Reconstruction of Existing Roadways/Expansion to Four Lanes/Concrete | $5,000,000 |
| 3832 | CO | U.S. 160/Wolf Creek Pass: widen lanes and shoulders | $5,000,000 |
| 3833 | CO | U.S. 36/Widen lanes and construct new interchanges | $5,000,000 |
| 3834 | CO | Fort Carson: I–25 and Highway 12/Improvements and upgrades of interchange and renovation to handle increased capacity | $5,000,000 |
| 3835 | CO | U.S. 50 East/Pueblo to Kansas Border/Road widening and improvements | $5,000,000 |
| 3836 | CO | Heartland Expressway improvements | $5,000,000 |
| 3837 | CO | I–25 North Denver to Fort Collins/Improved interchanges and road construction | $5,000,000 |
| 3838 | CO | Pueblo Dillon Drive at I–25 overpass and ramp—Construction of a Dillon Drive overpass and ramp connections to I–25 | $2,000,000 |
| 3839 | CO | Denver Union Station/Renovations | $3,000,000 |
| 3840 | CO | Improvements to 56th Avenue from Quebec St. to Havana St. and to Quebec St. from I–70 to 56th Ave. in Denver | $5,000,000 |
| 3841 | CT | Undertake road improvements associated with Coltsville Area Redevelopment, Hartford | $7,000,000 |
| 3842 | CT | Upgrade Mark Twain Drive, Hartford | $1,750,000 |
| 3843 | CT | Realign, widen, and reconstruct Arch Street and connect pedestrian walkways to Constitution Plaza in Hartford | $2,000,000 |
| 3844 | CT | Construct Farmington Canal Greenway enhancements in New Haven, Connecticut and connect Greenway to waterfront at Longwharf Pier | $3,500,000 |
| 3845 | CT | Land acquisition, remediation, improvements and construction for ferry-highway-rail terminal at junction of Interstates 91 and 95 adjacent to East Street and Forbes Avenue in New Haven | $5,000,000 |
| 3846 | CT | Planning, design, engineering, and improvements converting Route 34 highway between I–95 and Park Street with corresponding site recovery in New Haven | $5,000,000 |
| 3847 | CT | Construct terminal facilities in Bridgeport for high-speed ferry | $3,000,000 |
| 3848 | CT | Restructure and widen Seaview Avenue in Bridgeport, to accommodate future developments | $2,000,000 |
| 3849 | CT | Construction of Intermodal Transportation facility in Bridgeport | $5,000,000 |
| 3850 | CT | Design and widen Route 34 in Derby | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3851 | CT | Streetscape and pedestrian-oriented improvements to and around Campbell Avenue in West Haven | $2,000,000 |
| 3852 | CT | Construct high-speed ferry terminal in Stamford, Connecticut to facilitate transportation between Connecticut and New York | $2,000,000 |
| 3853 | CT | Construct walking bridge and trail connecting Mill River Revitalization Project with west side of river in Stamford | $1,500,000 |
| 3854 | CT | Relocate Route 72 in Bristol | $3,800,000 |
| 3855 | CT | Reconfigure four rail underpasses in Stamford, Connecticut to accommodate commuter and commercial traffic | $7,000,000 |
| 3856 | CT | Upgrade Storrs Road in Mansfield, Connecticut and accompanying streetscape to improve safety and mitigate congestion | $2,500,000 |
| 3857 | CT | Improve roads for Norwalk-Center—West Avenue Corridor Municipal Development Plan area and the Academy Street Extension Project in Norwalk | $2,000,000 |
| 3858 | CT | Construct improvements and upgrades to riverwalk in Ansonia | $2,000,000 |
| 3859 | CT | Replace existing parking garage in Middletown, with 4-story, handicapped accessible parking garage | $8,000,000 |
| 3860 | CT | Acquire and develop Rails-to-Trails project in park next to Willimantic River in Windham | $2,000,000 |
| 3861 | CT | Construct access drive to Reidsville Industrial Park in Waterbury | $4,000,000 |
| 3862 | CT | Design and construct Quinnipiac River Linear Trail in Meriden | $1,000,000 |
| 3863 | CT | Fund University of Connecticut for improving air quality and reducing emissions | $1,000,000 |
| 3864 | CT | Construct Farmington Canal Greenway, City of New Haven and City of Hamden | $3,750,000 |
| 3865 | CT | Refurbish and upgrade Powder Hollow Bridge connecting State Route 190 and Interstate 91 in Enfield | $200,000 |
| 3866 | CT | Construct and expand roads to relieve congestion on Route 6 between Commerce Road and I–84 in Newtown | $2,000,000 |
| 3867 | CT | Construct pedestrian and vehicular access road to Riverfront Park in Glastonbury | $250,000 |
| 3868 | CT | Widen Route 82 in Norwich | $1,000,000 |
| 3869 | CT | Extend Rails-to-Trails project from Southington to Chesire | $250,000 |
| 3870 | CT | Reconstruct Pearl Harbor Memorial Bridge, New Haven | $10,000,000 |
| 3871 | CT | Widen Interstate 95 between Branford and North Stonington | $7,500,000 |
| 3872 | CT | Widen Interstate 84 between Danbury and Waterbury | $7,500,000 |
| 3873 | CT | Make improvements to South Maple Street Bridge in Enfield | $1,000,000 |
| 3874 | CT | Widen Route 34, Derby | $1,000,000 |
| 3875 | CT | Construct and Widen Stamford Rail Underpass and Road Realignment Project | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3876 | CT | Reconstruct and widen Homer St. and Chase Ave. in Waterbury from Waterville Avenue to Nottingham Terrace | $1,000,000 |
| 3877 | CT | Make improvements to Groton Bicycle and Pedestrian Trails and Facilities | $750,000 |
| 3878 | CT | Street and streetscape improvements along Campbell Ave., West Haven | $750,000 |
| 3879 | CT | Construct New Arterial Roadway from Boston Avenue North to proposed Lake Success Business Park in Bridgeport | $750,000 |
| 3880 | CT | Make improvements to Plainfield Moosup Pond Road | $500,000 |
| 3881 | CT | Construct UCONN Storrs Campus-Hillside Road | $500,000 |
| 3882 | CT | Construct Shoreline Greenway Trail, Guilford, Banford, East Haven | $250,000 |
| 3883 | DE | Improve Access to the Wilmington Riverfront from I–95 including design and construction of an interchange and street grid redesign | $20,000,000 |
| 3884 | DE | Replacement of the Indian River Inlet Bridge, Sussex County | $41,400,000 |
| 3885 | DE | Reconstructing I–95/SR 1 interchange, adding a fifth lane, and replacing toll plaza on Delaware's portion of I–95 corridor | $20,000,000 |
| 3886 | DE | City of Dover Transportation and Community and System Preservation | $1,000,000 |
| 3887 | DE | Wilmington Train Station Restoration | $6,500,000 |
| 3888 | DE | Replacement of the Lake Gerar Bridge in Rehoboth Beach | $1,600,000 |
| 3889 | DE | Wyoming Mill Road Realignment, Dover | $1,500,000 |
| 3890 | DE | Replacement of the Woodland Ferry on the Naticoke River between Seaford and Laurel | $2,500,000 |
| 3891 | DE | Hydrogen Storage Research at Delaware State University in Dover | $2,000,000 |
| 3892 | DE | Northeast Corridor Commuter Rail Project from Wilmington to Newark | $5,000,000 |
| 3893 | DE | Replacement of Railroad Crossings in Wilmington and Marshallton | $1,500,000 |
| 3894 | DE | Rehabilitate Auto Tour Route at the Bombay Hook National Wildlife Refuge | $5,000,000 |
| 3895 | DE | Improve pedestrian and bicycle access at the University of Delaware in Newark | $1,000,000 |
| 3896 | DE | Replacement of Fixed Route Transit Buses | $3,000,000 |
| 3897 | DE | Enhance and expand the DelTrac Integrated Transportation Management System | $3,000,000 |
| 3898 | FL | I–75 Widening and improvements in Collier and Lee County, Florida | $15,000,000 |
| 3899 | FL | Sand Lake Road improvements between President's Drive and I–4 | $9,000,000 |
| 3900 | FL | Construction of Gulf Coast Parkway, Gulf County/Port St. Joe with Bay County/Panama City | $10,000,000 |
| 3901 | FL | Improvements to Jacksonville International Airport Access Road to I–95, Jacksonville | $1,000,000 |
| 3902 | FL | New systems interchange ramps at SR 417 and Boggy Creek Road in Orange County, Florida | $2,000,000 |
| 3903 | FL | Widening (four lanes) of SR 87 North from Whiting Field to the Alabama border | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3904 | FL | Widen SR 710 by two lanes from Congress Avenue to U.S. 1 | $600,000 |
| 3905 | FL | Widen Palm Coast Parkway and I–95 Interchange and overpass, Flagler County, Florida | $1,000,000 |
| 3906 | FL | Construction of new multi-lane tunnel below the channel to link the Port of Miami on Dodge Island with I–395 on Watson Island and I–95 in Downtown Miami | $1,000,000 |
| 3907 | FL | Construct Flagler Avenue improvements, City of Key West, Florida | $500,000 |
| 3908 | FL | Improvements to SR 52 in Pasco County, FL | $800,000 |
| 3909 | FL | Four-Laning SR 281 (Avalon Boulevard) in Santa Rosa County from I–10 to north of CSX RR Bridge | $3,000,000 |
| 3910 | FL | Widen SR 80, Hendry County | $3,000,000 |
| 3911 | FL | Construct new bridge from West Florida Turnpike to CR 714 to 36th Street—Cross S. Fork of St. Lucie River—Indian Street to U.S. 1 on east side | $1,000,000 |
| 3912 | FL | Construction of four lane highway around Jacksonville connecting U.S. 1 to Route 9A | $2,000,000 |
| 3913 | FL | Expansion of Capital Circle, NW/SW (SR 263) from Tallahassee Regional Airport to Interstate 10 | $1,100,000 |
| 3914 | FL | Construct I–4 crosstown connector in Hillsborough from I–4 to Port of Tampa | $8,200,000 |
| 3915 | FL | Gulf Coast Parkway—Design, engineering, and construction of a 2-lane Gulf Coast/US 98 bypass | $8,000,000 |
| 3916 | FL | City of Hollywood, U.S. Rt. 1 Young Circle Safety improvements | $1,000,000 |
| 3917 | FL | City of Miami Greenway Roadway, construction and design of Miami Greenway Road improvements and 5th St. improvements | $1,000,000 |
| 3918 | FL | Orlando, Lake County, widen to four lanes State Road 50 from U.S. 27 to Orange County Line, with interchange U.S. 27 | $5,000,000 |
| 3919 | FL | Gainesville, Alachua County, Improve North-South corridor between Archer Rd. and Newberry Rd. to provide congestion relief to I–75 corridor, SR 21, SR 24, SR 26 | $1,500,000 |
| 3920 | FL | I–75 improvements, widen to six lanes I–75 from Golden Gate Parkway in Collier County to Daniels Parkway in Lee County | $8,500,000 |
| 3921 | FL | Orlando, Church Street, design and re-construction of the segment of Church Street from Terry Avenue to Westmoreland in Parramore Neighborhood | $5,800,000 |
| 3922 | FL | West Palm Beach, Construction of U.S. 1, Flagler Drive Waterfront Redevelopment and Traffic Calming Project | $2,000,000 |
| 3923 | FL | Leon County FL: Capital Circle, NW/SW, widen Capital Circle, NW/SW to 4 lanes from I–10 to West U.S. 90 | $7,000,000 |
| 3924 | FL | Snake Road, improvements, widen and improve Snake Road (BIA 1281) in Hendry and Broward Counties | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3925 | GA | Hwy 78 Corridor Improvement Gwinnett County | $4,000,000 |
| 3926 | GA | Transportation improvements to I–285 interchange at Atlanta Rd. Cobb Co | $18,000,000 |
| 3927 | GA | Queens Road widening and reconstruction Cobb Co | $1,500,000 |
| 3928 | GA | Widening Cedarcrest Rd. from Paulding Co. to Governor's Towne | $500,000 |
| 3929 | GA | City of Duluth sidewalk and streetscape improvements | $300,000 |
| 3930 | GA | East Hiram Parkway, from SR 92 to U.S. 278, Paulding County new location | $1,000,000 |
| 3931 | GA | Transportation improvements to U.S. 84 Connector/Bypass from west of U.S. 84/SR 119 west of Hinesville to U.S. 84/SR 196 south of Flemington, Liberty County | $1,000,000 |
| 3932 | GA | Transportation improvements to SR 746/SE Rome Bypass from SR 101 U.S. 411 Floyd Co | $1,000,000 |
| 3933 | GA | Transportation improvements to I–575 from I–75/Cobb north to Sixes Rd/Cherokee for HOV | $1,000,000 |
| 3934 | GA | Upgrade SR 316 from I–85 to SR 10 Loop, Gwinnett, Barrow, Oconee Counties new interchanges and HOV lanes | $1,000,000 |
| 3935 | GA | SR 204/Abercorn Street from King George Boulevard to Rio Road widening | $1,000,000 |
| 3936 | GA | SR 96 from I–75 to old Hawkinsville Road widening and reconstruction | $1,000,000 |
| 3937 | GA | SR 40 from west of CR 61 to SR 25/US 17 widening | $1,000,000 |
| 3938 | GA | SR 247 Connector Improvements from SR 11/US 41 to SR 247, Warner Robbins widening and intersection | $2,000,000 |
| 3939 | GA | I–285/I–20 West—Reconstruct interchange | $2,000,000 |
| 3940 | GA | Johnson Ferry Road/Glenridge Drive widening from Abernathy Road to Hammond Drive, Fulton County | $2,500,000 |
| 3941 | GA | SR 15 From Clayton City limits to North Carolina lane widening | $2,000,000 |
| 3942 | GA | SR 105 from Cannon Bridge Road to Walnut Street widening | $2,000,000 |
| 3943 | GA | SR 369 from Cherokee Circle to CR 267/Hightower Circle Truck Lanes, Forsyth County passing lanes | $1,500,000 |
| 3944 | GA | SR 369 widening from SR 9 to SR 306 and interchange at SR 400, Forsyth County | $1,900,000 |
| 3945 | GA | Widen SR 20 from CR 293 to CS 5231, Forsyth County | $1,600,000 |
| 3946 | GA | Transportation improvements to SR 306 at CR 65/Waldrip Road, Forsyth County | $2,200,000 |
| 3947 | GA | Transportation improvements to U.S. 411 Connector from U.S. 41 to I–75, Bartow County | $2,000,000 |
| 3948 | GA | Construct access roads on Airport Loop road in Hapeville | $3,000,000 |
| 3949 | GA | Warren County I–20 Frontage Road | $5,000,000 |
| 3950 | GA | Kennesaw National Battlefield Park for land acquisition in carrying out viewshed protection and wildlife abatement | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3951 | GA | State of Georgia road infrastructure improvements associated with capacity increases at statewide military installations | $10,000,000 |
| 3952 | GA | State Road 133, widening and improvements from Moultrie to Valdosta | $2,000,000 |
| 3953 | GA | Highway 78, improvements to 7 mile corridor, Snellville, GA, Gwinnett County | $500,000 |
| 3954 | GA | Greene County, Conversion of I–20 and Carey Station Road to a full interchange | $800,000 |
| 3955 | GA | Southeastern Economic Alliance, Next Generation High Speed Rail Development | $2,000,000 |
| 3956 | GA | Commission a study and report regarding the construction and designation of a new route linking Savannah, Augusta, and Knoxville | $1,000,000 |
| 3957 | GA | Commission a study and report regarding construction and designation of a new Interstate linking Augusta, Macon, Columbus, Montgomery, and Natchez | $1,000,000 |
| 3958 | GA | Dekalb County, Northlake Streetscape | $800,000 |
| 3959 | GA | Dekalb County Schools bicycle and pedestrian upgrades | $1,000,000 |
| 3960 | GA | Dekalb County, Buford Highway pedestrian safety improvements | $1,000,000 |
| 3961 | GA | Transportation improvements to Dekalb County, Stone Mountain Side/Bike Lanes | $1,000,000 |
| 3962 | GA | Dekalb County, Rockbridge Road Corridor improvements | $2,000,000 |
| 3963 | GA | Transportation improvements to Dekalb County, Southeast DeKalb Arterial Analysis | $500,000 |
| 3964 | GA | City of Macon, Second Street Bridge Replacement, Reconstruction of ROW | $3,000,000 |
| 3965 | GA | Middle Georgia Clean Air Coalition for congestion mitigation transportation projects | $4,500,000 |
| 3966 | GA | Transportation improvements to Chattahoochee Hill Country Regional Greenway Trail Master Plan | $2,000,000 |
| 3967 | GA | City of East Point, Semmes Street Construction | $1,000,000 |
| 3968 | GA | Transportation Improvements to Broad Avenue Bridge, Albany, GA | $500,000 |
| 3969 | GA | Fulton County, Atlanta, Georgia, right-of-way acquisition to complete a multimodal corridor on SR 1019 by closing property ownership gap | $2,000,000 |
| 3970 | GA | Tift County Bypass U.S. 82/SR 520 W to U.S. 319/SR 35 E Truck Route U.S. Highway 82 | $4,500,000 |
| 3971 | GA | Cherokee County, SR 20 Widening from I–575 to SR 369 | $2,000,000 |
| 3972 | GA | Transportation improvements to Paulding County, East Hiram Parkway from SR 92 to U.S. 278 | $2,500,000 |
| 3973 | GA | Columbia County, SR 104, improvements from SR 383 to CR 515 | $2,000,000 |
| 3974 | GA | Columbia County, Old Petersburg Road/Old Evans Road improvements from Baston Way to Washington Road | $1,000,000 |
| 3975 | GA | Transportation improvements to White County, West Cleveland Bypass from U.S. 129 to SR 75 | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 3976 | GA | Transportation improvements to Stephens County, Toccoa Bypass Extension from SR 17 to SR 365 | $2,000,000 |
| 3977 | GA | Hall County, Widen SR 53 from Duckett Mill Rd. to Lake Ranch Court and Old Sardis Road from SR 53 to Chestatee Road | $5,000,000 |
| 3978 | GA | Bartow County, U.S. 411 Connector from U.S. 41 to I–75 | $3,000,000 |
| 3979 | GA | Coffee County, Broxton Rocks Restoration Project, Coffee, and Jeff Davis Counties | $2,200,000 |
| 3980 | GA | City of Smyrna, Railroad Quiet Zone | $1,000,000 |
| 3981 | GA | City of Smyrna, Brawner Park development and construction | $1,000,000 |
| 3982 | GA | City of Smyrna, Railroad Pedestrian Bridge | $1,000,000 |
| 3983 | GA | City of Duluth, intersection realignment and road extension of Davenport Rd. at Buford Hwy | $800,000 |
| 3984 | GA | City of Duluth, sidewalks along Davenport Road | $500,000 |
| 3985 | GA | Pickens County, Repair of Steve Tate Road | $500,000 |
| 3986 | GA | Gwinnett County, Extension of Sugarloaf Parkway, Hwy 120 | $5,000,000 |
| 3987 | GA | City of Macon, Bloomfield Road, purchase of right-of-way and engineering | $1,500,000 |
| 3988 | GA | City of Macon, Wimbish Road, widening and striping for bike lanes | $500,000 |
| 3989 | GA | Pierce Avenue, widening/striping to create bike lanes from Ingelside Ave. to Riverside Drive | $500,000 |
| 3990 | GA | City of Macon, Rivoli Drive, widening, striping to create bike lanes | $900,000 |
| 3991 | GA | Rockdale County, Georgia Veterans Memorial Park pedestrian walkway | $500,000 |
| 3992 | GA | City of Macon, Riverside Drive Streetscapes and Bike Pedestrian Amenities | $500,000 |
| 3993 | HI | Kapolei transportation improvements, Island of Oahu | $35,000,000 |
| 3994 | HI | Widen Queen Kaahumanu Highway | $15,000,000 |
| 3995 | HI | Construct Honoapiilani Highway Realignment | $10,000,000 |
| 3996 | HI | Improvements to Saddle Road on the Island of Hawaii | $40,000,000 |
| 3997 | IA | Transportation improvements to U.S. 20, 4-lane in Webster, Sac, Calhoun, and Webster Counties | $11,000,000 |
| 3998 | IA | Transportation improvements to U.S. 30, 4-lane in Marshall, Story, and Boone Counties | $12,000,000 |
| 3999 | IA | Transportation improvements to U.S. 34 Missouri River Bridges, Mills County | $12,000,000 |
| 4000 | IA | Transportation improvements to I–74, including Mississippi River preliminary work, in Scott County, Iowa | $6,000,000 |
| 4001 | IA | U.S. 63 improvements, Chickasaw, Bremer, and Black Hawk Counties, | $5,000,000 |
| 4002 | IA | Transportation improvements to Hoven Corridor/Outer Drive Project, Sioux City | $8,000,000 |
| 4003 | IA | Transportation improvements to East Beltway, Pottawattamie County | $6,000,000 |
| 4004 | IA | Transportation improvements to U.S. 30 “Liberty Square”, Clinton | $6,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4005 | IA | Transportation improvements to Edgewood Road Viaduct, Cedar Rapids | $5,000,000 |
| 4006 | IA | Transportation improvements to I–80 Interchange at Alice's Road/105th Street, Waukee | $3,000,000 |
| 4007 | IA | Transportation improvements to U.S. 61 Bypass, Fort Madison | $2,000,000 |
| 4008 | IA | Transportation improvements to U.S. 61 and Hershey Avenue Interchange, Muscatine | $2,000,000 |
| 4009 | IA | Transportation improvements to U.S. 63, Waterloo | $3,000,000 |
| 4010 | IA | Transportation improvements to Grand Avenue, Ames | $4,000,000 |
| 4011 | IA | Transportation improvements to SE Connector/Martin Luther King, Jr., Parkway, Des Moines | $3,000,000 |
| 4012 | IA | Transportation improvements to Highland Acres Road, Marshalltown | $3,000,000 |
| 4013 | IA | Transportation improvements to 65th/67th Street, Davenport | $2,000,000 |
| 4014 | IA | Transportation improvements to Highway 4 underpass in Jefferson | $1,000,000 |
| 4015 | IA | Transportation improvements to I–235 reconstruction, Des Moines | $1,000,000 |
| 4016 | IA | Transportation improvements to Lake Belva Deer Transportation Project, Sigourney | $2,000,000 |
| 4017 | IA | Construct SE Connector/Martin Luther King, Jr., Pkwy, Des Moines | $5,000,000 |
| 4018 | IA | I–35 interchange improvements, Ankeny | $2,000,000 |
| 4019 | IA | City of Council Bluffs and Pottawattamie County East Beltway Roadway and Connectors Project | $3,000,000 |
| 4020 | IA | Trail Planning in the Des Moines MPO area | $100,000 |
| 4021 | IA | Highway 63 in Waterloo, Iowa improvements | $3,000,000 |
| 4022 | IA | Cedar Falls recreational trails including Highway 58 intersection | $2,000,000 |
| 4023 | IA | Rail extension to the Eastern Iowa Industrial Center, Davenport, IA | $3,000,000 |
| 4024 | IA | Design and construct trails, Carlisle to Des Moines | $650,000 |
| 4025 | IA | Improve Great Western Trail, Warren County | $25,000 |
| 4026 | IA | Highway 61 improvements, Muscatine | $1,500,000 |
| 4027 | IA | Improve, construct, and land acquisition, Central Iowa Loop Trail, Ankeny to Woodward including the Des Moines River High Bridge | $3,000,000 |
| 4028 | IA | Collins Road Improvements, Cedar Rapids | $2,000,000 |
| 4029 | IA | I–74 improvements in Scott County Iowa including Mississippi River bridge design | $2,000,000 |
| 4030 | IA | Access and transportation enhancements to access Lake Belva Deer, Sigourney | $400,000 |
| 4031 | IA | Widening of Hwy 44, Grimes | $200,000 |
| 4032 | IA | Highway 92 improvements including Design in Warren County | $200,000 |
| 4033 | IA | Construction of approaches and viaduct on Edgewood Rd. SW over the UP Railroad, Prairie Creek, and the CRANDIC railroad | $1,500,000 |
| 4034 | IA | NW 70th Ave. reconstruction, Johnston | $1,000,000 |
| 4035 | IA | Construction of Sioux City, Iowa Hoeven Corridor—Outer Drive Project | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4036 | IA | U.S. 34 Missouri River bridge relocation and replacement | $1,425,000 |
| 4037 | ID | Transportation improvements to Widen U.S. 95, Worley to Mica Creek | $20,000,000 |
| 4038 | ID | Transportation improvements to Improve SH 75, Timmerman to Ketchum | $16,000,000 |
| 4039 | ID | Transportation improvements to U.S. 20, Menan-Lorenzo Interchange | $12,000,000 |
| 4040 | ID | Construct interchange on I–84 at Ten-Mile Road, Meridian, Idaho | $16,000,000 |
| 4041 | ID | Transportation improvements to U.S. 93, Twin Falls Alternate Route, Stages II and III | $13,000,000 |
| 4042 | ID | Transportation improvements to U.S. 30, McCammon to Lava East | $11,000,000 |
| 4043 | ID | Reconstruct Grangemont Road (ID Forest Hwy 67) from Orofino to MP 9.3, Segment I, II, and III | $7,000,000 |
| 4044 | ID | Widen Amity Road from Chestnut St. to Robinson Road, Nampa, Idaho | $3,000,000 |
| 4045 | ID | Construct Washington St. North From Addison Ave. to Pole Line Road, Twin Falls, Idaho | $1,000,000 |
| 4046 | ID | Transportation improvements to Bridging the Valley, Kootenai County | $5,000,000 |
| 4047 | ID | Transportation improvements to Three Cities River Crossing, Eagle | $3,000,000 |
| 4048 | ID | Transportation improvements to SH 55, Between Miles Posts 94 and 102 | $4,000,000 |
| 4049 | ID | Transportation improvements to Amity Road Widening to Kings Overpass, Nampa | $4,000,000 |
| 4050 | IL | Construct extension of U.S. 51 from .9 miles south of Moweaqua to 4.6 miles south of Moweaqua | $5,000,000 |
| 4051 | IL | Construction of Galena and Freeport bypasses, U.S. 20 | $5,000,000 |
| 4052 | IL | Widen U.S. 30, Fulton-Rock Falls (Morrison), Whiteside County | $2,250,000 |
| 4053 | IL | Construction of 11th Street Extension, Springfield | $6,000,000 |
| 4054 | IL | Construction of Capital Avenue Project, 7th—11th Streets, Springfield | $4,000,000 |
| 4055 | IL | Design, land acquisition, and construction of West State St. (US Business 20) from Meridian Rd. to Rockton Ave. in Rockford | $5,000,000 |
| 4056 | IL | To conduct study of U.S. 67 bridge over Illinois River, Beardstown | $4,000,000 |
| 4057 | IL | Construction to improve access of Interstate 57/64, Mount Vernon | $2,000,000 |
| 4058 | IL | Expand U.S. 67, Brighton to Bunker Hill Road, Macoupin County | $1,000,000 |
| 4059 | IL | Improvements to Harrison Street, Quincy | $1,500,000 |
| 4060 | IL | Construction of Joliet Arsenal Road improvements, Will County | $2,000,000 |
| 4061 | IL | Continue expansion of IL 336, Macomb-Peoria | $2,000,000 |
| 4062 | IL | Construct I–290, The Village of Oak Park | $2,000,000 |
| 4063 | IL | Improve U.S. Route 34 from Kewanee to Kentville Road | $500,000 |
| 4064 | IL | Construction of IL Route 31—Algonquin Bypass to Rakow Road | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4065 | IL | Road improvements in Elmwood Park, Franklin Park, Northlake, Oak Park, River Forest, River Grove, and Stone Park | $1,000,000 |
| 4066 | IL | Bourbonnais road improvements, Bourbonnais | $1,500,000 |
| 4067 | IL | Bayview Bridge improvements, Adams County | $250,000 |
| 4068 | IL | Improvements to Maple/Manteno Lake Road, Manteno | $1,000,000 |
| 4069 | IL | Replace Interstate 74 Bridge, Moline | $1,500,000 |
| 4070 | IL | Constitution Trail Extension—Grove Street south to Lafayette Street, Bloomington | $750,000 |
| 4071 | IL | Improve transportation accessibility at Chicago Botanic Garden, Glencoe | $1,500,000 |
| 4072 | IL | Loyola University-Chicago vehicular-pedestrian right-of-way, Chicago | $750,000 |
| 4073 | IL | Construct extension of Route 3 from Loop Hog Hollow Road to Monsanto Road, Cahokia/Sauget | $1,500,000 |
| 4074 | IL | Engineering, Preconstruction and Construction of North-South Wacker Drive, Chicago | $10,000,000 |
| 4075 | IL | Upgrade Roads, Summit | $750,000 |
| 4076 | IL | Widen U.S. Highway 30 in Whiteside County | $2,200,000 |
| 4077 | IL | For the construction of the Grand Avenue Underpass, Village of Franklin Park | $1,000,000 |
| 4078 | IL | Illinois 31 Roadway improvements, Algonquin Bypass—Rakow Road | $7,000,000 |
| 4079 | IL | Road improvements associated with Diversatech Campus, Manteno | $700,000 |
| 4080 | IL | Upgrade Veterans Drive in Pekin Illinois | $4,000,000 |
| 4081 | IL | Street Resurfacing, City of Centreville | $500,000 |
| 4082 | IL | Design, land acquisition, and construction of South Main Street (IL 2) Corridor from Beltline Road to Cedar Street in Rockford | $5,000,000 |
| 4083 | IL | Preconstruction and construction activities for U.S. 51 | $7,500,000 |
| 4084 | IL | Construct I–290, The Village of Oak Park | $2,000,000 |
| 4085 | IL | Mitchell Road to Farnsworth Avenue improvements, Aurora | $2,500,000 |
| 4086 | IL | Preconstruction and construction, East New York Street, Aurora | $3,000,000 |
| 4087 | IL | Improve Great River Road, Mercer County | $500,000 |
| 4088 | IL | Improve Great River Road, Warsaw | $250,000 |
| 4089 | IL | Undertake traffic mitigation and circulation enhancements on 57th and Lakeshore Drive, Chicago | $1,200,000 |
| 4090 | IL | Upgrade 31st Street and Golfview Road intersection and construct parking facilities, Brookfield | $1,000,000 |
| 4091 | IL | Phase II Road Construction, Outer Belt West, Effingham | $1,500,000 |
| 4092 | IL | Construct four lane extension of IL Rt. 29 from Rochester to Taylorville | $1,000,000 |
| 4093 | IL | Preconstruction and construction activities on U.S. 67 from Macomb to Alton | $7,000,000 |
| 4094 | IL | Preconstruction and construction activities on U.S. 34 from Monmouth to Plano | $5,000,000 |
| 4095 | IL | Improve Lightfoot Road, City of Farmington | $500,000 |
| 4096 | IL | Pioneer Parkway improvements, Peoria | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4097 | IL | Transportation enhancements and road improvements necessary for Downtown Plaza improvements in Jacksonville | $1,000,000 |
| 4098 | IL | City of Havana, Illinois upgrades to Broadway Street | $500,000 |
| 4099 | IL | Improvements to County Highway One, Calhoun County | $1,000,000 |
| 4100 | IL | Resurfacing of East Main Street in Staunton, Macoupin County | $500,000 |
| 4101 | IL | Bike trail extension for the Kankakee River Trail Project, Kankakee | $400,000 |
| 4102 | IL | Improve Highway-Railroad Crossings, Galesburg | $500,000 |
| 4103 | IL | Improvements to township roads in Shawnee National Forest, Pope County | $500,000 |
| 4104 | IL | Associated improvements for the Intersection of IL 13 and 37, Marion | $500,000 |
| 4105 | IL | Construction of 11th Street Extension in Springfield | $800,000 |
| 4106 | IL | Widen U.S. 30 in Whiteside County | $550,000 |
| 4107 | IL | Upgrade 31st Street and Golfview Road and construct parking facilities in Brookfield | $1,000,000 |
| 4108 | IL | Bayview Bridge improvements in Adams County | $250,000 |
| 4109 | IL | Preconstruction and construction of IL 13 connector in Harrisburg | $2,000,000 |
| 4110 | IL | Expansion of U.S. 67 from Brighton to Bunker Hill Road in Macoupin County | $1,000,000 |
| 4111 | IL | Loyola University-Chicago vehicular-pedestrian right-of-way in Chicago | $250,000 |
| 4112 | IL | Constitution Trail Extension (Grove Street south to Lafayette Street) in Bloomington | $250,000 |
| 4113 | IL | Improvements to 11th Avenue streetscape, campus trails and bridges at Augustana College in Rock Island | $1,500,000 |
| 4114 | IL | Improvements to Oakland, Main Street, Elderado and Fairview, streetscape in the vicinity of Millikin University, Decatur | $1,500,000 |
| 4115 | IL | The extension of MacArthur Boulevard from Wabash to Iron Bridge Road in Springfield | $2,000,000 |
| 4116 | IL | Restoration of the historic railroad depot and intermodal in Mattoon | $1,200,000 |
| 4117 | IL | Construct overpass, U.S. 40 to Southwest Andrews Drive in Greenville | $1,000,000 |
| 4118 | IL | Improvements to Cockrell Lane in the City of Springfield | $1,200,000 |
| 4119 | IL | Construct extension of Route 3 from Loop Hog Hollow Road to Monsanto Road in Cahokia/Sauget | $500,000 |
| 4120 | IN | Construct interchange for 146th and I–69, Hamilton County, Indiana | $600,000 |
| 4121 | IN | Construction of Dixon Road from Markland Avenue to Judson Road in Kokomo, Indiana | $100,000 |
| 4122 | IN | Widening road (along Gordon Road, 6th Street, and West Shafer Drive) to three-lane street, with sidewalk and improvements to existing bridge, White County/Monticello, Indiana | $2,880,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4123 | IN | Cyntheanne Road Interchange and corridor improvements, Town of Fishers | $200,000 |
| 4124 | IN | Construct interchange at I–65 and 109th Avenue, Crown Point, Indiana | $1,490,844 |
| 4125 | IN | Transportation improvements to 126th Street Project, Town of Fishers | $250,000 |
| 4126 | IN | Reconstruct 45th Avenue from Colfax Street to Grant Street, Lake County | $540,000 |
| 4127 | IN | Construct grade separation underpass on Main Street in Mishawaka | $400,000 |
| 4128 | IN | Widen Old Meridian Street from two to four lanes, City of Carmel | $225,000 |
| 4129 | IN | Upgrade traffic signals Phase III in the City of Muncie, Indiana | $128,000 |
| 4130 | IN | Transportation improvements to 100 South, Porter County | $200,000 |
| 4131 | IN | Widen U.S. 31 Hamilton County | $200,000 |
| 4132 | IN | Resurface and widen Shelby County, Indiana 400 North Phases IV–V | $200,000 |
| 4133 | IN | Reconstruct and widen Shelby County, Indiana 500 East from 1200 North to U.S. 52 | $200,000 |
| 4134 | IN | Extend Everbrooke Drive from SR 332 to Bethel Avenue in the City of Muncie | $128,000 |
| 4135 | IN | Construct U.S. 231 in Spencer and Dubois Counties | $1,200,000 |
| 4136 | IN | Widening Wheeling Avenue from Centennial to McGailliard Road in the City of Muncie | $192,000 |
| 4137 | IN | Upgrade rail crossing at 93rd Avenue, St. John | $40,000 |
| 4138 | IN | Study traffic on Muncie bypass from Centennial Avenue to McGailliard Road in the City of Muncie and Delaware County | $24,000 |
| 4139 | IN | Design and construct Tanner Creek Bridge on U.S. 50, Dearborn County | $248,000 |
| 4140 | IN | Reconstruct Boston Street, from State Road 2 to Bach Street, Larson-Whirlpool Street in LaPorte, Indiana | $150,000 |
| 4141 | IN | 45th Street improvements, Munster, Indiana | $100,000 |
| 4142 | IN | Redevelop and complete the Cardinal Greenway and Starr-Genett Area in the City of Richmond | $600,000 |
| 4143 | IN | Improve Intersection at Jackson Street and Morrison Road in the City of Muncie, Delaware County | $112,000 |
| 4144 | IN | Replace Samuelson Road Underpass, Portage | $632,578 |
| 4145 | IN | Design and construct Indiana Ohio River Bridges Project on I–65 and 265 | $4,000,000 |
| 4146 | IN | Construct Shelby County, Indiana Shelbyville Parkway | $100,000 |
| 4147 | IN | Construct Hoosier Heartland Highway in Cass and Carroll County | $600,000 |
| 4148 | IN | Improve State Road 332 and Nebo Road Intersection in Delaware County | $600,000 |
| 4149 | IN | Design, engineering, right-of-way acquisition, and construction for the Grant County Economic Corridor | $400,000 |
| 4150 | IN | Construction of multi-use paths, Town of Fishers | $50,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4151 | IN | Acquire right-of-way for and construct University Parkway from Upper Mount Vernon Road to SR 66 | $600,000 |
| 4152 | IN | Conduct study for U.S. 50 Corridor improvements, Dearborn County | $60,000 |
| 4153 | IN | Construct U.S. 31 Kokomo Corridor Project for Kokomo and Howard County | $200,000 |
| 4154 | IN | Improve Bailie Street, Kentland | $64,000 |
| 4155 | IN | Downtown road improvements, Indianapolis | $4,500,000 |
| 4156 | IN | Construct U.S. 31 Plymouth to South Bend Freeway Project in Marshall and St. Joseph Counties | $2,200,000 |
| 4157 | IN | Construct Margaret Avenue Safety and Capacity Enhancement Project | $600,000 |
| 4158 | IN | Preliminary engineering, right-of-way and construction for Perimeter Parkway—West Lafayette/Purdue University | $1,120,000 |
| 4159 | IN | Construction of Maplecrest Road Extension, Allen County | $2,200,000 |
| 4160 | IN | Realign State Road 312, Hammond | $832,578 |
| 4161 | IN | Construct I–69 Evansville to Indianapolis | $2,800,000 |
| 4162 | IN | Construct service road parallel in the City of Anderson | $800,000 |
| 4163 | IN | Reconstruct Hoosier Heartland Highway, Wabash, Huntington and Miami County Indiana segments | $200,000 |
| 4164 | IN | North Calumet Avenue improvements, Valparaiso | $240,000 |
| 4165 | IN | Complete construction of paths at Hamilton County Riverwalk, Noblesville | $75,000 |
| 4166 | IN | Improve campus streets to increase pedestrian safety and ease vehicular congestion in the City of Anderson | $400,000 |
| 4167 | IN | Construction of I–64 interchange, Harrison County, Indiana | $1,062,000 |
| 4168 | IN | Study alternatives along 2 miles of railroad to eliminate in-town highway-rail crossings to improve safety and reduce congestion in Delaware County | $30,000 |
| 4169 | IN | Improve SR 9 Greenfield Corridor | $100,000 |
| 4170 | IN | Redevelop Hazeldell Road, Hamilton County | $200,000 |
| 4171 | IN | SR 56 Reconstruction, Aurora | $1,024,000 |
| 4172 | IN | Reconstruct Standard Avenue, Whiting | $260,000 |
| 4173 | IN | Construct Hoham Drive Extension in Plymouth | $100,000 |
| 4174 | IN | Construction of County Road 17-Elkhart | $1,000,000 |
| 4175 | IN | Construction of Star Hill Road, Clark County | $443,000 |
| 4176 | IN | Design and reconstruct residential streets in the City of Muncie | $186,000 |
| 4177 | IN | Reconstruct bridges at County Roads 200 East and 300 East in LaPorte County | $100,000 |
| 4178 | IN | Reconstruct McClung Road from State Road 39 to Park Street in LaPorte | $150,000 |
| 4179 | IN | Highway-rail crossing safety related improvements on Route 37 between U.S. 35 and U.S. 50 | $1,400,000 |
| 4180 | IN | Maintain full funding of TEA–LU HPPs as necessary, with balance for other eligible INDOT projects | $20,263,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4181 | IN | Removal of I–65/I–70 Market Street Ramp and Streetscaping, Indianapolis | $5,000,000 |
| 4182 | IN | Downtown Indianapolis road improvements, transportation enhancements, streetscaping, bicycle paths and pedestrian walkways | $6,000,000 |
| 4183 | IN | Relocation of railroad lines at Gary/Chicago Airport in Gary | $7,000,000 |
| 4184 | IN | Design, engineering, right-of-way acquisition, and construction for the Grant County Economic Corridor | $2,000,000 |
| 4185 | IN | Improve Clinton Street Corridor and Replace Clinton Street Bridge spanning St. Mary's River in downtown Fort Wayne | $4,000,000 |
| 4186 | IN | Widen unsafe U.S. 24 between Fort Wayne and Defiance, OH | $3,000,000 |
| 4187 | IN | Construct and Improve ISR 62 (Lloyd Expressway) in Evansville | $4,000,000 |
| 4188 | IN | Margaret Avenue Safety and Capacity Enhancement—Construct a 4-lane roadway extending from SR 63 on Terre Haute's west side to SR 46 | $4,000,000 |
| 4189 | KS | Construction of 4-lane improvement on K–18 in Riley County | $20,000,000 |
| 4190 | KS | Reconstruction of I–235/U.S.-54 and I–235/Central interchanges and expansion of I–235 to a 6-lane facility between the interchanges in Wichita | $10,000,000 |
| 4191 | KS | Replacement or rehabilitation of the Amelia Earhart U.S.–59 Bridge in Atchison County | $5,000,000 |
| 4192 | KS | Debt retirement for Dodge City Depot project, Dodge City | $2,000,000 |
| 4193 | KS | Reconstruction and rehabilitation of the intersection of K–18 and 12th Street interchange in Riley County, KS | $10,000,000 |
| 4194 | KS | Reconstruction of an interchange at U.S. 73 and 20th Street in the City of Leavenworth | $2,500,000 |
| 4195 | KS | Replacement of the Spring Creek Bridge on U.S. 160 in Cowley County | $1,200,000 |
| 4196 | KS | Construction, improvements, and streetscaping for Wyatt Earp Boulevard/U.S. Business 50 in Dodge City | $3,500,000 |
| 4197 | KS | Construction of an interchange at K–7 and 55th Street/Johnson Drive, an overpass structure for Clear Creek Parkway, and other access improvements to K–7 in the City of Shawnee | $3,000,000 |
| 4198 | KS | Reconstruction of K–27 in Sherman County | $5,000,000 |
| 4199 | KS | Street and sidewalk replacement in downtown Fort Scott | $1,000,000 |
| 4200 | KS | Reconstruction or widening of 135th Street from Metcalf to Nall in Overland Park | $3,000,000 |
| 4201 | KS | Reconstruction of Desoto Road in the City of Lansing | $2,000,000 |
| 4202 | KS | Construct I–35 and Lone Elm Road interchange and widen I–35 from 51st St. to 59th St. in the City of Olathe | $3,000,000 |
| 4203 | KS | Reconstruction of I–70 in Saline County | $2,000,000 |
| 4204 | KS | Construction of the Prairie State Parkway (KS Hwy 7 to Mize Blvd.) in the City of Lenexa | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4205 | KS | Rehabilitation and reconstruction of U.S. 169 and interchange with U.S. 166 in Montgomery County | $4,000,000 |
| 4206 | KS | Rehabilitation of U.S. 54 in Kingman County | $2,550,000 |
| 4207 | KS | Replacement of K–39 bridge over SKO Railroad in the City of Chanute | $1,189,000 |
| 4208 | KS | Reconstruction and relocation of interchanges on U.S. 156 near RS 255 and the Horse Thief Canyon Reservoir entrance in Hodgeman County | $561,000 |
| 4209 | KS | U.S. Highway 50 Shoulder widening between Dodge City and Garden City | $4,500,000 |
| 4210 | KS | Research and development of advanced vehicle technology concepts at the University of Kansas Transportation Research Institute, Lawrence | $4,500,000 |
| 4211 | KS | Research and development of rural transportation infrastructure at Kansas State University, Manhattan | $1,500,000 |
| 4212 | KY | Owensboro Riverfront Development Project in Owensboro | $30,000,000 |
| 4213 | KY | Construction of new I–65 Interchange in Warren County | $23,000,000 |
| 4214 | KY | Oregon Road Bridge Replacement Project in Mercer County | $1,000,000 |
| 4215 | KY | Ashland Riverfront Development Project in Ashland | $10,220,000 |
| 4216 | KY | Henderson Riverfront Development Project in Henderson | $10,000,000 |
| 4217 | KY | Transportation improvements to Brent Spence Bridge | $34,000,000 |
| 4218 | KY | Transportation improvements to AA—I–275 Connector, Campbell County | $6,000,000 |
| 4219 | KY | Abraham Lincoln Project, LaRue County | $3,500,000 |
| 4220 | KY | Breathitt-Pennyrile Extension, Christian County | $2,500,000 |
| 4221 | KY | Transportation improvements to U.S. 60 Owensboro, Daviess County | $5,500,000 |
| 4222 | KY | Transportation improvements to Hwy 163 from Hwy 90 to Tompkinsville, Monroe County | $4,000,000 |
| 4223 | KY | Feasibility study of construction on U.S. 27 to I–75 connector road, Jessamine County | $500,000 |
| 4224 | KY | Reconstruction of KY 61 from U.S. 68 in Greensburg to Columbia (the national highway system truck route) 16.1 miles, Green County | $3,000,000 |
| 4225 | KY | Southern Connector from KY 139 to KY 9, Caldwell County | $1,000,000 |
| 4226 | LA | Transportation improvements to I–49 North | $22,500,000 |
| 4227 | LA | Transportation improvements to I–49 South | $16,000,000 |
| 4228 | LA | Improvements to Louisiana Highway 1 between the Caminada Bridge and the intersection of Louisiana Highway 1 and U.S. 90 | $20,000,000 |
| 4229 | LA | Upgrade LA 28 to four lanes from LA 121 to LA 465 | $17,400,000 |
| 4230 | LA | Construct Kansas-Garrett Connector and I–20 interchange improvements | $8,350,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4231 | LA | Further construction to improve draining at Clearview Parkway (LA 3152) and Earhart Expressway (LA3139) | $3,585,000 |
| 4232 | LA | Study of Baton Rouge Loop Project | $500,000 |
| 4233 | LA | Water Well Road Gateway Corridor (LA 478)—design, right-of-way, and construction of 3.6 miles from I–49 to LA 1 | $831,000 |
| 4234 | LA | Widen LA 18 from Northrup Grumman/Avondale Shipyards to U.S. 90, Jefferson Parish | $1,325,000 |
| 4235 | LA | Red River National Wildlife Refuge Visitor Center | $850,000 |
| 4236 | LA | Construct ROW improvements from Third St. at James St. to LA Hwy One at Broadway St. Acquire property at Third St. and Winn St | $400,000 |
| 4237 | LA | West Lake Overpass—To make grade separation interchange improvements at Sampson Street | $2,200,000 |
| 4238 | LA | Improve by widening, realigning, and resurface 3.2 miles of LA Hwy 820 between LA Hwy 145 and LA Hwy 821 | $400,000 |
| 4239 | LA | Connection between Highway 51 By-Pass and Old Baton Rouge Highway 1040—Hammond | $100,000 |
| 4240 | LA | LA 3224—Hemlock Street at U.S. 61 improvements—St. John the Baptist Parish | $519,000 |
| 4241 | LA | Louisiana Interstate 49 South Corridor | $7,500,000 |
| 4242 | LA | Design and acquire right-of-way, Louisiana I–69, Louisiana Segment, SIU 15 | $2,500,000 |
| 4243 | LA | Construction to improve drainage at Clearview Parkway (LA 3152) and Earhart Expressway (LA 3139) | $900,000 |
| 4244 | LA | Shreveport Intelligent Transportation System in Northwest, LA | $1,500,000 |
| 4245 | LA | Widen I–10 in New Orleans | $2,000,000 |
| 4246 | LA | St. Tammany U.S. 11 bicycle path and sidewalk improvements | $2,000,000 |
| 4247 | LA | Bossier Parish Congestion Relief Program | $1,500,000 |
| 4248 | LA | I–10 Ryan Street exit ramp and relocation/realignments | $1,500,000 |
| 4249 | LA | Improve Zachary Taylor Parkway | $2,000,000 |
| 4250 | LA | LA-1 drainage and sidewalk improvements in Grande Isle | $1,500,000 |
| 4251 | LA | Construct I–20 interchanges at U.S. 167 at Tarbutton Rd. Construct East West Frontage Roads along I–20 | $1,500,000 |
| 4252 | LA | Louisiana University Consortium for Smart Growth Study and Educational Outreach | $2,000,000 |
| 4253 | LA | Upgrade El Camino East-West Corridor along LA 6 | $1,500,000 |
| 4254 | LA | Develop and construct St. Martinville Bypass, LA 31 North to LA 96 | $1,000,000 |
| 4255 | LA | Construct Leeville Bridge from Port Fouchon to Golden Meadow | $1,000,000 |
| 4256 | LA | Improve Natchitoches Johnson Chute and Posey Road connection to I–49 to LA 1 | $500,000 |
| 4257 | LA | LA 50 (Almedia) widening and I–310/U.S. 90 interchange improvements, St. Charles Parish | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4258 | LA | Upgrade LA 28 to four lanes from LA 121 to LA 465 | $1,000,000 |
| 4259 | LA | Rehabilitation of Street Routes Project in Bogalusa | $500,000 |
| 4260 | LA | Construction of I–10 Access Rd., Crowley, LA | $500,000 |
| 4261 | LA | Replace Kerner Ferry Bridge Jefferson Parish Bayou Barataria | $500,000 |
| 4262 | LA | Peters Road improvements in Plaquemines Parish | $500,000 |
| 4263 | LA | Improvements to LA 46 in St. Bernard Parish | $100,000 |
| 4264 | LA | Baton Rouge Intelligent Transportation System | $1,000,000 |
| 4265 | MA | Reconstruct Chelsea Street Bridge in Boston | $6,000,000 |
| 4266 | MA | Design and construct downtown roadway and streetscape enhancements in Worcester | $4,500,000 |
| 4267 | MA | Design and construct Rt. 24 Interchange in Fall River and Freetown | $5,500,000 |
| 4268 | MA | Design and construct multimodal improvements and facilities in New Bedford | $5,500,000 |
| 4269 | MA | Construct access improvements to the Lawrence Gateway Project, Lawrence | $2,500,000 |
| 4270 | MA | Construct pedestrian and vehicular access improvements on the existing Brightman Street Bridge in Fall River | $500,000 |
| 4271 | MA | Northern Avenue Bridge rehabilitation in Boston | $6,000,000 |
| 4272 | MA | Construct Phase II of the Quincy Center Concourse Extension in Quincy | $6,000,000 |
| 4273 | MA | Design and construct downtown roadway and streetscape improvements in North Adams | $2,000,000 |
| 4274 | MA | Construct Holyoke Canalwalk and streetscape improvements in Holyoke | $3,500,000 |
| 4275 | MA | Road improvements between Museum Road and Forsyth Way in Boston | $3,000,000 |
| 4276 | MA | Design and construct access improvements and intermodal facilities at the former South Weymouth Naval Air Station in South Weymouth | $8,000,000 |
| 4277 | MA | Design and construct Boston National Park traveler information system and visitor center in Boston | $7,000,000 |
| 4278 | MA | Construct Haverhill intermodal center access and vehicle capacity improvements in Haverhill | $3,000,000 |
| 4279 | MA | Design and construct roadway and streetscape improvements in Franklin | $5,000,000 |
| 4280 | MA | Construct Lechmere Station area roadway and access improvements in Cambridge | $5,000,000 |
| 4281 | MA | Design and construct Assembly Square multimodal access improvements in Somerville | $5,000,000 |
| 4282 | MA | Construct downtown roadway and corridor improvements in Gloucester | $3,000,000 |
| 4283 | MA | Construct the Blackstone River Bikeway and Worcester Bikeway Pavilion between Providence, RI and Worcester | $2,000,000 |
| 4284 | MA | Construct Melnea Cass Corridor improvements in Boston | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4285 | MA | Construct Southeastern Massachusetts freight rail corridor improvements in Bristol County | $5,000,000 |
| 4286 | MA | Reconstruct Rt. 24/Rt. 140 Interchange, replace bridge and ramps, widen and extend acceleration and deceleration lanes | $4,000,000 |
| 4287 | MA | Design and construct Rt. 20 access road in Westfield | $2,000,000 |
| 4288 | MA | Reconfigure Kilby-Gardner-Hammond area road network in Worcester | $2,000,000 |
| 4289 | MD | I–70 Improvement Project: Frederick, MD | $13,400,000 |
| 4290 | MD | Construction and dualization of MD 404 in Queen Anne's, Talbot and Caroline Counties | $11,000,000 |
| 4291 | MD | Construct U.S. 220 MD 53 North/South Corridor | $9,200,000 |
| 4292 | MD | Upgrade MD 175 in Anne Arundel county between MD 170 and BW Parkway | $6,700,000 |
| 4293 | MD | Construct a visitor center and related roads, and parking serving Fort McHenry | $5,300,000 |
| 4294 | MD | Construct Assateague Island National Seashore visitors center and related road improvements | $6,300,000 |
| 4295 | MD | Construction of new interchange at MD 5, MD 373 and Brandywine Rd | $4,000,000 |
| 4296 | MD | Rehabilitate Pennington Avenue Drawbridge, Baltimore | $5,500,000 |
| 4297 | MD | Construction and dualization of U.S. 113 | $3,200,000 |
| 4298 | MD | Construct MD 5 Hughesville Bypass | $3,000,000 |
| 4299 | MD | Construct U.S. 40, MD 715 interchange at Aberdeen Proving Ground | $3,000,000 |
| 4300 | MD | Construct MD 4 at Suitland Parkway | $2,800,000 |
| 4301 | MD | Baltimore Rail Tunnel improvement study | $3,000,000 |
| 4302 | MD | Construct Allegheny Highlands pedestrian/bicycle trail | $2,000,000 |
| 4303 | MD | Upgrade MD 210 from MD 228 to I–495 | $2,000,000 |
| 4304 | MD | Patuxent Research Refuge Road improvements | $3,000,000 |
| 4305 | MD | Rehabilitate roadways around East Baltimore Life Science Park | $2,200,000 |
| 4306 | MD | Construction of new Baltimore water taxi terminals | $2,000,000 |
| 4307 | MD | Upgrade I–95, I–495, MD 5/Branch Avenue Metro Access | $1,800,000 |
| 4308 | MD | Construct Blackwater National Wildlife Refuge visitors center, trails and road improvements | $1,500,000 |
| 4309 | MD | Edgewood, MD train station streetscaping and parking improvements | $1,500,000 |
| 4310 | MD | Roadway improvements from intersection of U.S. 29 in Montgomery Co. along Industrial Parkway thru to FDA access/Cherry Hill Road | $2,000,000 |
| 4311 | MD | Roadway access improvements, boardwalks, and pier construction at Hanover Street and West Cromwell, Baltimore | $1,500,000 |
| 4312 | MD | MD 295 BWI access improvements | $1,200,000 |
| 4313 | MD | Construction of Maryland Ave. and Market St. intermodal access project, including pedestrian safety improvements and Baltimore Rd. corridor, Rockville | $800,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4314 | MD | Construct Woodrow Wilson Bridge Anacostia River wetlands mitigation project | $1,600,000 |
| 4315 | MD | Construct Potomac River Gorge stormwater mitigation project | $500,000 |
| 4316 | ME | I–295 improvements in Portland | $15,000,000 |
| 4317 | ME | Construction of Calais/St. Stephan Border Crossing Project, Calais | $4,000,000 |
| 4318 | ME | Improvements and construction of the Lewiston-Auburn Highway, Lewiston | $2,000,000 |
| 4319 | ME | Replacement of Waldo-Hancock bridge and construction of related pedestrian walkways | $18,000,000 |
| 4320 | ME | Transportation improvements for Maine East-West Corridor Project | $18,000,000 |
| 4321 | ME | Augusta Memorial Bridge improvements, Augusta | $6,000,000 |
| 4322 | ME | Plan and construct North-South Aroostook highways, to improve access to St. John Valley, including Presque Isle Bypass and other improvements | $5,000,000 |
| 4323 | ME | Construction of an Intermodal Center in Acadia Park, Bar Harbor | $4,000,000 |
| 4324 | ME | Replacement of the Route 201–A "covered" bridge, Norridgewock | $6,000,000 |
| 4325 | ME | Repair and improvements of Richmond-Dresden Bridge, Richmond-Dresden | $3,750,000 |
| 4326 | ME | Access and traffic improvements to Route 15 in Brewer | $1,250,000 |
| 4327 | ME | State of Maine Pedestrian and Bicycle Trail Project | $1,000,000 |
| 4328 | ME | Plan and construct North-South Aroostook highways, to improve access to St. John Valley, including Presque Isle Bypass and other improvements | $20,000,000 |
| 4329 | ME | Construction of the Gorham Village Bypass, Gorham | $2,000,000 |
| 4330 | ME | Improvements for statewide bike and pedestrian projects | $1,000,000 |
| 4331 | ME | Repair and improvement of Harpswell Cribstone Bridge, Harpswell | $3,000,000 |
| 4332 | ME | Repair and improvement of Deer Isle-Sedgwick Bridge, Deer Isle-Sedgwick | $10,000,000 |
| 4333 | MI | Plan and construct, land acquisition, Detroit West Riverfront Greenway | $9,000,000 |
| 4334 | MI | Reconstruct and widen I–94 in Kalamazoo | $8,000,000 |
| 4335 | MI | Construct Interchange at I–675 and M–13 (Washington Avenue), Northbound exit, in Saginaw | $8,000,000 |
| 4336 | MI | Rehabilitate bridge lift over Black River on 7th Street Bridge in Port Huron | $5,000,000 |
| 4337 | MI | Reconstruct I–75 from North of U.S.–2 to Sault Ste. Marie and reconstruct the existing roadway, Sault Ste. Marie | $6,000,000 |
| 4338 | MI | Construct at-grade crossing and I–75 interchange to reconnect Milbocker and McCoy Roads and construct overpass to reconnect Van Tyle to South Wisconsin Road in Gaylord | $5,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4339 | MI | Improvements to Trowbridge Road Extension to Farm Lane, Ingham County, Farm Lane between Mount Hope Road and Trowbridge Road with underpasses for CN and CSX railroad crossings | $9,000,000 |
| 4340 | MI | Allen Road under the CN Railroad Grade Separation, Woodhaven | $6,000,000 |
| 4341 | MI | Blue Water Bridge Plaza improvements and relocation of segments of I–94 and I–69 | $5,000,000 |
| 4342 | MI | West Portage Avenue realignment, Sault Ste. Marie | $2,000,000 |
| 4343 | MI | Construct road improvements to Van Dyke Road, from I–696 to Red Run Drain, City of Warren | $8,000,000 |
| 4344 | MI | Construction of the I–696 and Northwestern Highway Interchange Freeway ramps at Franklin Road in Southfield | $3,000,000 |
| 4345 | MI | Construct road improvements to Miller Road from I–75 to Linden Road, Flint Township | $2,500,000 |
| 4346 | MI | University of Michigan Health Systems auto crash notification system | $1,500,000 |
| 4347 | MI | Alger County, repaving a portion of H–58 between Sullivan Creek towards Little Beaver Road | $1,000,000 |
| 4348 | MI | Jackson Road Boulevard Extension, utilizing fly ash and recycled concrete in road surface | $1,000,000 |
| 4349 | MN | Transportation improvements for City of Moorhead SE Main GSI, 34th St. and I–94 Interchange and Moorhead Comprehensive Rail Safety Program in Moorhead | $5,000,000 |
| 4350 | MN | Reconstruct I–35E from University Avenue to Maryland Avenue in St. Paul | $5,000,000 |
| 4351 | MN | Construct last segment of the Victory Drive project to link Victory Drive with Highway 14 in Blue Earth County | $2,000,000 |
| 4352 | MN | Phase III construction of Trunk Highway 610–10 | $9,000,000 |
| 4353 | MN | U.S. Trunk Highway 14 from One Mile West of Waseca to Owatonna | $4,000,000 |
| 4354 | MN | Construction of 8th Street North: Stearns CR 120 to TH 15 in St. Cloud | $2,000,000 |
| 4355 | MN | Design, engineering, and ROW acquisition to reconstruct Trunk Highway 95 bridge in North Branch | $750,000 |
| 4356 | MN | Construction and right-of-way acquisition for interchange at TH 65 and TH 242 in Blaine | $2,000,000 |
| 4357 | MN | Design, construct, and expand TH 241 in the City of St. Michael | $2,500,000 |
| 4358 | MN | Design, construct, and acquire right-of-way for St. Croix River Crossing in Stillwater | $9,000,000 |
| 4359 | MN | Design and construction of Cedar Avenue Busway in Dakota County | $5,000,000 |
| 4360 | MN | Planning and Pre-Design for Twin Cities Bioscience Corridor in St. Paul | $3,000,000 |
| 4361 | MN | TH 23—Construction of 4-Lane Bypass in Paynesville | $2,500,000 |
| 4362 | MN | I–494 U.S. 169 interchange reconstruction, Twin Cities Metropolitan Area | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4363 | MN | Replace three at-grade highway-railroad crossings with grade-separated crossings adjacent to Winona State University | $3,000,000 |
| 4364 | MN | Reconstruct County Highway 42 Interchange at U.S. Highway 52 in Dakota County | $3,250,000 |
| 4365 | MN | 34th Street realignment and interchange at 34th Street and I–94 in Moorhead | $4,000,000 |
| 4366 | MN | Construct last segment of the Victory Drive project to link Victory Drive with Highway 14 in Blue Earth County | $2,000,000 |
| 4367 | MN | Phase III Construction of Trunk Highway 610–10 | $8,000,000 |
| 4368 | MN | Construction of U.S. Highway 14 from Waseca to Owatonna | $4,000,000 |
| 4369 | MN | Reimbursement of 8th Street North in St. Cloud | $2,000,000 |
| 4370 | MN | Construction and right-of-way acquisition for interchange at TH 65 and TH 242 in Blaine | $2,000,000 |
| 4371 | MN | Construction and widening of TH 241 in the City of St. Michael | $2,500,000 |
| 4372 | MN | Program for replacement and upgrade of deficient township signs, statewide | $3,000,000 |
| 4373 | MN | Improvement of State Highway 11 to 10 ton-status | $3,500,000 |
| 4374 | MN | Reconstruct I–35E from I–94 to Maryland Avenue in St. Paul | $3,000,000 |
| 4375 | MN | Right-of-way acquisition for TH 23 Paynesville Bypass | $1,000,000 |
| 4376 | MO | Construct four lanes for Hwy 60 from Willow Springs to Van Buren, Missouri | $25,000,000 |
| 4377 | MO | Construct four lanes for Hwy 65 North of I–44 from I–44 N to Route EE | $20,000,000 |
| 4378 | MO | Construct fours lanes on Hwy 50 west of Jefferson City to west of California, Missouri (From St. Martens to California, Missouri) | $20,000,000 |
| 4379 | MO | Construct Hwy 13 Bypass in Warrensburg | $5,000,000 |
| 4380 | MO | Improvements to Hwy 60/65 Interchange | $10,000,000 |
| 4381 | MO | Improve Highway 13 from Springfield, MO to Bolivar | $5,000,000 |
| 4382 | MO | I–470/Strother Road Interchange in Lee's Summit | $5,000,000 |
| 4383 | MO | Improve U.S. 36 to divided four lane expressway from Macon to Route 24 | $30,000,000 |
| 4384 | MO | Improve Highway 291 from Harrisonville to Lee's Summit in Cass County | $4,000,000 |
| 4385 | MO | Route 364, Phase II Page Avenue Extension, St. Charles County | $5,000,000 |
| 4386 | MO | Transportation Improvements for U.S. 63 Interchange at Gans Road, Boone County | $4,000,000 |
| 4387 | MO | Improve Highway 67 from Fredericktown, MO to Poplar Bluff | $5,000,000 |
| 4388 | MO | Upgrade to 4 lanes MO 66 from Duquesne Road to Rt. 249 in Jasper County | $2,000,000 |
| 4389 | MO | Interchange design and construction for the Main Street Extension at I–55, Cape Girardeau County | $5,000,000 |
| 4390 | MO | Relocation and reconstruction of Rt. MM from Rt. 21 to Rt. 30 | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4391 | MO | Upgrade Route 59 at rail crossing in St. Joseph, MO | $3,000,000 |
| 4392 | MO | Realignment and bridge replacement over First Creek from east of 2nd Street to Route 169 on MO 92, Clay County | $2,000,000 |
| 4393 | MO | Roadway improvements on Rt. 21 from Hayden Road to Lake Lorraine | $2,000,000 |
| 4394 | MO | Construct Interstate flyover at Hughes Road and Liberty Drive to 76th Street. Part of Liberty Parkway Project, Liberty | $4,000,000 |
| 4395 | MO | I–55 Redesign, Cape Girardeau County | $2,000,000 |
| 4396 | MS | Widening of I–55 from Highway 304 in DeSoto County to TN State line | $20,240,000 |
| 4397 | MS | Upgrade U.S. 78 to Interstate standards from the MS/TN State line to the MS/AL State line | $8,000,000 |
| 4398 | MS | For construction and ROW acquisition U.S. 49 from South of Florence to I–20 | $26,400,000 |
| 4399 | MS | To upgrade Old Fannin Road connecting Highway 25 to Spillway Road in Rankin County | $6,400,000 |
| 4400 | MS | Plan and construct an intermodal connector linking I–20 to Hwy 49, Pearl-Richland | $10,000,000 |
| 4401 | MS | Airport Parkway/Pearl River Bridge for ROW acquisition and construction of west segment between I–55 and Highway 475 at Jackson International Airport, with connector to Highway 25 | $8,960,000 |
| 4402 | MS | Byram-Clinton/Norrell Corridor—Connects the Norrell Road Interchange on I–20 to the Byram-Clinton Multimodal Corridor on I–55 | $15,000,000 |
| 4403 | MS | Lake Harbour Drive Extension, Ridgeland—Connects U.S. Highway 51 to Highland Colony Parkway | $10,000,000 |
| 4404 | MS | Transportation Improvements for Greenville Bypass—Highway 82—U.S. Highway 82 bypass between Greenville and Leland | $10,000,000 |
| 4405 | MS | Transportation Improvements for Port Connector Road, Claiborne County | $10,000,000 |
| 4406 | MS | Transportation Improvements for South Entrance Loop—Mississippi State University | $10,000,000 |
| 4407 | MS | Lynch Street Extension to Metro Parkway, Jackson—An extension of the Metro Parkway that connects intermodal traffic between the Metro Center Area and Jackson State University | $5,000,000 |
| 4408 | MS | Transportation improvements for Highway 7 and Highway 49 Connector, Greenwood | $5,000,000 |
| 4409 | MS | Transportation improvements for Pearl-Pirates Cove Interchange, Pearl | $5,000,000 |
| 4410 | MS | Transportation improvements for Washington Street/Old U.S. Highway 61, Vicksburg | $5,000,000 |
| 4411 | MS | Star Landing Corridor, Southaven | $5,000,000 |
| 4412 | MT | Transportation improvements for MT 78 Corridor Development | $10,000,000 |
| 4413 | MT | Transportation improvements for Bench Boulevard Connection and Corridor Project, Billings | $17,000,000 |
| 4414 | MT | Transportation improvements for Babcock to Kagy Project, Bozeman | $5,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4415 | MT | Transportation improvements for Townsend—South Project, U.S. 287 | $10,000,000 |
| 4416 | MT | Transportation improvements for Cutbank Railroad Overpass, Cutbank | $6,000,000 |
| 4417 | MT | Transportation improvements for Havre—East Project, including Glasgow to Poplar, U.S. 2 | $10,000,000 |
| 4418 | MT | Transportation improvements for Lonepine North and East Project, MT 28 | $7,000,000 |
| 4419 | MT | U.S. 93 transportation improvement projects between Lolo and Hamilton | $15,000,000 |
| 4420 | MT | U.S. 2 transportation improvement projects between North Dakota State Line and Browning | $20,000,000 |
| 4421 | MT | MT 3 transportation improvement projects between Billings and Great Falls | $15,000,000 |
| 4422 | MT | MT 16, reconstruction of roadway and structures northeast of Glendive | $7,000,000 |
| 4423 | MT | Develop and reconstruct Two Medicine Bridge, U.S. 2, East of Glacier National Park | $25,000,000 |
| 4424 | MT | U.S. 93 Ninepipe to Ronan transportation improvement projects | $8,000,000 |
| 4425 | NC | Construction of the southbound lane of U.S. 321 bridge replacement over the Catawba River in Caldwell and Catawba Counties | $2,160,000 |
| 4426 | NC | Construction and expansion of Little Sugar Creek Greenway Charlotte | $3,155,000 |
| 4427 | NC | Falls of Neuse Road Widening and Improvement, Raleigh | $3,000,000 |
| 4428 | NC | Interstate 20 Extension study | $5,000,000 |
| 4429 | NC | Transportation improvements at Piedmont Triad Research Park, Winston Salem | $2,000,000 |
| 4430 | NC | Plan, design, and construct the 10th street Connector Project in Greenville | $1,500,000 |
| 4431 | NC | Randall Parkway Widening and Improvement, Wilmington | $3,000,000 |
| 4432 | NC | Widen Derita Road from Poplar Tent Road in Concord to the Cabarrus Mecklenburg County line, Concord | $3,400,000 |
| 4433 | NC | Construction improvements to Highway 10 in Newton | $1,020,000 |
| 4434 | NC | U.S. 64 upgrade and improvement between Raleigh, NC and Rocky Mount | $5,000,000 |
| 4435 | NC | Construction and improvement of I–73, I–74, U.S. 220, in Montgomery and Randolph Counties | $2,200,000 |
| 4436 | NC | U.S. 1 Bypass and improvements around Rockingham | $1,000,000 |
| 4437 | NC | Norfolk Southern Intermodal System, Charlotte | $4,000,000 |
| 4438 | NC | Design and construction of the Airport Area Roadway Network, High Point | $1,000,000 |
| 4439 | NC | Independence Boulevard Extension, Wilmington | $3,000,000 |
| 4440 | NC | Design, engineering, and construction of I–77/Catawba Avenue Interchange Cornelius | $5,000,000 |
| 4441 | NC | Eliminate highway-railway crossings in City of Fayetteville | $4,000,000 |
| 4442 | NC | Construction of I–74 between I–40 and U.S. 220, High Point | $6,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4443 | NC | Environmental studies and construction of U.S. 74 Bypass Extension, Monroe | $4,200,000 |
| 4444 | NC | Greenways Expansion and Improvement Project, Greenville | $1,600,000 |
| 4445 | NC | Northern Loop Project, Wilson | $3,000,000 |
| 4446 | NC | Rail Track Replacement, Spencer | $565,000 |
| 4447 | NC | Construction of Interstate 73 and Interstate 74 | $10,000,000 |
| 4448 | NC | Construction of Charlotte Douglas International Airport Freight Intermodal Distribution Center | $7,500,000 |
| 4449 | NC | Rehabilitate existing roadway, make safety improvements and add lanes to Interstate 95 in North Carolina | $2,500,000 |
| 4450 | NC | Construction of the southbound lane of U.S. 321 bridge replacement over the Catawba River in North Carolina | $2,000,000 |
| 4451 | NC | Widening of Beckford Drive, City of Henderson | $192,000 |
| 4452 | NC | Transportation improvements for Peters Creek Pkwy, 1st St., 2nd St., and Brookstown Ave. in Winston-Salem | $2,000,000 |
| 4453 | NC | Environmental studies and construction of U.S. 74 Monroe Bypass Extension | $5,000,000 |
| 4454 | NC | To plan, design and construct the 10th Street connector project in Greenville | $2,500,000 |
| 4455 | NC | Transportation improvementsat Piedmont Triad Research Park, Winston-Salem | $2,500,000 |
| 4456 | NC | Acquisition of rail corridors for use as bicycle and pedestrian trails, Durham | $2,000,000 |
| 4457 | NC | Northern Loop Project, City of Wilson | $2,933,000 |
| 4458 | NC | Widen Derita Road from Poplar Tent Road in Concord to the Cabarrus Mecklenburg County line | $3,350,000 |
| 4459 | NC | Winston-Salem Northern Beltway, Eastern Section and Extension | $1,300,000 |
| 4460 | NC | To perform a study to be performed by East Carolina University to find the feasibility of constructing a mid-Currituck Sound bridge | $2,000,000 |
| 4461 | NC | Transportation improvements at the Marion Diehl Center, Charlotte | $725,000 |
| 4462 | NC | Pack Square pedestrian and roadway improvements, Asheville | $700,000 |
| 4463 | NC | Study feasibility of widening U.S. 221/NC 226 from Woodlawn to Spruce Pine, start planning and design, and make upgrades to improve safety | $700,000 |
| 4464 | NC | Continued development of Cary, NC pedestrian bike paths | $400,000 |
| 4465 | NC | Extend M. L. King, Jr., Boulevard in Monroe | $1,000,000 |
| 4466 | NC | Design and Construction of the Airport Area Roadway Network, High Point | $900,000 |
| 4467 | ND | I–29 Reconstruction from Main Avenue N. to County Road 20 in Fargo | $10,000,000 |
| 4468 | ND | Reconstruct U.S. 281 in Jamestown—South Corporate limits to 17th St., SW | $6,000,000 |
| 4469 | ND | Reconstruction of U.S. 2 from Towner to Rugby—WB | $7,000,000 |
| 4470 | ND | Reconstruct ND 1804 from University of Mary to 48th St. South of Bismarck | $5,900,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4471 | ND | Reconstruction of U.S. 85 north of Grassy Butte to Long-X Bridge near Teddy Roosevelt National Park North Unit | $6,500,000 |
| 4472 | ND | ND 22 Reconstruction from 15th St. to North Corporate Limits in Dickinson | $2,000,000 |
| 4473 | ND | ND 200 Reconstruction from Jct. ND 49 at Beulah to Hazen | $3,500,000 |
| 4474 | ND | North Bound I–29 Reconstruction from south of ND 15 to Near Grand Forks | $8,000,000 |
| 4475 | ND | East Bound I–94 Reconstruction from Near South Heart to Dickinson | $7,000,000 |
| 4476 | ND | ND 294/12th Avenue N Reconstruction and Bridge Widening in Fargo | $11,000,000 |
| 4477 | ND | Replace Red River Valley Bridge at Drayton, ND | $3,100,000 |
| 4478 | ND | U.S. 12 improvements between Bowman and Hettinger | $10,000,000 |
| 4479 | ND | U.S. 83/North Broadway Reconstruction in Minot | $10,000,000 |
| 4480 | ND | Mandan Avenue Reconstruction in Mandan | $2,000,000 |
| 4481 | ND | ND 127 Reconstruction from ND 11 N. to Wahpeton | $3,000,000 |
| 4482 | ND | U.S. 83 Reconstruction from Max to ND 23 SB | $6,000,000 |
| 4483 | ND | U.S. 281 Reconstruction from Carrington to Jct. ND 15 | $4,000,000 |
| 4484 | NE | Construction of the Columbus, Nebraska North Arterial Road | $1,400,000 |
| 4485 | NE | U.S. 34 Missouri River Bridge relocation and replacement | $500,000 |
| 4486 | NE | Missouri River Bridges between U.S. 34, I–29 in Iowa and U.S. 75 in Nebraska | $1,200,000 |
| 4487 | NE | Design, right-of-way and construction of Nebraska Highway 35 between Norfolk to South Sioux City | $4,000,000 |
| 4488 | NE | Transportation improvements for U.S. 81 Meridian Bridge, Yankton | $1,800,000 |
| 4489 | NE | Railroad Grade Separation Structures, Statewide | $6,000,000 |
| 4490 | NE | Engineering, right-of-way and construction of the 23rd Street Viaduct in Fremont, Nebraska | $700,000 |
| 4491 | NE | Design, right-of-way and construction of the Louisville bypass, Nebraska | $400,000 |
| 4492 | NE | Construction of I–80/Cherry Avenue Interchange and East bypass, Kearney, Nebraska | $1,000,000 |
| 4493 | NE | Interstate 80 Interchange at Pflug Road, Sarpy County, Nebraska | $600,000 |
| 4494 | NE | Construction of Heartland Expressway between Alliance and Minatare, NE | $8,000,000 |
| 4495 | NE | New roads and overpass to relieve congestion and improve traffic flow for Antelope Valley—Lincoln, NE | $3,000,000 |
| 4496 | NE | Design of right-of-way and construction of South and West beltway in Lincoln, NE | $2,000,000 |
| 4497 | NE | Cuming Street Transportation improvement project in Omaha, NE | $900,000 |
| 4498 | NE | Nebraska Intelligent Transportation Systems Statewide | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4499 | NE | Midwest Roadside Safety Facility, UNL—Lincoln, NE | $1,000,000 |
| 4500 | NE | U.S. Highway 75 expressway, Plattsmouth to Bellevue, Nebraska | $5,000,000 |
| 4501 | NE | U.S. 275 So. Omaha Veterans Memorial Bridge | $3,000,000 |
| 4502 | NE | Lincoln East Beltway, NE | $500,000 |
| 4503 | NE | I–80 six lane (I–80 to 56th Street) Lincoln, NE | $3,000,000 |
| 4504 | NE | Antelope Valley Transportation Improvement Project in Lincoln | $10,000,000 |
| 4505 | NE | Design and construction of the South and West Beltway in Lincoln | $5,000,000 |
| 4506 | NE | Cuming Street Transportation Improvement Project in Omaha | $5,500,000 |
| 4507 | NE | Design and construction of Highway 35 between Norfolk and South Sioux City | $9,500,000 |
| 4508 | NE | I–80/Cherry Avenue Interchange and East Bypass in Kearney | $8,000,000 |
| 4509 | NE | Construction of the Heartland Expressway between Alliance and Minatare | $5,000,000 |
| 4510 | NE | Plan and design I–80 Interchange at Pflug Road | $1,000,000 |
| 4511 | NE | Design and construction of Missouri River Bridges between U.S. 34, I–29 in Iowa and U.S. 75 in Nebraska | $3,000,000 |
| 4512 | NE | Construction of the North Arterial Road in Columbus | $2,000,000 |
| 4513 | NE | Design and construction of Meridian Bridge between Nebraska and Yankton, South Dakota | $1,000,000 |
| 4514 | NH | Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion—Portsmouth, NH | $20,000,000 |
| 4515 | NH | I–93 water quality study project | $4,000,000 |
| 4516 | NH | Reconfiguration of Pelham Intersection to Improve Safety | $2,000,000 |
| 4517 | NH | Reconstruction of NH 11 and NH 28 Intersection in Alton | $1,400,000 |
| 4518 | NH | Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin | $2,000,000 |
| 4519 | NH | Design and construction of intersection of Rt. 101A and Rt. 13 in Milford | $2,000,000 |
| 4520 | NH | Relocation and reconstruction of intersection at Route 103 and North Street in Claremont | $2,600,000 |
| 4521 | NH | Improve Meredith Village Traffic Rotary | $1,600,000 |
| 4522 | NH | Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke | $1,400,000 |
| 4523 | NH | Reconstruction and improvements to NH Route 110 in Berlin | $3,600,000 |
| 4524 | NH | South Road Mitigation in Londonderry | $2,000,000 |
| 4525 | NH | Construct Park and Ride, Exit 5 on I–93—Londonderry, NH | $2,000,000 |
| 4526 | NH | Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont | $1,000,000 |
| 4527 | NH | Replacement of Ash Street and Pillsbury Road Bridge | $1,400,000 |
| 4528 | NH | Hampton Bridge Rehabilitation—Hampton | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4529 | NJ | PATCO Rolling Stock acquisition and/or renovation for use on line between Lindenwold and Locust Street in Philadelphia | $40,000,000 |
| 4530 | NJ | Construct new ramps between I–295 and Route 42 | $15,000,000 |
| 4531 | NJ | Route 46 Corridor upgrades | $9,500,000 |
| 4532 | NJ | Route 18 Reconstruction in downtown New Brunswick | $7,500,000 |
| 4533 | NJ | Interstate 280 Interchange improvements, Harrison | $2,000,000 |
| 4534 | NJ | Construct Waterfront Walkway from North Sinatra Drive and 12th St. south to Sinatra Drive in Hoboken | $8,000,000 |
| 4535 | NJ | Widening of Route 1 and intersection improvements in South Brunswick | $3,500,000 |
| 4536 | NJ | Route 29 conversion project to a full access freeway | $4,000,000 |
| 4537 | NJ | Improvements to River Road in Camden | $4,000,000 |
| 4538 | NJ | Design and Construct Newark Waterfront Pedestrian and Bicycle Access | $2,000,000 |
| 4539 | NJ | Route 9W operational and safety improvements, including I–95 Southbound entrance alterations | $4,000,000 |
| 4540 | NJ | New Jersey Underground Railroad for preservation, enhancement and promotion of sites in New Jersey | $100,000 |
| 4541 | NJ | International Trade and Logistics Center roadway improvements at Exit 12 of the New Jersey Turnpike, Carteret | $1,000,000 |
| 4542 | NJ | Kapkowski road area improvements in Elizabeth | $1,000,000 |
| 4543 | NJ | Expand TRANSCOM Regional ITS System in NJ, NY, and CT | $1,900,000 |
| 4544 | NJ | Construct Rt. 49 Cohansey River Bridge Replacement, Cumberland County | $1,500,000 |
| 4545 | NM | Double Eagle II aviation facility for road construction | $8,000,000 |
| 4546 | NM | Double Eagle II aviation facility for interchange construction | $12,000,000 |
| 4547 | NM | Extension of University Blvd. in Albuquerque | $5,000,000 |
| 4548 | NM | For construction work on NM–176 in Lea County | $5,000,000 |
| 4549 | NM | Rio Rancho, Iris Rd. to U.S. Highway 550 | $14,600,000 |
| 4550 | NM | For U.S. 62/180 in Carlsbad | $5,000,000 |
| 4551 | NM | Transportation improvements for I–10 reconstruction in Las Cruces | $2,000,000 |
| 4552 | NM | I–10/I–25 bridge reconstruction in Las Cruces | $7,000,000 |
| 4553 | NM | Transportation improvements to FS 235 and access to Magdalena Ridge Observatory | $1,400,000 |
| 4554 | NM | Reconstruction of I–25/Paseo del Norte and Jefferson Interchange, Albuquerque | $20,000,000 |
| 4555 | NM | Reconstruction of NM 524 South Truck Bypass in Carlsbad | $5,000,000 |
| 4556 | NM | Reconstruction of I–10 and I–25 Interchange, Las Cruces | $7,000,000 |
| 4557 | NM | Extend College Blvd., Roswell | $2,000,000 |
| 4558 | NM | Widen U.S. 64 between Farmington and Bloomfield | $7,000,000 |
| 4559 | NM | Rehabilitate Espanola Main Street, Espanola | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4560 | NV | Blue Diamond Hwy/SR 160 Widening | $20,000,000 |
| 4561 | NV | I–15 Widening and Interchanges, Las Vegas Valley | $8,000,000 |
| 4562 | NV | Transportation improvements to I–80 at Fernley Interchange | $6,000,000 |
| 4563 | NV | Transportation improvements to Pyramid Highway Corridor, Sparks | $12,000,000 |
| 4564 | NV | U.S. 95 Widening and interchanges, Las Vegas | $7,000,000 |
| 4565 | NV | Railroad Reconstruction, Ely and White Pine County | $2,000,000 |
| 4566 | NV | I–15 Widening northbound from Primm to Sloan Interchange, Clark County | $25,000,000 |
| 4567 | NV | I–580/U.S. 395 Capacity improvements, Washoe County | $25,000,000 |
| 4568 | NV | Construct I–15/Las Vegas Beltway Interchange | $3,000,000 |
| 4569 | NV | Construct U.S. 95/Las Vegas Beltway Interchange | $3,000,000 |
| 4570 | NV | Construct Las Vegas Beltway/Airport Connector Interchange | $3,000,000 |
| 4571 | NV | Transportation improvements on Henderson Lake Mead Parkway, Henderson, Nevada | $2,000,000 |
| 4572 | NV | Transportation improvements on Laughlin-Bullhead City Colorado Bridge | $3,000,000 |
| 4573 | NV | Transportation improvements for Mesquite Airport Access | $8,000,000 |
| 4574 | NV | U.S. 395 Design | $3,000,000 |
| 4575 | NY | I–86/Route 17 Upgrade for Broome, Delaware, Chemung, Orange, Sullivan, and Cattaraugus Counties | $9,000,000 |
| 4576 | NY | Roadway and intermodal improvements to the Nassau County Hub | $5,000,000 |
| 4577 | NY | For Studies, Design, and Construction of the High Line Trail Project, New York City | $9,000,000 |
| 4578 | NY | Improvements to the Harlem River Bridges | $7,000,000 |
| 4579 | NY | Road improvements for the Village of Kyrias Joel | $2,000,000 |
| 4580 | NY | I–86/Route 17 Upgrade for Tioga County | $1,000,000 |
| 4581 | NY | Reconstruction of Ashburton Avenue in Yonkers | $4,000,000 |
| 4582 | NY | To Conduct Scoping and Planning Studies for the Northern Tier Expressway | $1,500,000 |
| 4583 | NY | Improvements to Route 12 in Broome and Oneida Counties | $9,000,000 |
| 4584 | NY | Improvements for West 125th Street in West Harlem | $2,500,000 |
| 4585 | NY | Enhance Road and Transportation Facilities Near W. 65th Street and Broadway, New York City | $5,000,000 |
| 4586 | NY | Design and Construction of the Short Clove Crossing in Haverstraw | $6,000,000 |
| 4587 | NY | Planning and Construction of Fort Drum Connector Road | $1,000,000 |
| 4588 | NY | Design and Construction for a Syracuse University Transportation Facility in Syracuse | $4,000,000 |
| 4589 | NY | Road and transportation improvements near the Brooklyn Children's Museum | $5,000,000 |
| 4590 | NY | Construction and improvements to U.S. Route 219 Expressway | $5,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4591 | NY | For research at the Rochester Institute of Technology Alternative Fuels and Life-Cycle Engineering | $4,000,000 |
| 4592 | NY | Improve Bronx Zoo Intermodal Facility | $4,000,000 |
| 4593 | NY | Conversion of NY Route 15 to I–99 Road improvements | $3,000,000 |
| 4594 | NY | University of Buffalo Multidisciplinary Center for Earthquake Engineering Research (MCEER) | $3,000,000 |
| 4595 | NY | Tappan Zee Bridge to I–287 Transportation Corridor Study, Assessments, and Design | $1,500,000 |
| 4596 | NY | Corning Preserve improvements Phase II | $2,000,000 |
| 4597 | NY | Siena College Perimeter Road improvements and construction | $500,000 |
| 4598 | NY | Southtown connector improvements on NY Route 5 from the Coast Guard Base to Ohio Street, Buffalo, NY/Buffalo Outer Harbor Road improvements | $8,000,000 |
| 4599 | NY | Miller Highway improvements | $4,000,000 |
| 4600 | NY | Roadway, pedestrian, and streetscape Improvements for the New Cassel Revitalization Project in North Hempstead | $2,000,000 |
| 4601 | NY | Farm to Fork Transportation Distribution Network Study and Support in Upstate | $200,000 |
| 4602 | NY | Reconstruction of East Avenue from Main Street to Henry Street in Hornell | $2,000,000 |
| 4603 | NY | Improvements to Widmer Road in the Town of Wappinger | $500,000 |
| 4604 | NY | Improvements to Erie Boulevard in Schenectady | $2,000,000 |
| 4605 | NY | Construction of highway noise suppression barriers bordering I–84 in Newburgh | $1,500,000 |
| 4606 | NY | Improve Traffic Flow on Noel Road between Church and Crossbay Boulevard Including Work Necessary to Demolish and Reconstruct the Firehouse Facility in Broad Channel | $1,000,000 |
| 4607 | NY | Design, Planning, and Construction of a Community Transportation Center from Broadway to Manhattan College Parkway | $5,000,000 |
| 4608 | NY | Construction of Pedestrian and Bike Trail Campus Improvements at St. Bonaventure | $1,500,000 |
| 4609 | NY | For the CargoWatch Transportation Management Project for Study and Implementation | $3,500,000 |
| 4610 | NY | Design and Construction of an Access Road to Plattsburgh International Airport | $500,000 |
| 4611 | NY | Improvements and Enhancements for Oak Beach Road in the Town of Babylon | $2,000,000 |
| 4612 | NY | Design and Construction of Downtown Jamestown Connector Trail | $1,000,000 |
| 4613 | NY | Restoration of the Van Cortlandt Manor Entrance near Croton | $1,000,000 |
| 4614 | NY | Sound Shore Medical Center of Westchester Intermodal Facility Improvements | $1,000,000 |
| 4615 | NY | Route 17 Widening Study and Design | $1,000,000 |
| 4616 | NY | Erie Community College Transportation Improvements | $1,000,000 |
| 4617 | NY | Roadway and Traffic Improvements for Suffolk County | $1,500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4618 | NY | Construction and Improvements to Soundview Connection Greenway from Bruckner Boulevard to Soundview Park | $800,000 |
| 4619 | OH | Reconstruction of Cleveland Inner Belt and rehabilitation of the Central Viaduct Bridge, Cleveland, OH | $21,970,000 |
| 4620 | OH | Grading, paving, roads, and the transfer of rail-to-truck for the intermodal facility at Rickenbacker Airport Columbus, OH | $8,200,000 |
| 4621 | OH | Ramp and Roadway approaches on I–75 toward Brent Spence Bridge. Cincinnati, OH | $10,000,000 |
| 4622 | OH | Rehabilitation of the Martin Luther King, Jr., Bridge. Toledo, OH | $2,000,000 |
| 4623 | OH | Reconstruction, widening, and interchange upgrades to I–75 between Cincinnati and Dayton. Dayton, OH | $5,000,000 |
| 4624 | OH | Replace the Edward N. Waldvogel Viaduct. Cincinnati, OH | $6,000,000 |
| 4625 | OH | SR 8 safety improvement and road expansion project in Northern Summit County. OH | $2,600,000 |
| 4626 | OH | Reconstruction of the 70/71 split in downtown Columbus, OH | $8,000,000 |
| 4627 | OH | Widen U.S. 35 to three contiguous lanes from I–75 to I–675 in Montgomery County, OH | $4,000,000 |
| 4628 | OH | Construct pedestrian bridge from east of Dock 32 to park. Cleveland, OH | $3,300,000 |
| 4629 | OH | South Connector in Waverly from U.S. 23 to SR 104 to SR 220 for new development areas in a depressed Appalachian region. Waverly, OH | $4,100,000 |
| 4630 | OH | Construct full movement interchange on I–75 at Austin/Miamisburg-Springboro Rd. and widen Miamisburg-Springboro Rd. from Wood Rd. to SR 741, Dayton, OH | $750,000 |
| 4631 | OH | Reconstruct I–75/I–475 Interchange. Toledo, OH | $5,000,000 |
| 4632 | OH | Construct 1,100 foot bulkhead/riverwalk connecting Front and Maine Ave. public rights-of-way. Cleveland, OH | $1,280,000 |
| 4633 | OH | Construction of new bridges that will replace two unsafe spans that carry U.S. Route 62 across the Scioto River. Columbus, OH | $3,300,000 |
| 4634 | OH | Construction of a full 4-way interchange at SR 44 and Shamrock Boulevard to replace current 2-way interchange of SR 44 and Jackson St. Painesville, OH | $400,000 |
| 4635 | OH | Construction of interchange at SR 8 and Season Road, Cuyahoga Falls, OH | $2,800,000 |
| 4636 | OH | Eliminate at-grade signalized intersections between North Fairfield Road and the Xenia Bypass on U.S. 35 in Greene County, OH | $3,000,000 |
| 4637 | OH | Design and construct a Towpath Trail from southern Cuyahoga County through downtown Cleveland to Lake Erie. Cleveland, OH | $1,800,000 |
| 4638 | OH | Reconstruct and widen SR 82, North Royalton, OH | $1,000,000 |
| 4639 | OH | Construct connector between Crocker and Stearns County Highways. Westlake and North Olmsted, OH | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4640 | OH | Construct I–75/SR 122 interchange and related improvements. Middletown, OH | $2,000,000 |
| 4641 | OH | NW Butler County TID U.S. 27 widening, bypass, intersection improvements, and safety projects | $14,000,000 |
| 4642 | OH | Allen County SR 309 road reconstruction and safety improvements | $5,000,000 |
| 4643 | OH | Licking County SR 79 service road construction, safety improvements, and congestion relief | $4,090,000 |
| 4644 | OH | Clermont County SR 125 turn lane additions and related safety improvements | $2,400,000 |
| 4645 | OH | Portage County SR 14 turn lane addition, signalization, and related safety improvements | $500,000 |
| 4646 | OH | Mahoning County U.S. 224 turn lane addition, widening, signage, and safety improvements | $4,000,000 |
| 4647 | OH | I–75 at Austin/Miamisburg-Springboro interchange construction, Miamisburg-Springboro Rd. from Wood Rd. to SR 741 widening | $750,000 |
| 4648 | OH | Delaware County U.S. 23 turn lane addition, realignment, and related safety improvements | $935,000 |
| 4649 | OH | Fairfield County U.S. 33 safety improvements and signalization, including section 13.2 to 15.01 | $2,000,000 |
| 4650 | OH | City of Springfield North Street relocation, land acquisition, utility replacement, and repaving | $3,715,000 |
| 4651 | OH | Grading, paving, roads for the transfer of rail to truck for the intermodal facility at Rickenbacker Airport | $5,000,000 |
| 4652 | OH | Knox County SR 13 rail-grade crossing improvements, realignment, and related safety measures | $480,000 |
| 4653 | OH | Jackson County SR 93 widening, turn-lane addition, and related safety improvements | $730,000 |
| 4654 | OH | Stark County SR 172 safety construction and related improvements | $2,500,000 |
| 4655 | OH | City of Cincinnati Waldvogel Viaduct reconstruction project | $2,500,000 |
| 4656 | OH | Delaware County SR 750 realignment and safety improvements (PID 79367) | $1,300,000 |
| 4657 | OH | Highway rail crossing safety upgrades at three locations in Madison Village, OH | $110,000 |
| 4658 | OH | Highway rail grade separation over NS rail line for Hines Hill Road/Milford Connector | $60,000 |
| 4659 | OH | Mill Street Bridge reconstruction and related improvements, Akron OH | $3,500,000 |
| 4660 | OH | Columbiana County Port Authority construct intermodal facility, transportation safety improvements | $1,000,000 |
| 4661 | OH | Transportation Improvements to downtown Columb RiverSouth Bridge | $2,000,000 |
| 4662 | OH | Transportation Improvements for Ohio River Trail from Salem to Downtown | $1,000,000 |
| 4663 | OH | Transportation Improvements for Montgomery County I–75 at South Dixie Drive/Central Avenue Interchange, W. Carrolton | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4664 | OH | Medina County U.S. 224 turn lane addition, resurfacing, signage, and other improvements | $2,200,000 |
| 4665 | OH | Washington County SR 7 safety improvements, widening, and signage | $3,230,000 |
| 4666 | OH | Establish a Trans-Erie Ferry line from Cleveland, Ohio to Port Stanley, Ontario | $1,000,000 |
| 4667 | OK | To the University of OK to conduct research on global tracking methods for intermodal containerized freight | $5,000,000 |
| 4668 | OK | Improving the I–35 Interchange at Milepost 1 Near Thackerville | $400,000 |
| 4669 | OK | Construction of Norman highway-rail Grade Separation | $8,400,000 |
| 4670 | OK | Transportation Improvements for SH 33 Widen SH 33 from the Cimarron River East to U.S. 177 Payne County | $1,600,000 |
| 4671 | OK | Reconstruct the Interstate 44 193rd Street Interchange | $600,000 |
| 4672 | OK | Widen U.S. 60 from approximately 2 miles east of U.S. 60/U.S. 75 interchange east approximately 5.5 miles | $400,000 |
| 4673 | OK | Widen U.S. 54 from North of Optima Northeast to Kansas State Line, Texas County, OK | $200,000 |
| 4674 | OK | Improvement to Hereford Lane and U.S. 69 Interchange, McAlester | $200,000 |
| 4675 | OK | Construction of rail crossing in Claremore at Blue State Drive and SH 66 | $400,000 |
| 4676 | OK | Complete Reconstruction of the I–35-SH 9 West Interchange | $800,000 |
| 4677 | OK | Texanna Road improvements around Lake Eufaula | $200,000 |
| 4678 | OK | Improvements to SH 412P at 412 Interchange | $10,900,000 |
| 4679 | OK | Widen U.S. 281 from the new U.S. 281 Spur North to Geary Canadian County | $200,000 |
| 4680 | OK | Widen U.S. 60 between, Bartlesville and Pawhuska, Osage County | $600,000 |
| 4681 | OK | Construction of Midwest City Pedestrian Walkway | $200,000 |
| 4682 | OK | Reconstruction SH 66 from Craig and Rogers Counties to SH 66 and U.S. 60 intersection | $200,000 |
| 4683 | OK | Construct vehicular bridge over the Burlington Northern RR at War Bonnet Crossing, Mannford | $200,000 |
| 4684 | OK | Construction of Duncan Bypass Grade Separation | $600,000 |
| 4685 | OK | Improvements to SH 3 from Antlers to Broken Bow | $1,250,000 |
| 4686 | OK | Reconstruction of the I–40 Cross-town Expressway from I–44 to I–35 in downtown Oklahoma City | $4,000,000 |
| 4687 | OK | Construct and widen six-lanes on Interstate 44 from the Arkansas River extending east approximately 3.7 miles to Yale Avenue in Tulsa, OK | $2,200,000 |
| 4688 | OK | Navajoe Gateway Improvements Projects, U.S. 62 in Altus, OK | $200,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4689 | OK | Reconstruct the I–44—Fort Sill Key Gate Interchange | $200,000 |
| 4690 | OK | Realignment of U.S. 287 around Boise City | $200,000 |
| 4691 | OK | To study the feasibility of creating a by-pass around the City of Durant to accommodate the traffic needs of the International Trade Assistance Center | $300,000 |
| 4692 | OK | To construct a viaduct on U.S. Highway 70 over the railroad tracks in Durant | $6,400,000 |
| 4693 | OK | Enhancement projects for Woodward | $1,000,000 |
| 4694 | OK | Improvements to highways and bridges in the State of Oklahoma, divided equally among the eight field divisions | $53,150,000 |
| 4695 | OK | For improvements to the State maintained interstate system in the State of Oklahoma | $45,000,000 |
| 4696 | OR | Highway 20 Improvements from Pioneer Mountain to Eddyville, Lincoln County | $5,000,000 |
| 4697 | OR | For purchase of right-of-way, planning, design and construction of a highway, Newberg | $15,000,000 |
| 4698 | OR | Upgrade, to add a southbound lane to a section of I–5 through Portland, between Delta Park and Lombard, Portland | $7,000,000 |
| 4699 | OR | Widening of Oregon Highway 217 between Tualatin Valley Highway and the U.S. 26 Interchange, Beaverton | $1,000,000 |
| 4700 | OR | Improve Highway 22, Polk County | $1,700,000 |
| 4701 | OR | Improve I–5/99W Connecter, Washington County | $10,000,000 |
| 4702 | OR | Improvements to U.S 97 from Modoc Point to Algoma | $3,500,000 |
| 4703 | OR | Construct Barber Street Extension, Wilsonville | $700,000 |
| 4704 | OR | For Interstate 5 interchange, City of Coburg | $1,000,000 |
| 4705 | OR | Upgrade the I–5 Fern Valley Interchange at Exit 24, Medford | $5,000,000 |
| 4706 | OR | Construction of highway and pedestrian access to Macadam Ave. and street improvements as part of South Waterfront Development, Portland | $2,000,000 |
| 4707 | OR | Plan, design, and acquire, Sunrise Corridor, Clackamas County | $15,000,000 |
| 4708 | OR | Relocate and improve Cascade Locks Southbank Enhancements, Cascade Locks | $1,000,000 |
| 4709 | OR | Reroute U.S. 97 at Redmond, and improve intersection of U.S. 97 and Oregon 126 | $7,000,000 |
| 4710 | OR | Construction of I–84, U.S. 395 Stanfield Interchange Improvement Project | $3,400,000 |
| 4711 | OR | Plan, design, and construct Frontage Road Crossing Project, Hood River | $500,000 |
| 4712 | OR | Improve Marine Park Underpass to address necessary transportation improvements, Cascade Locks | $400,000 |
| 4713 | OR | Improve Barnhart Road, Umatilla County | $3,900,000 |
| 4714 | OR | P&W Rehabilitation Project, Yamhill County | $700,000 |
| 4715 | OR | Transportation Improvements Around the Eugene, Oregon Federal Courthouse | $1,000,000 |
| 4716 | OR | Plan, design, and construct the Dalles, Oregon Riverfront Access | $1,800,000 |
| 4717 | OR | Troutdale Interchange enhancements at I–84 and 257th St, Troutdale | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4718 | OR | Interchange Improvements to I–205 at Airport Way | $1,000,000 |
| 4719 | OR | Beaverton Hillsdale/Scholls Ferry/Oleson Rd. Intersection Reconfiguration, Washington County | $3,000,000 |
| 4720 | OR | Rehabilitate Sellwood Bridge, Multnomah County, Oregon | $3,000,000 |
| 4721 | OR | I–5 Franklin-Glenwood Interchange Study | $400,000 |
| 4722 | PA | Road improvements for North Shore Transportation Connection, HOV modification, Pittsburgh | $1,500,000 |
| 4723 | PA | Planning, environment and preliminary engineering for East-West Corridor Rapid Transit, Pittsburgh | $1,000,000 |
| 4724 | PA | Warrendale-Bayne Road improvements from I–79 to SR 19, in Allegheny County | $2,000,000 |
| 4725 | PA | New interchange off Route 60 into proposed industrial park in Neshannock Township | $200,000 |
| 4726 | PA | Upgrade of Route 60 Interchange with Route 22/30, Allegheny County | $1,000,000 |
| 4727 | PA | Streetscape improvements, Geneva College | $1,345,000 |
| 4728 | PA | Construct the Alle-Kiski Bridge and Connector, Pennsylvania | $1,000,000 |
| 4729 | PA | Relocation of existing two lane road, Rose Street, Indiana County | $1,000,000 |
| 4730 | PA | I–70/I–79 South Interchange Redesign and Upgrade | $2,000,000 |
| 4731 | PA | Construct 2 flyover ramps and S Linden St. extension for access to industrial sites in the cities of McKeesport and Duquesne | $3,000,000 |
| 4732 | PA | Crows Run Relocation from SR 65 to Freedom Crider Road, Beaver County | $400,000 |
| 4733 | PA | Transportation Improvements to Jeannette Truck Route, Westmoreland County | $100,000 |
| 4734 | PA | Construction of Central Susquehanna Valley Thruway | $5,000,000 |
| 4735 | PA | Construction of ramps on I–95 and U.S. 322 widening of streets and intersections | $5,000,000 |
| 4736 | PA | Construct parking facility in Upper Darby | $2,000,000 |
| 4737 | PA | Improve Freemansburg Avenue and its intersections at Route 33 | $1,000,000 |
| 4738 | PA | For design, engineering, ROW acquisition, and construction of the third phase of the Marshalls Creek Bypass Project in Monroe County, Pennsylvania | $2,000,000 |
| 4739 | PA | Construct Campbelltown Connector, Lebanon County | $1,000,000 |
| 4740 | PA | Widen the Route 412 corridor from I–78 into the City of Bethlehem | $5,000,000 |
| 4741 | PA | Asbury Road and associated intersection improvement projects, Erie | $3,700,000 |
| 4742 | PA | ROW acquisition and construction for the South Valley Parkway, Luzerne County | $1,000,000 |
| 4743 | PA | Widening of SR 68 S. of I–80 interchange, Clarion County | $1,000,000 |
| 4744 | PA | State Street Bridge Replacement, Sharon | $1,000,000 |
| 4745 | PA | Intersection improvements and upgrades of SR 62/257 in Cranberry Township | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4746 | PA | Design-build in-house, bridge rehabilitation of six bridges in Warren County | $1,000,000 |
| 4747 | PA | Engineering, design and construction of an extension of Park Avenue north to Lakemont Park in Altoona | $2,000,000 |
| 4748 | PA | Widening of Rt. 22 and SR 26 in Huntingdon, upgrades to the interchange at U.S. Rt. 22 and SR 26 | $1,000,000 |
| 4749 | PA | Road impact study along Potomac River tributaries, Pennsylvania | $250,000 |
| 4750 | PA | Construct Dubois Regional Medical Center Access Road, Clearfield County | $600,000 |
| 4751 | PA | Road Improvements and upgrades related to the Pennsylvania State Baseball Stadium | $750,000 |
| 4752 | PA | Construction of turn lanes, increase curve radius at the intersection of SR 3041 and Industrial Park Road, Somerset | $425,000 |
| 4753 | PA | Construct Johnsonburg Bypass, Elk County | $2,000,000 |
| 4754 | PA | DuBois-Jefferson County Airport Access Road Construction | $2,000,000 |
| 4755 | PA | Replacement of existing bypass on U.S. 219, McKean County | $1,000,000 |
| 4756 | PA | Complete heritage tourism work plans for communities along SR 6, Pennsylvania | $300,000 |
| 4757 | PA | Improvements and resurfacing on U.S. 6 through the Borough of Mansfield | $1,000,000 |
| 4758 | PA | Construction of a road to join Route 247 and Salem Road, Lackawanna County | $3,000,000 |
| 4759 | PA | PA Route 61 enhancements, Schuylkill Haven | $1,600,000 |
| 4760 | PA | PA Route 309 roadway construction and signalization improvements in Tamaqua Borough | $400,000 |
| 4761 | PA | Design, engineering, ROW acquisition construction of streetscaping enhancements, paving, lighting, safety improvements, parking and roadway redesign in Wilkes-Barre | $1,000,000 |
| 4762 | PA | Construct Valley Business Park Access Road C, Bradford County | $400,000 |
| 4763 | PA | Construct PA 706 Wyalusing Bypass Bradford County, Pennsylvania | $200,000 |
| 4764 | PA | Construct SR 29 to River Betterment, Eaton Tunkhannock, Wyoming County | $340,000 |
| 4765 | PA | Modernize traffic signals, complete minor roadway realignment, and improve channelization at U.S. 322 and PA 10 intersection | $100,000 |
| 4766 | PA | Replace Bridge, SR 106, Tunkhannock Creek Bridge 2, Clifford Township, Susquehanna County | $160,000 |
| 4767 | PA | Construction SR 3024, Middle Creek Bridge II, South Canaan, Wayne County | $140,000 |
| 4768 | PA | Restore Route 222 in Maxatawny and Richmond Townships, Berks County | $280,000 |
| 4769 | PA | Widening and improvements to SR 10, New Morgan Borough, Berks County | $1,000,000 |
| 4770 | PA | Construct parking facility in Norristown, Montgomery County | $2,000,000 |
| 4771 | PA | Design and construct French Creek Parkway and connector roads in Phoenixville | $1,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4772 | PA | Design and Construction of Portzer Road Connector, Bucks County | $1,600,000 |
| 4773 | PA | Construction of pedestrian tunnel under Cherry Street in Philadelphia | $2,000,000 |
| 4774 | PA | U.S. Route 13 Corridor Reconstruction, Redevelopment and Beautification, Bucks County | $1,000,000 |
| 4775 | PA | Two-lane Extension of Bristol Road, Bucks County | $400,000 |
| 4776 | PA | Relocation of PA 52 at Longwood Gardens, Chester County | $200,000 |
| 4777 | PA | Improvements to SR 39/I–81, West Hanover Township | $500,000 |
| 4778 | PA | Construction of alternate truck route for SR 441, Columbia Borough | $1,000,000 |
| 4779 | PA | Concord Road Extension, Springettsbury Township | $500,000 |
| 4780 | PA | Widen PA 896 between Strasburg Borough and U.S. 30 | $500,000 |
| 4781 | PA | Design and construct relocation of U.S. 11 between Ridge Hill and Hempt Roads | $750,000 |
| 4782 | PA | Construct and widen PA 94 from the Adams and York County line north to Appler Road | $300,000 |
| 4783 | PA | Construct a turning lane off Route 16 in McConnellsburg, Fulton County | $500,000 |
| 4784 | PA | Improvements from U.S. 11 to southbound ramp to I–81 in Antrim Township | $250,000 |
| 4785 | PA | Construction of the Montour Trail, Great Allegheny Passage | $200,000 |
| 4786 | PA | Transportation Improvements for Armstrong County, PA Slatelick Interchange for PA 28 at SR 3017 | $500,000 |
| 4787 | PA | Widening of Route 40 in Wharton Township, Fayette County | $750,000 |
| 4788 | PA | Completion of I–79-Kirwin Heights Interchange and construction of retaining walls, bridge and new ramps | $400,000 |
| 4789 | PA | Construction of U.S. 22 to I–79 Section of Southern Beltway, Pittsburgh | $300,000 |
| 4790 | PA | Reconstruct intersection of SR 51 and Franklin Ave, Beaver County | $400,000 |
| 4791 | PA | South Phila. Access Rd. Design and construction of port access road from South Phila Port and intermodal facilities, Philadelphia | $500,000 |
| 4792 | PA | Widen Route 22 between Export and Delmont | $260,000 |
| 4793 | PA | Construct a new highway interchange between the PA Turnpike and I–95 and widen both routes to six lanes | $4,000,000 |
| 4794 | PA | Construct a highway connecting U.S. 119 near Uniontown with SR 88 near Brownsville | $4,000,000 |
| 4795 | PA | Construct a road along the North Delaware Riverfront Corridor from Buckius Street to Poquessing Creek | $4,000,000 |
| 4796 | PA | Construct an intermodal center at the Philadelphia Zoo | $2,000,000 |
| 4797 | PA | Widen Route 412 corridor from I–78 into the City of Bethlehem | $2,000,000 |
| 4798 | PA | Improvements to the Erie Airport corridor | $1,000,000 |
| 4799 | PA | Widen I–81 from four to six lanes in the Wilkes-Barre/Scranton corridor | $2,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4800 | PA | Construct the South Valley Parkway, Pennsylvania | $1,500,000 |
| 4801 | PA | Complete the connection of the American Parkway between the east and west sides of the Lehigh River with bridges and interchanges | $2,000,000 |
| 4802 | PA | Construct safety and capacity improvements to Route 309 and Old Packhouse Road | $2,500,000 |
| 4803 | PA | Flyover ramps and improvements to I–79 and SR 228, Cranberry Township | $2,500,000 |
| 4804 | PA | Construct the Valley View Business Park Access Road | $1,500,000 |
| 4805 | PA | Construct the North Delaware River East Coast Greenway Trail | $3,000,000 |
| 4806 | PA | Improvements to the Pleasant Valley and Sandy Hill Roads intersection with SR 130 in Penn Township | $2,000,000 |
| 4807 | PA | Construct an intermodal facility servicing Children's Hospital of Pittsburgh | $1,000,000 |
| 4808 | PA | Widening and construction of grade-separated interchanges along SR 28 from Pittsburgh to Millvale, Pennsylvania | $1,000,000 |
| 4809 | PA | Lafayette Street extension and interchange improvements | $500,000 |
| 4810 | PA | Construct the Church Street Transportation Center in Williamsport | $2,000,000 |
| 4811 | PA | For the Children's Hospital of Philadelphia Partners for Child Passenger Safety program | $1,000,000 |
| 4812 | PA | Construct improvements to SR 29 and SR 113 in Upper Providence Township, Pennsylvania | $2,400,000 |
| 4813 | PA | Construct ramps off of I–95 and U.S. 322 and access improvements to Chester, Pennsylvania | $1,000,000 |
| 4814 | PA | Improvements to access roads at the Please Touch Museum, Philadelphia | $1,000,000 |
| 4815 | PA | Construction of the Schuylkill Gateway Project in Philadelphia, Pennsylvania | $1,000,000 |
| 4816 | PA | Security improvements to the Commodore Barry Bridge, Pennsylvania | $1,000,000 |
| 4817 | PA | Improve Freemansburg Avenue and its intersections at Route 33, Pennsylvania | $1,000,000 |
| 4818 | PA | Study and construct improvements to the intersection of the Bucknell University main campus entrance road and SR 15, Pennsylvania | $1,000,000 |
| 4819 | PA | Improvements to rural corridors in Erie, Pennsylvania | $450,000 |
| 4820 | PA | Widen the ramp at the intersection of Peach Street and I–90, Pennsylvania | $500,000 |
| 4821 | PA | Implement the Clearfield Cluster Pennsylvania highway grade crossing project, Clearfield and Clinton Counties | $1,000,000 |
| 4822 | PA | Rail traffic safety improvements, Homer City, Pennsylvania | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4823 | PA | Design and construct interchange improvements including sound barriers at I–83, Exit 19, or other projects designated by York County, MPO | $1,000,000 |
| 4824 | PA | Construct the Alle-Kiski Bridge and Connector | $1,000,000 |
| 4825 | PA | Reconfiguration of the Rochester Riverfront ramp | $1,000,000 |
| 4826 | PA | Expand U.S. 422 between Indiana and Kittaning | $1,000,000 |
| 4827 | PA | PATCO high-speed line fleet upgrade | $1,000,000 |
| 4828 | PA | For interpretive signage and trails in Pittsburgh urban park land | $300,000 |
| 4829 | PA | Construct rail crossings to access Schuylkill River Park, Philadelphia | $600,000 |
| 4830 | PA | Repair and upgrade Cresheim Valley Drive, Philadelphia | $450,000 |
| 4831 | PA | Improvements to Penn's Landing Ferry Terminal, Philadelphia | $400,000 |
| 4832 | PA | Shippensburg University campus circulation improvements | $250,000 |
| 4833 | PA | To incorporate a portion of Old Delaware Avenue as the South Philadelphia Port Access Road | $400,000 |
| 4834 | PA | Construct a new interchange and additional northbound lane along SR 28 near Tarentum | $400,000 |
| 4835 | PA | Linglestown Square, Lower Paxton Township | $250,000 |
| 4836 | PA | Study the future needs of east-west road infrastructure in Adams County | $500,000 |
| 4837 | PA | Completion and enhancements to the Pittsburgh Riverfront trail system | $500,000 |
| 4838 | PA | Road impact study along Potomac River tributaries | $200,000 |
| 4839 | PA | Da Vinci Center hydrogen fuel-celled transit vehicles | $200,000 |
| 4840 | PA | Complete heritage tourism work plans for communities along SR 6 | $100,000 |
| 4841 | PA | Relocation of East Lake Road in Pyamatuning Township | $100,000 |
| 4842 | RI | Transportation Improvements for the Apponaug Bypass | $22,000,000 |
| 4843 | RI | Transportation Improvements for the Washington Secondary Bicycle Facility/Coventry Greenway/Trestle Trail (Coventry) | $4,000,000 |
| 4844 | RI | Transportation Improvements for the Northwest Biketrail/Woonasquatucket River Greenway (Providence, Johnston) | $6,000,000 |
| 4845 | RI | New Interchange constructed from I–195 to Taunton and Warren Avenue in East Providence | $7,000,000 |
| 4846 | RI | Transportation Improvements for the Blackstone River Bikeway (Providence, Woonsocket) | $10,000,000 |
| 4847 | RI | Transportation Improvements for the Jamestown Bridge Demolition—Bicycle Access/Trestle Span Demolition/Fishing Pier (N. Kingstown) | $4,000,000 |
| 4848 | RI | Weybosset Street (200 Block) Streetscape and Drop-off Lane Improvement—Providence | $750,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4849 | RI | Acquisition of fee or easement, construction of a trail, and site improvements in Foster | $1,000,000 |
| 4850 | RI | Open space acquisition to mitigate growth associated with SR 4 and Interstate 95, by non-profit land conservation agencies through acquisition of fee or easement, with a match requirement of 50% of the total purchase price | $8,000,000 |
| 4851 | RI | Replace Sakonnet Bridge | $7,000,000 |
| 4852 | RI | Transportation Enhancements at Blackstone Valley Heritage Corridor | $500,000 |
| 4853 | RI | Bury the Power Lines at India Point | $2,500,000 |
| 4854 | RI | Restore and Expand Maritime Heritage site in Bristol | $500,000 |
| 4855 | RI | Transportation Improvements for the Colt State Park Bike Path | $2,000,000 |
| 4856 | RI | Construct trails and facility improvements within the Rhode Island National Wildlife Refuge complex | $1,000,000 |
| 4857 | RI | Improvements for the Commuter rail in Rhode Island | $5,000,000 |
| 4858 | RI | Transportation Improvements for the East Main Road in Middletown | $5,000,000 |
| 4859 | RI | Downtown Circulation Improvements Providence | $2,000,000 |
| 4860 | RI | Transportation Improvements for the Route 138 (South Kingstown) | $4,000,000 |
| 4861 | RI | Transportation Improvements for the Route 1 Gilbert Stuart Turnaround (N. Kingstown) | $2,750,000 |
| 4862 | RI | Rehabilitate and improve Rt. 138 from Rt. 108 to Rt. 2 | $12,000,000 |
| 4863 | RI | Improve traffic circulation and road surfacing in downtown Providence | $5,000,000 |
| 4864 | RI | Improve access to Pell Bridge in Newport | $5,000,000 |
| 4865 | RI | Completion of Washington Secondary Bike Path from Coventry to Connecticut Border | $7,000,000 |
| 4866 | RI | Replace Warren Bridge in Warren | $11,000,000 |
| 4867 | RI | Rehabilitation of Stillwater Viaduct in Smithfield | $5,000,000 |
| 4868 | RI | Completion of Woonasquatucket River Greenway from Johnston to Providence | $5,000,000 |
| 4869 | RI | Replace Natick Bridge in Warwick and West Warwick | $5,000,000 |
| 4870 | SC | Construction of I–73 from Myrtle Beach, SC to I–95, ending at the NC State line | $10,000,000 |
| 4871 | SC | Widening of U.S. 278 to six lanes in Beaufort County, SC between Hilton Head Island and SC 170 | $15,000,000 |
| 4872 | SC | Engineering, design and construction of a Port Access Road connecting to I–26 in North Charleston, SC | $10,000,000 |
| 4873 | SC | Improvements to U.S. 17 in Beaufort and Colleton Counties to improve safety between U.S. 21 and SC 64 | $10,000,000 |
| 4874 | SC | Widening of SC 9 in Spartanburg County from SC 292 to Rainbow Lake Road | $2,000,000 |
| 4875 | SC | Complete Construction of Palmetto Parkway Extension (I–520) Phase II to I–20 | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4876 | SC | Complete a multi-lane widening project on SC Hwy 5 Bypass in York County, SC between I–77 and I–85 | $4,000,000 |
| 4877 | SC | Re-construction of an existing interchange at I–385 and SC 14, in Laurens County | $2,000,000 |
| 4878 | SC | Construction of the Lexington Connector in Lexington County, to alleviate traffic congestion | $2,000,000 |
| 4879 | SC | Widening of 4.4 miles of West Georgia Road in Greenville County | $2,000,000 |
| 4880 | SC | Extension of Wells Highway in Oconee County | $2,000,000 |
| 4881 | SC | Demolition of the old Cooper River Bridges in Charleston | $5,000,000 |
| 4882 | SC | Transportation Improvements for the I–73 in South Carolina-Proposed interstate corridor beginning at NC State line continuing to the Grand Strand area of SC | $5,000,000 |
| 4883 | SC | Transportation Improvements for the U.S. 278 in Beaufort/Jasper County to alleviate roadway capacity constraints and improve safety and operations | $2,000,000 |
| 4884 | SC | ICAR Roads, Greenville, reconstruction of roads around Fairforest Way for better flow into ICAR | $2,000,000 |
| 4885 | SC | Harden Street Improvements in Columbia. Specific improvements will include: modern traffic control signals, intersections, improved street lighting, driveways etc | $5,000,000 |
| 4886 | SC | Palmetto Parkway, Phase 2 is approximately 6 miles long and begins at U.S. 1/78 and terminates at I–20 | $3,000,000 |
| 4887 | SC | Lexington Connector in South Carolina, to alleviate traffic congestion along three major thoroughfares in Lexington County: U.S. 1, U.S. 378, and SC 6 | $1,000,000 |
| 4888 | SC | I–77/Peach Road Interchange in Fairfield County, SC, project would create interchange to encourage development at industrial park | $3,000,000 |
| 4889 | SC | I–95/SC 327 in Florence, SC, to construct northbound ramp and expand existing ramps | $3,000,000 |
| 4890 | SC | Transportation Improvements for Highway 901, York County, SC | $1,000,000 |
| 4891 | SC | The Extension of the Mark Clark Expressway in Charleston County | $3,000,000 |
| 4892 | SD | Construction of 4-lane highway on U.S. 79 between Maverick Junction, and the Nebraska border | $27,000,000 |
| 4893 | SD | Reconstruct, S. Rochford Road from Rochford to Deerfield Rd | $9,000,000 |
| 4894 | SD | Reconstruct SD–50 Cherry Street in Vermillion | $3,000,000 |
| 4895 | SD | Construct Rush Lake Crossing U.S. 12 near Webster | $8,000,000 |
| 4896 | SD | Construct Phase I/South Connector Broadway to 29th Street, Watertown | $3,600,000 |
| 4897 | SD | Construct Intersection of State Hwy 212 and U.S. 81, Watertown | $2,500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4898 | SD | Reconstruction of U.S. 14/Medary Ave. to 22nd Ave., Brookings | $3,000,000 |
| 4899 | SD | Extension of Main Street and replacement of rail crossing, Mobridge | $1,500,000 |
| 4900 | SD | Reconstruction and paving of BIA Route 27, Wounded Knee-Porcupine Butte | $6,000,000 |
| 4901 | SD | Purchase critical conservation easements along the Heartland Expressway (Highway 79) adjacent to Custer State Park and Wind Cave National Park | $2,000,000 |
| 4902 | SD | Reconstruction and paving of streets on the Flandreau Indian Reservation | $2,000,000 |
| 4903 | SD | Construct Exit 61 I–90 Rapid City (Heartland Expressway) | $15,116,000 |
| 4904 | SD | Construct SD 1806 from U.S. 83 East/15.6 miles toward Lower Brule | $862,000 |
| 4905 | SD | Construct Wagner Community Streets, Yankton Reservation | $200,000 |
| 4906 | SD | Construct Marty Community Streets, Yankton Reservation | $200,000 |
| 4907 | SD | Construct Riverfront Walking trail between 4th Ave. and Main Street, Mobridge | $300,000 |
| 4908 | SD | Reconstruct Exit 79—I–29 in Sioux Falls (12th Street) | $12,323,000 |
| 4909 | SD | East Anamosa St. extension to east/north and lacrosse St. road and bridge | $6,127,000 |
| 4910 | SD | To replace bridge over Missouri River, I–90 in Chamberlain | $15,000,000 |
| 4911 | SD | Winter Maintenance Decision Support System/ SD DOT | $1,000,000 |
| 4912 | SD | Reconstruct U.S. 14 to U.S. 83 junction, Pierre East | $2,000,000 |
| 4913 | SD | Resurface U.S. 12 from McLaughlin east 14.2 miles in Standing Rock Reservation | $2,472,000 |
| 4914 | SD | Reconstruct I–90 loop in Mitchell (Burr to Sanborn) | $3,000,000 |
| 4915 | SD | Road Construction Activities Turner County | $1,000,000 |
| 4916 | SD | Pavement restoration U.S. 12 2.1 miles from west of Penn St. to east of Melgaard in Aberdeen | $1,000,000 |
| 4917 | SD | BIA route 3/ Tribal Farm Rd. reconstruction and paving | $6,000,000 |
| 4918 | SD | BIA route 15 resurfacing between red scaffold and cherry creek to Ziebach county Rd. 33 | $5,000,000 |
| 4919 | SD | For Okreek to Carter grading and resurfacing U.S. 18 west of Okreek to Carter | $2,250,000 |
| 4920 | SD | Acquisition of road maintenance equipment for Oglala, Rosebud and Cheyenne River Sioux Tribes | $3,000,000 |
| 4921 | SD | Construct bike path in Vermillion | $750,000 |
| 4922 | SD | Construct Rail Spur in Brookings | $750,000 |
| 4923 | SD | Asphalt overlay to extend Lewis and Clark Highway 1804 in Charles Mix County leading to Platte Creek Recreation Area | $600,000 |
| 4924 | SD | South Dakota Department of Transportation; for those projects it has identified as its highest priorities | $3,450,000 |
| 4925 | TN | University of Tennessee Joint Institute for Advanced Materials in Knoxville | $20,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4926 | TN | Center for Advanced Intermodal Transportation Technologies at the University of Memphis | $5,000,000 |
| 4927 | TN | College Street Corridor, Phase II, Great Smoky Mountain Heritage Highway Cultural and Visitors Center, Maryville | $8,000,000 |
| 4928 | TN | Plan and construct N. Tennessee Boulevard enhancements, Murfreesboro | $6,000,000 |
| 4929 | TN | North Second Street Corridor Upgrade, Memphis | $10,000,000 |
| 4930 | TN | Engineer, design and construction of connector road from I–75 interchange across Enterprise South Industrial Park to Hwy 58 in Hamilton County | $10,000,000 |
| 4931 | TN | Construct force protection barriers along U.S. Highway 41–A at Fort Campbell | $4,000,000 |
| 4932 | TN | Upgrade roads for Slack Water Port facility and industrial park, Lake County, TN | $1,500,000 |
| 4933 | TN | Plan and construct Rutherford County visitor's center/transportation information hub, City of Murfreesboro | $2,000,000 |
| 4934 | TN | Reconstruct connection with Hermitage Avenue to Cumberland River Bluff in Nashville | $5,000,000 |
| 4935 | TN | Six lane extension from Airways Boulevard to South Highland Avenue in Jackson | $4,000,000 |
| 4936 | TN | Plough Boulevard Interchange with Winchester Road in Memphis | $2,500,000 |
| 4937 | TN | Construction of a pedestrian bridge in Alcoa | $200,000 |
| 4938 | TN | Construct visitor interpretive center at the Gray Fossil Site in Gray | $1,800,000 |
| 4939 | TN | Expansion of SR 11W from Rutledge to Bean Station in Grainger County | $5,000,000 |
| 4940 | TN | Construction of Knob Creek Road in Washington County, Tennessee | $2,500,000 |
| 4941 | TN | Riverside Drive Cobblestone Restoration and Walkway, Memphis | $2,500,000 |
| 4942 | TN | Reconstruction of sidewalks, curbs, and streetscape improvements within the Memphis Central Biomedical District, Memphis, Tennessee | $5,000,000 |
| 4943 | TN | Develop intelligent transportation signage for access points at Fort Campbell, Tennessee | $2,200,000 |
| 4944 | TN | Construction of SR 32/U.S. 321 from SR 73 at Wilton Springs road to near I–40 in Cocke County, Tennessee | $5,000,000 |
| 4945 | TN | Improvements to I–40 interchange at I–240 East of Memphis (Phase II) | $5,000,000 |
| 4946 | TN | Warren County Mountain View Industrial Park access road, Warren County, TN | $1,500,000 |
| 4947 | TN | Widen U.S. Highway 127 to 4 lanes between Jamestown, Tennessee and I–40 | $2,000,000 |
| 4948 | TN | Widen a railroad underpass and make access improvements to the I–275 industrial business park in Knoxville | $5,000,000 |
| 4949 | TN | Construct Interpretive Visitor Center for the Cherokee Removal Memorial Park Trail of Tears site in Meigs County | $500,000 |
| 4950 | TN | Construct overpass at Highway 321 and Highway 11 Loudon County | $1,300,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4951 | TN | Construction of an Interchange on Highway 64 (APD 40) adjacent to I–75 Exit 20 in the City of Cleveland, TN for increased safety ... | $1,250,000 |
| 4952 | TN | Construct trails and recreational facilities at the Warriors Path State Park in Kingsport .. | $500,000 |
| 4953 | TN | Construct the Melton Lake greenway in Oak Ridge ..... | $650,000 |
| 4954 | TN | Access road improvements for regional hospital in Morristown ..... | $1,000,000 |
| 4955 | TN | Johnson County, Tennessee for a trails system | $500,000 |
| 4956 | TN | Access road from the James H. Quillen VA Medical Center to U.S. 11–E in Mountain Home ..... | $1,000,000 |
| 4957 | TN | Widen I–65 from SR 840 to SR 96, including interchange modification at Goose Creek bypass, Williamson County ..... | $2,000,000 |
| 4958 | TN | Acquire and construct trail and bikeway along S. Chickamauga Creek in Chattanooga ..... | $500,000 |
| 4959 | TN | Improve Streetscape and pavement repair, Carter County ..... | $500,000 |
| 4960 | TN | Improve Streetscape and pavement repair, McMinn County ..... | $500,000 |
| 4961 | TN | Improve Streetscape and pavement repair, Maury County ..... | $500,000 |
| 4962 | TN | Improve, Streetscape and pavement repair, Lincoln County ..... | $500,000 |
| 4963 | TN | Improve Streetscape and pavement repair, Dyer County ..... | $500,000 |
| 4964 | TN | Improve Streetscape and pavement repair, Smith County ..... | $500,000 |
| 4965 | TN | Improve Streetscape and pavement repair, Henry County ..... | $500,000 |
| 4966 | TN | Improve Streetscape and pavement repair, Obion County ..... | $500,000 |
| 4967 | TN | Improve Streetscape and pavement repair, Sumner County ..... | $500,000 |
| 4968 | TN | Replace Unitia Bridge in Loudon County ..... | $200,000 |
| 4969 | TN | Sullivan, Washington Counties, Tennessee SR 75 widening ..... | $500,000 |
| 4970 | TN | Sevier County, TN SR 66 widening ..... | $500,000 |
| 4971 | TN | Develop the East Hickman County and Oak Hill Community Greenway Projects, Hickman County ..... | $200,000 |
| 4972 | TN | SR 397 extension from SR 96W to U.S. 431N to Franklin ..... | $500,000 |
| 4973 | TN | U.S. 412 from the Madison County Line to Parsons TN in Henderson and Decatur Counties ..... | $500,000 |
| 4974 | TN | Construction of the Foothills Parkway in Smoky Mountains National Park, Sevier County ..... | $10,000,000 |
| 4975 | TN | Construct Transportation and Heritage museum, Townsend ..... | $400,000 |
| 4976 | TN | Plan and construct access road for the Overton County Industrial Park, Overton County ..... | $300,000 |
| 4977 | TN | Construct system of greenways in Nashville—Davidson County ..... | $500,000 |
| 4978 | TN | Improve Streetscape and pavement repair, Roane County ..... | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 4979 | TN | Improve Streetscape and pavement repair, Scott County | $500,000 |
| 4980 | TN | Improve Streetscape and pavement repair, Morgan County | $500,000 |
| 4981 | TN | Improve Streetscape and pavement repair, Fentress County | $500,000 |
| 4982 | TN | Street improvements, streetscape features, signals and signage along 3rd Avenue North and Union Street in downtown Nashville, Tennessee | $6,000,000 |
| 4983 | TN | Improvements to the Blount/Sevier Corridor in Knoxville, Tennessee to support the South Waterfront Redevelopment project | $6,000,000 |
| 4984 | TX | Replacement of the I–30 Bridge over the Trinity River in Dallas | $17,000,000 |
| 4985 | TX | Replacement of the Galveston Causeway Railroad Bridge in Galveston | $15,000,000 |
| 4986 | TX | Construction of a new international rail bridge and rail track west of Brownsville | $4,000,000 |
| 4987 | TX | Construction of a three mile bypass around central San Marcos | $10,000,000 |
| 4988 | TX | Construction of a railroad grade separation at Calton Rd. in Laredo, TX (part of the West Laredo Multimodal Trade Corridor) | $6,000,000 |
| 4989 | TX | Transportation Improvements for the San Angelo Ports to Plains Route 306 at FM 388 | $5,000,000 |
| 4990 | TX | Reconstruct Mile 6 West from U.S. 83 to SH 107 Hidalgo County | $2,000,000 |
| 4991 | TX | Tyler Outer Loop 49 Construction | $3,000,000 |
| 4992 | TX | Transportation Improvements to Cotton Flat Road Overpass @ Interstate 20 | $3,000,000 |
| 4993 | TX | Construction of a parking facility at the University of the Incarnate Word, San Antonio, Texas | $2,000,000 |
| 4994 | TX | Research and construction, Southwest Center for Transportation Research and Testing, Pecos, TX | $1,000,000 |
| 4995 | TX | Construct a reliever route on U.S. 287 south of Dumas to U.S. 287 north of Dumas | $3,000,000 |
| 4996 | TX | Widen FM 60 (University Drive) from SH 6 to FM 158, College Station | $2,000,000 |
| 4997 | TX | Complete U.S. 77 relief route around City of Robstown | $4,000,000 |
| 4998 | TX | North Rail Relocation Harlingen | $4,000,000 |
| 4999 | TX | Improvements to KellyUSA 36th Street | $2,000,000 |
| 5000 | TX | Beaumont, TX Washington Blvd. Improvements | $1,000,000 |
| 5001 | TX | Improvements to Cottonwood Trail | $1,000,000 |
| 5002 | TX | Improvements to FM 110 in San Marcos | $1,000,000 |
| 5003 | TX | Improvements to SH 71 from W of FM 20 to Loop 150 Bastrop County | $2,000,000 |
| 5004 | TX | Construct 6 mainlines from east of Mercury to east of Wallsville | $2,000,000 |
| 5005 | UT | Geneva Rd-Provo Center Street, Orem 1600 North to I–15 FWY, Provo-widen from 2 to 4 lanes, Provo | $2,000,000 |
| 5006 | UT | Construction of Midvalley Highway, Tooele County | $3,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 5007 | UT | Provo, Utah Westside Connector from I–15 to Provo Municipal Airport, Provo | $1,000,000 |
| 5008 | UT | Reconstruct 500 West, including pedestrian and bicycle access, in Moab | $1,500,000 |
| 5009 | UT | Bear River Migratory Bird Refuge Access Road Improvements, Box Elder County | $3,000,000 |
| 5010 | UT | Widen Highway 92 from Lehi to Alpine/Highland | $2,500,000 |
| 5011 | UT | I–15 Freeway Reconstruction-Springville 200 South Interchange, Springville | $6,000,000 |
| 5012 | UT | Construct 2-lane divided highway from the Atkinville Interchange to the new airport access road in St. George | $7,000,000 |
| 5013 | UT | I–15 Reconstruction; Salt Lake County | $3,500,000 |
| 5014 | UT | I–15 North and Commuter Rail Coordination, Davis County | $2,500,000 |
| 5015 | UT | Streetscape a 2-lane road and add turning lanes at key intersections on Santa Clara Drive in Santa Clara | $3,000,000 |
| 5016 | UT | Widen Redwood Road from Saratoga Springs to Bangerter Highway in Utah County | $2,500,000 |
| 5017 | UT | Grant Tower Reconfiguration, Salt Lake City | $5,000,000 |
| 5018 | UT | 200 East Minor Arterial, Logan City | $3,000,000 |
| 5019 | UT | 3200 South Project, Nibley/Cache County | $3,000,000 |
| 5020 | UT | Construct Parley's Creek Trail, Salt Lake City | $5,500,000 |
| 5021 | UT | SR 158 Improvements, Pine View Dam, Weber County | $2,100,000 |
| 5022 | UT | Provo Reservoir Canal Trail, Provo | $5,000,000 |
| 5023 | UT | Improve pedestrian and traffic safety in Holladay | $2,000,000 |
| 5024 | UT | Forest Street Improvements, Brigham City | $3,500,000 |
| 5025 | UT | Reconstruct South Moore Cut-off Road in Emery County, UT | $8,000,000 |
| 5026 | UT | Increase lane capacity on bridge over Virgin River on Washington Fields Road in Washington | $4,000,000 |
| 5027 | UT | Construct pedestrian safety project on the Navajo Nation in Montezuma Creek | $500,000 |
| 5028 | UT | Add lighting on Highway 262 on the Navajo Nation in Aneth | $500,000 |
| 5029 | UT | Add lights to road from Halchita to Mexican Hat in the Navajo Nation | $400,000 |
| 5030 | UT | Geneva Rd-Provo Center Street, Orem 1600 North to I–15 FWY, Provo-widen from 2 to 4 lanes | $10,000,000 |
| 5031 | UT | Transportation Improvements for the Widen Highway 92 from Lehi to Highland | $5,500,000 |
| 5032 | UT | Expand Redhills Parkway from 2 to 5 lanes and improve alignment within rights-of-way in St. George | $8,000,000 |
| 5033 | UT | I–15 Freeway Reconstruction-Springville 200 South Interchange | $4,500,000 |
| 5034 | UT | Construct 2-lane divided highway from the Atkinville Interchange to the new replacement airport access road in St. George | $6,000,000 |
| 5035 | UT | Widen Redwood Road from Bangerter Highway in Salt Lake County through Saratoga Springs in Utah County | $4,000,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 5036 | UT | Construction of 200 North Street highway-rail graded crossing separation, Kaysville | $5,000,000 |
| 5037 | UT | Forest Street Improvements, Brigham City | $2,500,000 |
| 5038 | UT | Bear River Migratory Bird Refuge Access Road Improvements, Box Elder County | $5,500,000 |
| 5039 | UT | Construction and Rehabilitation of 13th East in Sandy City | $5,000,000 |
| 5040 | UT | Transportation Improvements to 200 East Minor Arterial, Logan City | $1,000,000 |
| 5041 | UT | Provo, Utah Westside Connector from I–15 to Provo Municipal Airport | $1,000,000 |
| 5042 | UT | Improve pedestrian and traffic safety in Holladay | $2,000,000 |
| 5043 | VA | I–66 Improvements and Route 29 Interchange at Gainesville | $20,000,000 |
| 5044 | VA | Construct Meadowcreek Parkway Interchange, Charlottesville | $25,000,000 |
| 5045 | VA | Construct South Airport Connector Road, Richmond International Airport | $2,000,000 |
| 5046 | VA | I–264/Lynnhaven Parkway/Great Neck Road Interchange | $2,000,000 |
| 5047 | VA | Improvements to Coalfields Connector, Route 460, Buchanan County | $12,000,000 |
| 5048 | VA | Rt. 460 Improvements | $5,000,000 |
| 5049 | VA | National Park Service transportation improvements to Historic Jamestowne in FY 2006 | $2,000,000 |
| 5050 | VA | Manage freight movement and safety improvements to I–81 | $3,500,000 |
| 5051 | VA | Route 50 Traffic Calming, Gilberts Corner | $8,000,000 |
| 5052 | VA | Smart Road Research and Operations, Blacksburg | $6,000,000 |
| 5053 | VA | Replacement of Robertson Bridge, Danville | $5,000,000 |
| 5054 | VA | I–64/City Line Road Interchange | $5,000,000 |
| 5055 | VA | Dominion Boulevard Improvements, Route 17, Chesapeake | $8,000,000 |
| 5056 | VA | National Park Service, Appalachian Trail, High Top Mountain land acquisition, FY 2006 | $500,000 |
| 5057 | VA | Widen I–66 westbound inside the Capital Beltway | $22,000,000 |
| 5058 | VA | Construct I–73 near Martinsville, | $7,000,000 |
| 5059 | VA | The Journey Through Hallowed Ground Rt. 15 scenic corridor management planning and implementation, FY 2006 | $1,000,000 |
| 5060 | VA | Widening I–95 between Rt. 123 and Fairfax County Parkway | $10,000,000 |
| 5061 | VA | Widen Route 17 in Stafford | $1,000,000 |
| 5062 | VA | Construct Old Mill Road extension | $2,000,000 |
| 5063 | VA | Improvements to public roadways within the campus boundaries of the Virginia Biotechnology Park, Richmond | $1,000,000 |
| 5064 | VA | Widen Route 262 in Augusta County | $2,000,000 |
| 5065 | VA | Bristol Train Station—Historic preservation and rehabilitation of former Bristol, VA train station | $1,000,000 |
| 5066 | VA | Interstate 81 ITS message signs | $500,000 |
| 5067 | VA | Improvements to Route 15, Farmville | $1,000,000 |
| 5068 | VA | Route 11 improvements in Maurertown (Shenandoah County) | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 5069 | VA | Improve Route 42 (Main Street) in Bridgewater | $500,000 |
| 5070 | VA | Widen Rolfe Highway to the Surry Ferry landing approach bridge in FY 2006 | $1,000,000 |
| 5071 | VA | Engineering and right-of-way for Interstate 73 in Roanoke County | $1,000,000 |
| 5072 | VA | Double stack clearance of tunnels on the Norfolk and Western Mainline in Virginia located on the Heartland Corridor | $5,000,000 |
| 5073 | VA | Construction and improvements from Route 60 to Mariners Museum and USS Monitor Center | $1,000,000 |
| 5074 | VA | Route 221 improvements in Forest | $500,000 |
| 5075 | VT | U.S. Route 2 Improvements in Danville | $5,000,000 |
| 5076 | VT | Vermont Statewide Rural Advanced Traveller System and Fiber Construction | $10,000,000 |
| 5077 | VT | Main Street Bridge, Johnson | $3,600,000 |
| 5078 | VT | Pearl Street Bridge, Johnson | $1,400,000 |
| 5079 | VT | Church Street Improvements in Burlington | $6,000,000 |
| 5080 | VT | Burlington Waterfront Transportation Improvements | $3,500,000 |
| 5081 | VT | Colchester Campus Road Project | $1,000,000 |
| 5082 | VT | Essex Junction Downtown Transportation Improvements | $1,000,000 |
| 5083 | VT | U.S. Route 2/I–89 Interchange Improvements in South Burlington | $3,000,000 |
| 5084 | VT | I–91 Reconstruction at Derby Line, VT Port of Entry | $6,000,000 |
| 5085 | VT | Design and Construction of Montpelier Downtown Redevelopment Project | $4,000,000 |
| 5086 | VT | Design and construction of dry span bridge in Swanton | $5,000,000 |
| 5087 | VT | Vermont Transportation Coordinated Use Facility in Berlin | $2,000,000 |
| 5088 | VT | St. Lawrence and Atlantic Railroad Upgrades in Northeastern Vermont | $5,000,000 |
| 5089 | VT | Vermont I–89 Exit 14 Upgrades | $4,000,000 |
| 5090 | VT | Construct Bennington Bypass (North Leg) | $20,000,000 |
| 5091 | VT | Improve Federal Street, St. Albans | $1,500,000 |
| 5092 | VT | Improvements to U.S. Rt. 7 from Brandon to Pittsford | $15,000,000 |
| 5093 | VT | Improvements to U.S. Rt. 7 in Charlotte | $4,000,000 |
| 5094 | VT | Design and construction of roundabouts/traffic circles at U.S. Rt. 7/Rt. 7A in Manchester and U.S. Rt. 7/VT Rt. 103 in Clarendon | $2,500,000 |
| 5095 | VT | Improvements to I–91 between Hartford, VT and Derby line | $15,000,000 |
| 5096 | VT | Transportation Improvements to Vermont Park and Ride | $2,500,000 |
| 5097 | VT | Transportation Improvements to Bellows Falls Tunnel | $2,000,000 |
| 5098 | VT | Improvements to River Rd/U.S. Rt. 2 in Lunenberg | $2,000,000 |
| 5099 | WA | SR 518 corridor—Improvements to SR 518–509 interchange and addition of eastbound travel lane on a portion of the corridor | $4,000,000 |
| 5100 | WA | Design and construct pedestrian land bridge spanning SR 14 | $2,500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 5101 | WA | Riverside Avenue Improvements, Phases 2 and 3, Spokane | $2,500,000 |
| 5102 | WA | Hanford Reach National Monument Road Improvement | $1,500,000 |
| 5103 | WA | Town Square Roadway and Pedestrian Improvements, Burien | $2,500,000 |
| 5104 | WA | SR 704 Cross-Base Highway Improvements, Spanaway Loop Road to SR 7 | $2,000,000 |
| 5105 | WA | Tukwila Southcenter Parkway Improvements, Tukwila | $3,000,000 |
| 5106 | WA | Federal Way Triangle—Conduct final engineering work for the reconstruction of the I–5—SR 18 interchange | $4,000,000 |
| 5107 | WA | U.S. 12 Burbank to Walla Walla: Construct new four lane highway for portion of U.S. 12 | $2,500,000 |
| 5108 | WA | Reconstruction of SR 99 (Aurora Ave. N) between N 145th St. and N 205th St | $1,000,000 |
| 5109 | WA | Access Downtown Phase II: I–405 Downtown Bellevue Circulation Improvements | $1,500,000 |
| 5110 | WA | Seattle Ferry Terminal Redevelopment and Expansion | $2,000,000 |
| 5111 | WA | Port of Bellingham Transportation Enhancement Projects | $2,500,000 |
| 5112 | WA | Toroda Creek Road Improvements, Ferry County | $1,650,000 |
| 5113 | WA | Toroda Creek Road Improvements, Okanogan County | $850,000 |
| 5114 | WA | Conduct preliminary engineering and EIS for Columbia River Crossing in WA and OR | $1,000,000 |
| 5115 | WA | U.S. 395, North Spokane Corridor Improvements | $2,000,000 |
| 5116 | WA | 116th St/Interstate 5 Interchange Reconstruction in Marysville | $1,000,000 |
| 5117 | WA | SR 167—Right-of-way acquisition for a new freeway connecting SR 509 to SR 161 | $7,500,000 |
| 5118 | WA | Roadway and Pedestrian Improvements at Burien Town Square, Burien | $1,500,000 |
| 5119 | WA | Complete analysis, permitting and right-of-way procurement for I–5/SR 501 Interchange Replacement in Ridgefield | $8,400,000 |
| 5120 | WA | Construct improvements to Multimodal Terminal, Bainbridge Island | $2,500,000 |
| 5121 | WA | Construct Intermodal Transit Facility, City of University Place | $3,250,000 |
| 5122 | WA | Streetscape University Place Downtown, City of University Place | $2,800,000 |
| 5123 | WA | Plan and Improve freight and goods transport—The West Cost Corridor Coalition in Washington State | $500,000 |
| 5124 | WA | Continuing construction of I–90, Spokane to Idaho State Line | $7,300,000 |
| 5125 | WA | Tukwila Urban Access Improvement—Address necessary improvements to Southcenter Parkway in Tukwila to relieve congestion | $1,750,000 |
| 5126 | WA | Takoma—Lincoln Ave. Grade Separation | $1,500,000 |
| 5127 | WA | Widen SR 202/SR 520 to Sahalee Way, King County | $1,750,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 5128 | WA | Improve Vancouver traffic management—Vancouver Advanced Traffic Management System, Vancouver | $500,000 |
| 5129 | WA | SR 240/Stevens Drive Corridor Improvements, interchange construction and graded rail crossing separation at intersection of SR 240 and Van Giesen Street, Richland | $2,750,000 |
| 5130 | WI | Reconstruct Interstate 94/43/794 (Marquette Interchange) in Milwaukee | $20,800,000 |
| 5131 | WI | Rehabilitate existing bridge and construct new bridge on Michigan Street in Sturgeon Bay | $7,500,000 |
| 5132 | WI | Reconstruct and rebuild St. Croix River Crossing, connecting Wisconsin State Highway 64 in Houlton, Wisconsin to Minnesota State Highway in Stillwater, Minnesota | $7,500,000 |
| 5133 | WI | Reconstruct U.S. Highway 151 (East Washington Ave.) in Madison | $4,000,000 |
| 5134 | WI | Expand SH 57 between Dyckesville and Sturgeon Bay | $3,000,000 |
| 5135 | WI | Rehabilitate Highway 53 between Chippewa Falls and New Auburn | $2,000,000 |
| 5136 | WI | Expand U.S. Highway 151 between Dickeyville and Belmont | $2,500,000 |
| 5137 | WI | Develop pedestrian and bike connections that link to Hank Aaron State Trail in Milwaukee | $400,000 |
| 5138 | WI | Reconstruct SH 78 between Prairie du Sac and Merrimac, WI, including reuse of rubble from Badger Ammunition Plant building demolition | $500,000 |
| 5139 | WI | Upgrade Interstate 94 between Wilson Creek and Red Cedar River in Dunn County | $2,000,000 |
| 5140 | WI | City of Glendale, WI. Develop and rehabilitate exit ramps on I–43, and improvements at West Silver Spring Drive and North Port Washington Rd | $2,000,000 |
| 5141 | WI | Expand U.S. 51 and SH 29 in Marathon County | $2,500,000 |
| 5142 | WI | Upgrade U.S. 2 in Ashland County | $2,100,000 |
| 5143 | WI | Widen Wisconsin State Highway 64 between Houlton and New Richmond | $1,500,000 |
| 5144 | WI | Upgrade U.S. 41 from DePere to Suamico, Brown County | $2,000,000 |
| 5145 | WI | Reconstruct and widen CTH AAA/Oneida St. between Hansen Road and Cormier Road including reconstruction of SH 172 overpasses, Brown County | $2,000,000 |
| 5146 | WI | Reconstruct SH 33, including the planned bicycle/pedestrian component, between Port Washington and Saukville, Ozaukee County | $1,000,000 |
| 5147 | WI | Reconstruct U.S. 41/SH 144 interchange near Slinger | $1,000,000 |
| 5148 | WI | Reconstruct Wisconsin State Highway 21 at I–94 Interchange, Monroe County | $1,000,000 |
| 5149 | WI | Construct bicycle/pedestrian path and facilities in the Central park area of Madison | $700,000 |
| 5150 | WI | Construct a bicycle/pedestrian path, Wisconsin Dells | $500,000 |

Highway Projects
High Priority Projects—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 5151 | WI | Construct a bicycle/pedestrian path from Waunakee to Westport | $500,000 |
| 5152 | WI | Construct an alternative connection to divert local traffic from I–90, a major highway, and allow movement through the Gateway commercial development project | $1,000,000 |
| 5153 | WI | Reconstruct Highway 151 from American Parkway to Main Street, Sun Prairie | $2,000,000 |
| 5154 | WI | Replace Highway 10 bridge over the Chippewa River near Durand | $2,000,000 |
| 5155 | WI | Construct Eau Claire bypass on U.S. 53 in Eau Claire | $2,000,000 |
| 5156 | WI | Replace the 17th Street Lift Bridge, Two Rivers | $2,000,000 |
| 5157 | WI | Pioneer Road Rail Grade Separation (Fond du Lac, Wisconsin) | $1,000,000 |
| 5158 | WI | Upgrade Highway 26 between Janesville and Watertown | $3,000,000 |
| 5159 | WV | Construct King Coal Highway-Red Jacket Segment, Mingo County | $38,000,000 |
| 5160 | WV | Plan, design, and construct New Ohio River Bridge, South of Wellsburg, Brooke County | $18,000,000 |
| 5161 | WV | Plan, design, and construct Route 9 Martinsburg Bypass | $13,000,000 |
| 5162 | WV | Upgrade Route 10 Logan Co | $7,000,000 |
| 5163 | WV | Construct Coalfields Expressway | $11,000,000 |
| 5164 | WV | Widen and reconstruct U.S. Rt. 35, Putnam County | $27,000,000 |
| 5165 | WV | Construct Shawnee Parkway | $1,000,000 |
| 5166 | WY | Burma Rd: Extension from I–90 to Lakeway | $2,500,000 |
| 5167 | WY | U.S. 26–287: repair road from Dubois to Moran Junction, Wyoming to improve access to Yellowstone National Park (Togwotee Pass Reconstruction) | $25,000,000 |
| 5168 | WY | WYO 59: add lanes between Gillette and Douglas, Wyoming for improved safety and access | $10,000,000 |
| 5169 | WY | Casper West Belt Loop: connect three National Highway System routes (WYO 220, U.S. 20–26 and I–25) | $21,000,000 |
| 5170 | WY | I–80: reconstruct section of I–80 near Rock Springs, Wyoming for improved safety | $19,000,000 |
| 5171 | WY | I–25: Widen and resurface approximately eight miles of I–25 in Johnson County, Wyoming between Buffalo and Kaycee | $5,000,000 |
| 5172 | WY | I–90: create I–90/Burma Road overpass to increase community and emergency access in Gillette, Wyoming | $2,500,000 |
| 5173 | WY | U.S. 85: add passing lanes on U.S. 85 between Newcastle and Lusk, Wyoming to increase safety | $5,000,000 |

**SEC. 1703. TECHNICAL AMENDMENTS TO TRANSPORTATION PROJECTS.**

(a) TEA–21.—The table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 257) is amended—

(1) in item number 35 by inserting "and for other related purposes" after "Yard";

(2) in item number 78 by striking "Third" and all that follows through "Bridge" and inserting "Bayview Transportation Improvements Project";

(3) in item number 312 by inserting "through construction" after "engineering";

(4) in item number 566 by striking "Prunedale Bypass" and inserting "improvements to Prunedale";

(5) in item number 732 by striking "reviews and other preliminary work" and inserting "reviews, other preliminary work, and transitional construction";

(6) in item number 744 by striking "Preliminary" and all that follows through "Fitchburg" and inserting "Design, construction or reconstruction, and right-of-way acquisition for roadway improvements along the Route 12 corridor in Leominster and Fitchburg to enhance access from Route 2 to North Leominster and downtown Fitchburg";

(7) in item number 800 by striking "Fairview Township" and inserting "or other projects selected by the York County, Pennsylvania MPO";

(8) in item number 820 by striking "Conduct" and all that follows through "interchange" and inserting "Conduct a transportation needs study and make improvements to I–75 interchanges in the Grayling area";

(9) in item number 863, by adding at the end the following: ", including the Cuyahoga-Woodland Avenue Bridge";

(10) in item number 897 by striking "Road upgrade" and all that follows through "Hills" and inserting "Engineering and construction of a new access road to a development near Interstate Route 57 and 167th Street in Country Club Hills";

(11) in item 1096 by striking "Construct" and all that follows through "Independence" and inserting "Construction and improvements in Reminderville, Ohio (43 percent); streetscaping, bicycle trails, and related improvements to the I–90/SR 615 Interchange in Mentor, Ohio (20 percent); planning and construction of a bicycle trail adjacent to such Interchange (14 percent); Eastlake Stadium transit intermodal facility (16 percent); and purchase of right-of-way for transportation enhancement activities in Bainbridge Township, Ohio (7 percent)";

(12) in item number 1121 by striking "Construct" and all that follows through "Douglaston Parkway" and inserting "Provide landscaping along both sides of the Grand Central Parkway from 188th Street to 172nd Street";

(13) in item number 1225 by striking "Construct SR 9 bypass" and inserting "Study, design, and construct transportation solutions for SR 9 corridor";

(14) in item number 1349 by inserting ", and improvements to streets and roads providing access to," after "along";

(15) in item number 1375 by striking "Preliminary" and all that follows through "Emmet County" and inserting "Petoskey area transportation needs study and trunkline preservation and safety in the Petoskey area";

(16) in item number 1392 by striking "Construct" and all that follows through "multimodal center" and inserting

"Improve the ramp configuration at the I–476 PA Turnpike Landsdale Interchange";

(17) in item number 1447 by striking "Extend" and all that follows through "Valparaiso" and inserting "Design and construction of interchange at I–65 and 109th Avenue, Crown Point"; and

(18) in item number 1474 by adding at the end the following: ", widen Cuyahoga SR 87, and $4,000,000 of the amount authorized to construct grading separation at Front Street, Berea".

(b) ISTEA.—Item number 32 in the table contained in section 1106(a)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2038) is amended by striking "Extension of 34th Street from IL Rt. 15 to County Road 10" and inserting "Extension and improvements of 34th Street".

# Subtitle H—Environment

**SEC. 1801. CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.**

(a) IN GENERAL.—Section 147 of title 23, United States Code, is amended to read as follows:

**"§ 147. Construction of ferry boats and ferry terminal facilities**

"(a) IN GENERAL.—The Secretary shall carry out a program for construction of ferry boats and ferry terminal facilities in accordance with section 129(c).

"(b) FEDERAL SHARE.—The Federal share of the cost of construction of ferry boats, ferry terminals, and ferry maintenance facilities under this section shall be 80 percent.

"(c) ALLOCATION OF FUNDS.—The Secretary shall give priority in the allocation of funds under this section to those ferry systems, and public entities responsible for developing ferries, that—

"(1) provide critical access to areas that are not well-served by other modes of surface transportation;

"(2) carry the greatest number of passengers and vehicles; or

"(3) carry the greatest number of passengers in passenger-only service.

"(d) SET-ASIDE FOR PROJECTS ON NHS.—

"(1) IN GENERAL.—$20,000,000 of the amount made available to carry out this section for each of fiscal years 2005 through 2009 shall be obligated for the construction or refurbishment of ferry boats and ferry terminal facilities and approaches to such facilities within marine highway systems that are part of the National Highway System.

"(2) ALASKA.—$10,000,000 of the $20,000,000 for a fiscal year made available under paragraph (1) shall be made available to the State of Alaska.

"(3) NEW JERSEY.—$5,000,000 of the $20,000,000 for a fiscal year made available under paragraph (1) shall be made available to the State of New Jersey.

"(4) WASHINGTON.—$5,000,000 of the $20,000,000 for a fiscal year made available under paragraph (1) shall be made available to the State of Washington.

"(e) PERIOD OF AVAILABILITY.—Notwithstanding section 118(b), funds made available to carry out this section shall remain available until expended.

"(f) APPLICABILITY.—All provisions of this chapter that are applicable to the National Highway System, other than provisions relating to apportionment formula and Federal share, shall apply to funds made available to carry out this section, except as determined by the Secretary to be inconsistent with this section.".

(b) CLERICAL AMENDMENT.—The analysis for such subchapter is amended by striking the item relating to section 147 and inserting the following:

"147. Construction of ferry boats and ferry terminal facilities.".

23 USC 129 note.

(c) CONFORMING REPEAL.—Section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2005) is repealed.

23 USC 147 note.

(d) AUTHORIZATION OF APPROPRIATIONS.—In addition to amounts made available to carry out section 147 of title 23, United States Code, by section 1101 of this Act, there are authorized to be appropriated such sums as may be necessary to carry out such section 147 for fiscal year 2006 and each fiscal year thereafter. Such funds shall remain available until expended.

23 USC 129 note.

(e) NATIONAL FERRY DATABASE.—

(1) ESTABLISHMENT.—The Secretary, acting through the Bureau of Transportation Statistics, shall establish and maintain a national ferry database.

(2) CONTENTS.—The database shall contain current information regarding ferry systems, including information regarding routes, vessels, passengers and vehicles carried, funding sources and such other information as the Secretary considers useful.

(3) UPDATE REPORT.—Using information collected through the database, the Secretary shall periodically modify as appropriate the report submitted under section 1207(c) of the Transportation Equity Act for the 21st Century (23 U.S.C. 129 note; 112 Stat. 185–186).

(4) REQUIREMENTS.—The Secretary shall—

Deadline.

(A) compile the database not later than 1 year after the date of enactment of this Act and update the database every 2 years thereafter;

Public information.

(B) ensure that the database is easily accessible to the public; and

(C) make available, from the amounts made available for the Bureau of Transportation Statistics by section 5101 of this Act, not more than $500,000 for each of fiscal years 2006 through 2009 to establish and maintain the database.

(f) TERRITORY FERRIES.—Section 129(c)(5) of title 23, United States Code, is amended by striking "the Commonwealth of Puerto Rico" each place it appears and inserting "any territory of the United States".

**SEC. 1802. NATIONAL SCENIC BYWAYS PROGRAM.**

(a) IN GENERAL.—Section 162(a) of title 23, United States Code, is amended—

(1) in paragraph (1) by striking "the roads as" and all that follows and inserting "the roads as—

"(A) National Scenic Byways;

"(B) All-American Roads; or

"(C) America's Byways."; and

(2) by striking paragraph (3) and inserting the following:

"(3) NOMINATION.—

"(A) IN GENERAL.—To be considered for a designation, a road must be nominated by a State, an Indian tribe, or a Federal land management agency and must first be designated as a State scenic byway, an Indian tribe scenic byway, or, in the case of a road on Federal land, as a Federal land management agency byway.

"(B) NOMINATION BY INDIAN TRIBES.—An Indian tribe may nominate a road as a National Scenic Byway under subparagraph (A) only if a Federal land management agency (other than the Bureau of Indian Affairs), a State, or a political subdivision of a State does not have—

"(i) jurisdiction over the road; or

"(ii) responsibility for managing the road.

"(C) SAFETY.—An Indian tribe shall maintain the safety and quality of roads nominated by the Indian tribe under subparagraph (A).

"(4) RECIPROCAL NOTIFICATION.—States, Indian tribes, and Federal land management agencies shall notify each other regarding nominations made under this subsection for roads that—

"(A) are within the jurisdictional boundary of the State, Federal land management agency, or Indian tribe; or

"(B) directly connect to roads for which the State, Federal land management agency, or Indian tribe is responsible.".

(b) GRANTS AND TECHNICAL ASSISTANCE.—Section 162(b) of such title is amended—

(1) in paragraph (1) by inserting "and Indian tribes" after "provide technical assistance to States";

(2) in paragraph (1)(A) by striking "designated as" and all that follows through "; and" and inserting "designated as—

"(i) National Scenic Byways;

"(ii) All-American Roads;

"(iii) America's Byways;

"(iv) State scenic byways; or

"(v) Indian tribe scenic byways; and"; and

(3) in paragraph (1)(B) by inserting "or Indian tribe" after "State";

(4) in paragraph (2)(A) by striking "Byway or All-American Road" and inserting "Byway, All-American Road, or 1 of America's Byways";

(5) in paragraph (2)(B)—

(A) by striking "State-designated" and inserting "State or Indian tribe"; and

(B) by striking "designation as a" and all that follows through "; and" and inserting "designation as—

"(i) a National Scenic Byway;

"(ii) an All-American Road; or

"(iii) 1 of America's Byways; and"; and

(6) in paragraph (2)(C) by inserting "or Indian tribe" after "State".

(c) ELIGIBLE PROJECTS.—Section 162(c) of such title is amended—

(1) in paragraph (1) by inserting "or Indian tribe" after "State";

(2) in paragraph (3)—

(A) by inserting "Indian tribe scenic byway," after "improvements to a State scenic byway,"; and

(B) by inserting "Indian tribe scenic byway," after "designation as a State scenic byway,"; and

(3) in paragraph (4) by striking "passing lane,".

(d) CONFORMING AMENDMENT.—Section 162(e) of such title is amended by inserting "or Indian tribe" after "State".

**SEC. 1803. AMERICA'S BYWAYS RESOURCE CENTER.**

(a) IN GENERAL.—The Secretary shall allocate funds made available to carry out this section to the America's Byways Resource Center established pursuant to section 1215(b)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 209).

(b) TECHNICAL SUPPORT AND EDUCATION.—

(1) USE OF FUNDS.—The Center shall use funds allocated to the Center under this section to continue to provide technical support and conduct educational activities for the national scenic byways program established under section 162 of title 23, United States Code.

(2) ELIGIBLE ACTIVITIES.—Technical support and educational activities carried out under this subsection shall provide local officials and organizations associated with National Scenic Byways, All-American Roads, and America's Byways with proactive, technical, and on-site customized assistance, including training, communications (including a public awareness series), publications, conferences, on-site meetings, and other assistance considered appropriate to develop and sustain such byways and roads.

(c) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $1,500,000 for fiscal year 2005 and $3,000,000 for each of fiscal years 2006 through 2009.

(d) APPLICABILITY OF TITLE 23.—Funds authorized by this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of any project or activity carried out under this section shall be 100 percent, and such funds shall remain available until expended and shall not be transferable.

23 USC 144 note.

**SEC. 1804. NATIONAL HISTORIC COVERED BRIDGE PRESERVATION.**

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

(1) HISTORIC COVERED BRIDGE.—The term "historic covered bridge" means a covered bridge that is listed or eligible for listing on the National Register of Historic Places.

(2) STATE.—The term "State" has the meaning such term has in section 101(a) of title 23, United States Code.

(b) HISTORIC COVERED BRIDGE PRESERVATION.—The Secretary shall—

(1) collect and disseminate information on historic covered bridges;

(2) conduct educational programs relating to the history and construction techniques of historic covered bridges;

(3) conduct research on the history of historic covered bridges; and

(4) conduct research on, and study techniques for, protecting historic covered bridges from rot, fire, natural disasters, or weight-related damage.

(c) GRANTS.—

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

(2) ELIGIBLE PROJECTS.—A grant under paragraph (1) may be made for a project—

(A) to rehabilitate or repair a historic covered bridge; or

(B) to preserve a historic covered bridge, including through—

(i) installation of a fire protection system, including a fireproofing or fire detection system and sprinklers;

(ii) installation of a system to prevent vandalism and arson; or

(iii) relocation of a bridge to a preservation site.

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

(A) to the maximum extent practicable, the project—

(i) is carried out in the most historically appropriate manner; and

(ii) preserves the existing structure of the historic covered bridge; and

(B) the project provides for the replacement of wooden components with wooden components, unless the use of wood is impracticable for safety reasons.

(d) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund (other than the Mass Transit Account), $10,000,000 for each of fiscal years 2006 through 2009.

(e) APPLICABILITY OF TITLE 23.—Funds made available to carry out 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 of the cost of any project or activity carried out under this section shall be determined in accordance with section 120 of such title, and such funds shall remain available until expended and shall not be transferable.

**SEC. 1805. USE OF DEBRIS FROM DEMOLISHED BRIDGES AND OVERPASSES.** 23 USC 144 note.

(a) IN GENERAL.—Any State that demolishes a bridge or an overpass that is eligible for Federal assistance under the highway bridge replacement and rehabilitation program under section 144 of title 23, United States Code, is directed to first make the debris from the demolition of such bridge or overpass available for beneficial use by a Federal, State, or local government, unless such use obstructs navigation.

(b) RECIPIENT RESPONSIBILITIES.—A recipient of the debris described in subsection (a) shall—

(1) bear the additional cost associated with having the debris made available;

(2) ensure that placement of the debris complies with applicable law; and

(3) assume all future legal responsibility arising from the placement of the debris, which may include entering into an agreement to hold the owner of the demolished bridge or overpass harmless in any liability action.

(c) DEFINITION.—In this section, the term "beneficial use" means the application of the debris for purposes of shore erosion control or stabilization, ecosystem restoration, and marine habitat creation.

**SEC. 1806. ADDITIONAL AUTHORIZATION OF CONTRACT AUTHORITY FOR STATES WITH INDIAN RESERVATIONS.**

Section 1214(d)(5)(A) of the Transportation Equity Act for the 21st Century (23 U.S.C. 202 note; 112 Stat. 206) is amended by striking "$1,500,000 for each of fiscal years 1998 through 2003" and inserting "$1,800,000 for each of fiscal years 2005 through 2009".

Missouri.
California.
Minnesota.
Wisconsin.
23 USC 217 note.

**SEC. 1807. NONMOTORIZED TRANSPORTATION PILOT PROGRAM.**

(a) ESTABLISHMENT.—The Secretary shall establish and carry out a nonmotorized transportation pilot program to construct, in the following 4 communities selected by the Secretary, a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers:

(1) Columbia, Missouri.

(2) Marin County, California.

(3) Minneapolis-St. Paul, Minnesota.

(4) Sheboygan County, Wisconsin.

(b) PURPOSE.—The purpose of the program shall be to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.

(c) GRANTS.—In carrying out the program, the Secretary may make a grant of $6,250,000 per fiscal year for each of the communities set forth in subsection (a) to State, local, and regional agencies that the Secretary determines are suitably equipped and organized to carry out the objectives and requirements of this section. An agency that receives a grant under this section may suballocate grant funds to a nonprofit organization to carry out the program under this section.

(d) STATISTICAL INFORMATION.—In carrying out the program, the Secretary shall develop statistical information on changes in motor vehicle, nonmotorized transportation, and public transportation usage in communities participating in the program and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment.

(e) REPORTS.—The Secretary shall submit to Congress an interim report not later than September 30, 2007, and a final report not later than September 30, 2010, on the results of the program.

(f) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund (other than the Mass Transit Account), $25,000,000 for each of fiscal years 2006 through 2009.

(2) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be available for obligation in the same manner and to the same extent as if the funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of the project shall be 100 percent, and the funds shall remain available until expended and shall not be transferable.

(g) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, projects assisted under this subsection shall be treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code.

**SEC. 1808. ADDITION TO CMAQ-ELIGIBLE PROJECTS.**

(a) FORMER 1-HOUR MAINTENANCE AREAS.—Section 149(b) of title 23, United States Code, is amended in the matter preceding paragraph (1)(A) by inserting "or is required to prepare, and file with the Administrator of the Environmental Protection Agency, maintenance plans under the Clean Air Act (42 U.S.C. 7401 et seq.)" after "1997,".

(b) ELIGIBLE PROJECTS.—Section 149(b) of such title is amended—

(1) by striking paragraph (1) and inserting the following:

"(1)(A)(i) if the Secretary, after consultation with the Administrator determines, on the basis of information published by the Environmental Protection Agency pursuant to section 108(f)(1)(A) of the Clean Air Act (other than clause (xvi)) that the project or program is likely to contribute to—

"(I) the attainment of a national ambient air quality standard; or

"(II) the maintenance of a national ambient air quality standard in a maintenance area; and

"(ii) a high level of effectiveness in reducing air pollution, in cases of projects or programs where sufficient information is available in the database established pursuant to subsection (h) to determine the relative effectiveness of such projects or programs; or,

"(B) in any case in which such information is not available, if the Secretary, after such consultation, determines that the project or program is part of a program, method, or strategy described in such section 108(f)(1)(A);".

(2) in paragraph (4)—

(A) by inserting ", including advanced truck stop electrification systems," after "facility or program"; and

(B) by striking "or" at the end;

(3) in paragraph (5)—

(A) by inserting "improve transportation systems management and operations that mitigate congestion and improve air quality," after "intersections,"; and

(B) by striking the period at the end and inserting a semicolon; and

(4) by adding at the end the following:

"(6) if the project or program involves the purchase of integrated, interoperable emergency communications equipment; or

"(7) if the project or program is for—

"(A) the purchase of diesel retrofits that are—

"(i) for motor vehicles (as defined in section 216 of the Clean Air Act (42 U.S.C. 7550)); or

"(ii) published in the list under subsection (f)(2) for non-road vehicles and non-road engines (as defined in section 216 of the Clean Air Act (42 U.S.C. 7550)) that are used in construction projects that are—

"(I) located in nonattainment or maintenance areas for ozone, $PM_{10}$, or $PM_{2.5}$ (as defined under the Clean Air Act (42 U.S.C. 7401 et seq.)); and

"(II) funded, in whole or in part, under this title; or

"(B) the conduct of outreach activities that are designed to provide information and technical assistance to the owners and operators of diesel equipment and vehicles regarding the purchase and installation of diesel retrofits.".

(c) STATES RECEIVING MINIMUM APPORTIONMENT.—Section 149(c) of such title is amended—

(1) in paragraph (1) by striking "for any project eligible under the surface transportation program under section 133." and inserting the following: "for any project in the State that—

"(A) would otherwise be eligible under this section as if the project were carried out in a nonattainment or maintenance area; or

"(B) is eligible under the surface transportation program under section 133."; and

(2) in paragraph (2) by striking "for any project in the State eligible under section 133." and inserting the following: "for any project in the State that—

"(A) would otherwise be eligible under this section as if the project were carried out in a nonattainment or maintenance area; or

"(B) is eligible under the surface transportation program under section 133.".

(d) COST-EFFECTIVE EMISSION REDUCTION GUIDANCE.—Section 149 of such title is amended by adding at the end the following:

"(f) COST-EFFECTIVE EMISSION REDUCTION GUIDANCE.—

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

"(A) ADMINISTRATOR.—The term 'Administrator' means the Administrator of the Environmental Protection Agency.

"(B) DIESEL RETROFIT.—The term 'diesel retrofit' means a replacement, repowering, rebuilding, after treatment, or other technology, as determined by the Administrator.

Publication.

"(2) EMISSION REDUCTION GUIDANCE.—The Administrator, in consultation with the Secretary, shall publish a list of diesel retrofit technologies and supporting technical information for—

"(A) diesel emission reduction technologies certified or verified by the Administrator, the California Air Resources Board, or any other entity recognized by the Administrator for the same purpose;

"(B) diesel emission reduction technologies identified by the Administrator as having an application and approvable test plan for verification by the Administrator or the California Air Resources Board that is submitted not later that 18 months of the date of enactment of this subsection;

"(C) available information regarding the emission reduction effectiveness and cost effectiveness of technologies identified in this paragraph, taking into consideration air quality and health effects.

"(3) PRIORITY.—

"(A) IN GENERAL.—States and metropolitan planning organizations shall give priority in distributing funds received for congestion mitigation and air quality projects and programs from apportionments derived from application of sections 104(b)(2)(B) and 104(b)(2)(C) to—

"(i) diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects; and

"(ii) cost-effective congestion mitigation activities that provide air quality benefits.

"(B) SAVINGS.—This paragraph is not intended to disturb the existing authorities and roles of governmental agencies in making final project selections.

"(4) NO EFFECT ON AUTHORITY OR RESTRICTIONS.—Nothing in this subsection modifies or otherwise affects any authority or restriction established under the Clean Air Act (42 U.S.C. 7401 et seq.) or any other law (other than provisions of this title relating to congestion mitigation and air quality).".

(e) IMPROVED INTERAGENCY CONSULTATION.—Section 149 of such title (as amended by subsection (d)) is amended by adding at the end the following:

"(g) INTERAGENCY CONSULTATION.—The Secretary shall encourage States and metropolitan planning organizations to consult with State and local air quality agencies in nonattainment and maintenance areas on the estimated emission reductions from proposed congestion mitigation and air quality improvement programs and projects.".

(f) EVALUATION AND ASSESSMENT OF CMAQ PROJECTS.—Section 149 of such title (as amended by subsection (e)) is amended by adding at the end the following:

"(h) EVALUATION AND ASSESSMENT OF PROJECTS.—

"(1) IN GENERAL.—The Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall evaluate and assess a representative sample of projects funded under the congestion mitigation and air quality program to—

"(A) determine the direct and indirect impact of the projects on air quality and congestion levels; and

"(B) ensure the effective implementation of the program.

"(2) DATABASE.—Using appropriate assessments of projects funded under the congestion mitigation and air quality program and results from other research, the Secretary shall maintain and disseminate a cumulative database describing the impacts of the projects.

"(3) CONSIDERATION.—The Secretary, in consultation with the Administrator, shall consider the recommendations and findings of the report submitted to Congress under section 1110(e) of the Transportation Equity Act for the 21st Century (112 Stat. 144), including recommendations and findings that would improve the operation and evaluation of the congestion mitigation and air quality improvement program.".

(g) FLEXIBILITY IN THE STATE OF MONTANA.—The State of Montana may use funds apportioned under section 104(b)(2) of title 23, United States Code, for the operation of public transit activities that serve a nonattainment or maintenance area.

(h) AVAILABILITY OF FUNDS FOR STATE OF MICHIGAN.—The State of Michigan may use funds apportioned under section 104(b)(2) of such title for the operation and maintenance of intelligent transportation system strategies that serve a nonattainment or maintenance area.

(i) AVAILABILITY OF FUNDS FOR THE STATE OF MAINE.—The State of Maine may use funds apportioned under section 104(b)(2) of such title to support, through September 30, 2009, the operation of passenger rail service between Boston, Massachusetts, and Portland, Maine.

(j) AVAILABILITY OF FUNDS FOR OREGON.—The State of Oregon may use funds apportioned on or before September 30, 2009, under section 104(b)(2) of such title to support the operation of additional passenger rail service between Eugene and Portland.

(k) AVAILABILTY OF FUNDS FOR CERTAIN OTHER STATES.—The States of Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, and Ohio may use funds apportioned under section 104(b)(2) of such title to purchase alternative fuel (as defined in section 301 of the Energy Policy Act of 1992 (42 U.S.C. 13211)) or biodiesel.

## Subtitle I—Miscellaneous

### SEC. 1901. INCLUSION OF REQUIREMENTS FOR SIGNS IDENTIFYING FUNDING SOURCES IN TITLE 23.

(a) IN GENERAL.—Chapter 3 of title 23, United States Code, is amended by inserting after section 320—

(1) the following:

**"§ 321. Signs identifying funding sources";**

and

(2) the text of section 154 of the Federal-Aid Highway Act of 1987 (23 U.S.C. 101 note).

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 320 the following:

"321. Signs identifying funding sources.".

(c) CONFORMING REPEAL.—Section 154 of the Federal-Aid Highway Act of 1987 (23 U.S.C. 101 note; 101 Stat. 209) is repealed.

### SEC. 1902. DONATIONS AND CREDITS.

Section 323 of title 23, United States Code, is amended—

(1) in the first sentence of subsection (c) by inserting ", or a local government from offering to donate funds, materials, or services performed by local government employees," after "services"; and

(2) by striking subsection (e).

### SEC. 1903. INCLUSION OF BUY AMERICA REQUIREMENTS IN TITLE 23.

(a) IN GENERAL.—Chapter 3 of title 23, United States Code, is amended by inserting after section 312—

(1) the following:

**"§ 313. Buy America";**

and

(2) the text of section 165 of the Highway Improvement Act of 1982 (23 U.S.C. 101 note; 96 Stat. 2136).

(b) CLERICAL AMENDMENT.—The analysis for chapter 3 of such title is amended by inserting after the item relating to section 312 the following:

"313. Buy America.".

(c) CONFORMING AMENDMENTS.—Section 313 of such title (as added by subsection (a)) is amended—

(1) in subsection (a) by striking "by this Act" the first place it appears and all that follows through "of 1978" and inserting "to carry out the Surface Transportation Assistance Act of 1982 (96 Stat. 2097) or this title";

(2) in subsection (b) by redesignating paragraph (4) as paragraph (3);

(3) in subsection (d) by striking "this Act," and all that follows through "Code, which" and inserting "the Surface Transportation Assistance Act of 1982 (96 Stat. 2097) or this title that";

(4) by striking subsection (e); and

(5) by redesignating subsections (f) and (g) as subsections (e) and (f), respectively.

(d) CONFORMING REPEAL.—Section 165 of the Highway Improvement Act of 1982 (23 U.S.C. 101 note; 96 Stat. 2136) is repealed.

**SEC. 1904. STEWARDSHIP AND OVERSIGHT.**

(a) IN GENERAL.—Section 106 of title 23, United States Code, is amended—

(1) by striking subsection (e) and inserting the following:

"(e) VALUE ENGINEERING ANALYSIS.—

"(1) DEFINITION OF VALUE ENGINEERING ANALYSIS.—

"(A) IN GENERAL.—In this subsection, the term 'value engineering analysis' means a systematic process of review and analysis of a project, during the concept and design phases, by a multidisciplined team of persons not involved in the project, that is conducted to provide recommendations such as those described in subparagraph (B) for—

"(i) providing the needed functions safely, reliably, and at the lowest overall cost;

"(ii) improving the value and quality of the project; and

"(iii) reducing the time to complete the project.

"(B) INCLUSIONS.—The recommendations referred to in subparagraph (A) include, with respect to a project—

"(i) combining or eliminating otherwise inefficient use of costly parts of the original proposed design for the project; and

"(ii) completely redesigning the project using different technologies, materials, or methods so as to accomplish the original purpose of the project.

"(2) ANALYSIS.—The State shall provide a value engineering analysis or other cost-reduction analysis for—

"(A) each project on the Federal-aid system with an estimated total cost of $25,000,000 or more;

"(B) a bridge project with an estimated total cost of $20,000,000 or more; and

"(C) any other project the Secretary determines to be appropriate.

"(3) MAJOR PROJECTS.—The Secretary may require more than 1 analysis described in paragraph (2) for a major project described in subsection (h).

"(4) REQUIREMENTS.—Analyses described in paragraph (1) for a bridge project shall—

"(A) include bridge substructure requirements based on construction material; and

"(B) be evaluated—

"(i) on engineering and economic bases, taking into consideration acceptable designs for bridges; and

"(ii) using an analysis of life-cycle costs and duration of project construction."; and

(2) by striking subsections (g) and (h) and inserting the following:

"(g) OVERSIGHT PROGRAM.—

"(1) ESTABLISHMENT.—

"(A) IN GENERAL.—The Secretary shall establish an oversight program to monitor the effective and efficient use of funds authorized to carry out this title.

"(B) MINIMUM REQUIREMENT.—At a minimum, the program shall be responsive to all areas relating to financial integrity and project delivery.

"(2) FINANCIAL INTEGRITY.—

"(A) FINANCIAL MANAGEMENT SYSTEMS.—The Secretary shall perform annual reviews that address elements of the State transportation departments' financial management systems that affect projects approved under subsection (a).

"(B) PROJECT COSTS.—The Secretary shall develop minimum standards for estimating project costs and shall periodically evaluate the practices of States for estimating project costs, awarding contracts, and reducing project costs.

"(3) PROJECT DELIVERY.—The Secretary shall perform annual reviews that address elements of the project delivery system of a State, which elements include one or more activities that are involved in the life cycle of a project from conception to completion of the project.

"(4) RESPONSIBILITY OF THE STATES.—

"(A) IN GENERAL.—The States shall be responsible for determining that subrecipients of Federal funds under this title have—

"(i) adequate project delivery systems for projects approved under this section; and

"(ii) sufficient accounting controls to properly manage such Federal funds.

"(B) PERIODIC REVIEW.—The Secretary shall periodically review the monitoring of subrecipients by the States.

"(5) SPECIFIC OVERSIGHT RESPONSIBILITIES.—

"(A) EFFECT OF SECTION.—Nothing in this section shall affect or discharge any oversight responsibility of the Secretary specifically provided for under this title or other Federal law.

"(B) APPALACHIAN DEVELOPMENT HIGHWAYS.—The Secretary shall retain full oversight responsibilities for the design and construction of all Appalachian development highways under section 14501 of title 40.

"(h) MAJOR PROJECTS.—

"(1) IN GENERAL.—Notwithstanding any other provision of this section, a recipient of Federal financial assistance for a project under this title with an estimated total cost of $500,000,000 or more, and recipients for such other projects as may be identified by the Secretary, shall submit to the Secretary for each project—

"(A) a project management plan; and

"(B) an annual financial plan.

"(2) PROJECT MANAGEMENT PLAN.—A project management plan shall document—

"(A) the procedures and processes that are in effect to provide timely information to the project decisionmakers to effectively manage the scope, costs, schedules, and quality of, and the Federal requirements applicable to, the project; and

"(B) the role of the agency leadership and management team in the delivery of the project.

"(3) FINANCIAL PLAN.—A financial plan shall—

"(A) be based on detailed estimates of the cost to complete the project; and

"(B) provide for the annual submission of updates to the Secretary that are based on reasonable assumptions, as determined by the Secretary, of future increases in the cost to complete the project.

Financial plans.

"(i) OTHER PROJECTS.—A recipient of Federal financial assistance for a project under this title with an estimated total cost of $100,000,000 or more that is not covered by subsection (h) shall prepare an annual financial plan. Annual financial plans prepared under this subsection shall be made available to the Secretary for review upon the request of the Secretary.".

(b) CONFORMING AMENDMENTS.—Section 114(a) of title 23, United States Code, is amended—

(1) in the first sentence by striking "highways or portions of highways located on a Federal-aid system" and inserting "Federal-aid highway or a portion of a Federal-aid highway"; and

(2) by striking the second sentence and inserting "The Secretary shall have the right to conduct such inspections and take such corrective action as the Secretary determines to be appropriate.".

**SEC. 1905. TRANSPORTATION DEVELOPMENT CREDITS.**

Section 120(j)(1) of title 23, United States Code, is amended—

(1) by striking "A State" and inserting the following:

"(A) IN GENERAL.—A State"; and

(2) by striking the last sentence and inserting the following:

"(B) SPECIAL RULE FOR USE OF FEDERAL FUNDS.—If the public, quasi-public, or private agency has built, improved, or maintained the facility using Federal funds, the credit under this paragraph shall be reduced by a percentage equal to the percentage of the total cost of

building, improving, or maintaining the facility that was derived from Federal funds.

"(C) FEDERAL FUNDS DEFINED.—In this paragraph, the term 'Federal funds' does not include loans of Federal funds or other financial assistance that must be repaid to the Government.".

23 USC 402 note.

**SEC. 1906. GRANT PROGRAM TO PROHIBIT RACIAL PROFILING.**

(a) GRANTS.—Subject to the requirements of this section, the Secretary shall make grants to a State that—

(1)(A) has enacted and is enforcing a law that prohibits the use of racial profiling in the enforcement of State laws regulating the use of Federal-aid highways; and

(B) is maintaining and allows public inspection of statistical information for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway in the State regarding the race and ethnicity of the driver and any passengers; or

(2) provides assurances satisfactory to the Secretary that the State is undertaking activities to comply with the requirements of paragraph (1).

(b) ELIGIBLE ACTIVITIES.—A grant received by a State under subsection (a) shall be used by the State—

(1) in the case of a State eligible under subsection (a)(1), for costs of—

(A) collecting and maintaining of data on traffic stops;

(B) evaluating the results of the data; and

(C) developing and implementing programs to reduce the occurrence of racial profiling, including programs to train law enforcement officers; and

(2) in the case of a State eligible under subsection (a)(2), for costs of—

(A) activities to comply with the requirements of subsection (a)(1); and

(B) any eligible activity under paragraph (1).

(c) RACIAL PROFILING.—

(1) IN GENERAL.—To meet the requirement of subsection (a)(1), a State law shall prohibit, in the enforcement of State laws regulating the use of Federal-aid highways, a State or local law enforcement officer from using the race or ethnicity of the driver or passengers to any degree in making routine or spontaneous law enforcement decisions, such as ordinary traffic stops on Federal-aid highways.

(2) LIMITATION.—Nothing in this subsection shall alter the manner in which a State or local law enforcement officer considers race or ethnicity whenever there is trustworthy information, relevant to the locality or time frame, that links persons of a particular race or ethnicity to an identified criminal incident, scheme, or organization.

(d) LIMITATIONS.—

(1) MAXIMUM AMOUNT OF GRANTS.—The total amount of grants made to a State under this section in a fiscal year may not exceed 5 percent of the amount made available to carry out this section in the fiscal year.

(2) ELIGIBILITY.—A State may not receive a grant under subsection (a)(2) in more than 2 fiscal years.

(e) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $7,500,000 for each of fiscal years 2005 through 2009.

(2) CONTRACT AUTHORITY.—Funds authorized by this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except the Federal share of the cost of activities carried out using such funds shall be 80 percent, and such funds shall remain available until expended and shall not be transferable.

**SEC. 1907. PAVEMENT MARKING SYSTEMS DEMONSTRATION PROJECTS.**

Alaska. Tennessee.

(a) IN GENERAL.—The Secretary shall conduct a demonstration project in the State of Alaska, and a demonstration project in the State of Tennessee, to study the safety impacts, environmental impacts, and cost effectiveness of different pavement marking systems and the effect of State bidding and procurement processes on the quality of pavement marking material employed in highway projects. The demonstration projects shall each include an evaluation of the impacts and effectiveness of increasing the width of pavement marking edge lines from 4 inches to 6 inches and an evaluation of advanced acrylic water-borne pavement markings.

(b) REPORT.—Not later than June 30, 2009, the Secretary shall submit to Congress a report on the results of the demonstration projects, together with findings and recommendations on methods that will optimize the cost-benefit ratio of the use of Federal funds on pavement marking.

(c) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund (other than the Mass Transit Account), $1,000,000 for each of fiscal years 2006 through 2009.

(2) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be available for obligation in the same manner and to the same extent as if such funds were apportioned under chapter 1 of title 23, United States Code; expect that the Federal share of the cost of the demonstration projects shall be 100 percent, and such funds shall remain available until expended and shall not be transferable.

**SEC. 1908. INCLUSION OF CERTAIN ROUTE SEGMENTS ON INTERSTATE SYSTEM AND NHS.**

(a) INTERSTATE SYSTEM.—

(1) CREEK TURNPIKE, OKLAHOMA.—The Secretary shall designate as part of the Interstate System (as defined in section 101 of title 23, United States Code) in accordance with section 103(c)(4) of such title the portion of the Creek Turnpike connecting Interstate Route 44 east and west of Tulsa, Oklahoma.

(2) CERTAIN SECTION OF INTERSTATE ROUTE 181.—The Secretary shall designate as part of Interstate Route 26 the 11-mile section of Interstate Route 181 lying northwest of the intersection with Interstate Route 81, Tennessee. Tennessee.

(3) TREATMENT.—The designations under paragraph (2) shall be treated, for purposes of title 23, United States Code, as being made under section 103(c)(4) of such title.

Arkansas.
Oklahoma.

(b) NATIONAL HIGHWAY SYSTEM.—The Secretary shall designate as a component of the National Highway System in accordance with section 103(b)(4) of title 23, United States Code, the portion of United States Route 271 from the Arkansas State line, west to the intersection with United States Route 59, and northwest to the intersection with Interstate Route 40, Sallisaw, Oklahoma.

**SEC. 1909. FUTURE OF SURFACE TRANSPORTATION SYSTEM.**

(a) DECLARATION OF POLICY.—Section 101(b) of title 23, United States Code, is amended—

(1) by striking "(b) It is hereby declared" and all that follows through the first undesignated paragraph and inserting the following:

"(b) DECLARATION OF POLICY.—

"(1) ACCELERATION OF CONSTRUCTION OF FEDERAL-AID HIGHWAY SYSTEMS.—Congress declares that it is in the national interest to accelerate the construction of Federal-aid highway systems, including the Dwight D. Eisenhower National System of Interstate and Defense, because many of the highways (or portions of the highways) are inadequate to meet the needs of local and interstate commerce for the national and civil defense.";

(2) in the second undesignated paragraph by striking "It is hereby declared" and all that follows through "objectives of this Act" and inserting the following:

"(2) COMPLETION OF INTERSTATE SYSTEM.—Congress declares that the prompt and early completion of the Dwight D. Eisenhower National System of Interstate and Defense Highways (referred to in this section as the 'Interstate System'), so named because of its primary importance to the national defense, is essential to the national interest"; and

(3) by striking the third undesignated paragraph and inserting the following:

"(3) TRANSPORTATION NEEDS OF 21ST CENTURY.—Congress declares that—

"(A) it is in the national interest to preserve and enhance the surface transportation system to meet the needs of the United States for the 21st Century;

"(B) the current urban and long distance personal travel and freight movement demands have surpassed the original forecasts and travel demand patterns are expected to continue to change;

"(C) continued planning for and investment in surface transportation is critical to ensure the surface transportation system adequately meets the changing travel demands of the future;

"(D) among the foremost needs that the surface transportation system must meet to provide for a strong and vigorous national economy are safe, efficient, and reliable—

"(i) national and interregional personal mobility (including personal mobility in rural and urban areas) and reduced congestion;

"(ii) flow of interstate and international commerce and freight transportation; and

"(iii) travel movements essential for national security;

"(E) special emphasis should be devoted to providing safe and efficient access for the type and size of commercial and military vehicles that access designated National Highway System intermodal freight terminals;

"(F) the connection between land use and infrastructure is significant;

"(G) transportation should play a significant role in promoting economic growth, improving the environment, and sustaining the quality of life; and

"(H) the Secretary should take appropriate actions to preserve and enhance the Interstate System to meet the needs of the 21st Century.".

(b) NATIONAL SURFACE TRANSPORTATION POLICY AND REVENUE STUDY COMMISSION.—

(1) ESTABLISHMENT.—There is established a commission to be known as the "National Surface Transportation Policy and Revenue Study Commission" (in this subsection referred to as the "Commission").

(2) MEMBERSHIP.—

(A) COMPOSITION.—The Commission shall be composed of 12 members, of whom—

(i) 1 member shall be the Secretary, who shall serve as Chairperson;

(ii) 3 members shall be appointed by the President;

(iii) 2 members shall be appointed by the Speaker of the House of Representatives;

(iv) 2 members shall be appointed by the minority leader of the House of Representatives;

(v) 2 members shall be appointed by the majority leader of the Senate; and

(vi) 2 members shall be appointed by the minority leader of the Senate.

(B) QUALIFICATIONS.—Members appointed under subparagraph (A)—

(i) shall include—

(I) individuals representing State and local governments, metropolitan planning organizations, transportation-related industries, and public interest organizations involved with scientific, regulatory, economic, and environmental activities relating to transportation;

(II) individuals with a background in public finance, including experience in developing State and local revenue resources;

(III) individuals involved in surface transportation program administration;

(IV) individuals that have conducted academic research into related issues; and

(V) individuals that provide unique perspectives on current and future requirements for revenue sources to support the Highway Trust Fund and policies impacting those revenues; and

(ii) shall be balanced geographically to the extent consistent with maintaining the highest level of expertise on the Commission.

(C) DATE OF APPOINTMENTS.—The appointment of a member of the Commission shall be made not later than 120 days after the date of establishment of the Commission.

(D) TERMS.—A member shall be appointed for the life of the Commission.

(E) VACANCIES.—A vacancy on the Commission—

(i) shall not affect the powers of the Commission; and

(ii) shall be filled in the same manner as the original appointment was made.

(F) INITIAL MEETING.—Not later than 30 days after the date on which all members of the Commission have been appointed, the Commission shall hold the initial meeting of the Commission.

(G) MEETINGS.—The Commission shall meet at the call of the Chairperson.

(H) QUORUM.—A majority of the members of the Commission shall constitute a quorum, but a lesser number of members may hold hearings.

(I) VICE CHAIRPERSON.—The Commission shall select a Vice Chairperson from among the appointed members of the Commission.

(3) DUTIES.—

(A) IN GENERAL.—The Commission shall—

(i) conduct a comprehensive study of—

(I) the current condition and future needs of the surface transportation system;

(II) short-term sources of Highway Trust Fund revenues;

(III) long-term alternatives to replace or supplement the fuel tax as the principal revenue source to support the Highway Trust Fund, including new or alternate sources of revenue;

(IV) revenue sources to fund the needs of the surface transportation system over at least the 30-year period beginning on the date of enactment of this Act, including new or alternate sources of revenue;

(V) revenues flowing into the Highway Trust Fund under laws in existence on the date of enactment of this Act, including individual components of the overall flow of the revenues; and

(VI) whether the amount of revenues described in subclause (V) is likely to increase, decrease, or remain constant absent any change in law, taking into consideration the impact of possible changes in public vehicular choice, fuel use, and travel alternatives that could be expected to reduce or increase revenues into the Highway Trust Fund;

(B) develop a conceptual plan, with alternative approaches, to ensure that the surface transportation system will continue to serve the needs of the United States, including specific recommendations regarding design and operational standards, Federal policies, and legislative changes;

(C) consult with the Secretary of the Treasury in conducting the study to ensure that the views of the Secretary

concerning essential attributes of Highway Trust Fund revenue alternatives are considered;

(D) consult with representatives of State departments of transportation and metropolitan planning organizations and other key interested stakeholders in conducting the study to ensure that—

(i) the views of the stakeholders on alternative revenue sources to support State transportation improvement programs are considered; and

(ii) any recommended Federal financing strategy takes into account State financial requirements; and

(E) based on the study, make specific recommendations regarding—

(i) actions that should be taken to develop alternative revenue sources to support the Highway Trust Fund; and

(ii) the time frame for taking those actions.

(4) RELATED WORK.—To the maximum extent practicable, the study shall build on related work that has been completed by—

(A) the Secretary;

(B) the Secretary of Energy;

(C) the Transportation Research Board, including the findings, conclusions, and recommendations of the recent study conducted by the Transportation Research Board on alternatives to the fuel tax to support highway program financing; and

(D) other entities and persons.

(5) SURFACE TRANSPORTATION NEEDS.—With respect to surface transportation needs, the investigation and study shall specifically address—

(A) the current condition and performance of the Interstate System (including the physical condition of bridges and pavements and operational characteristics and performance), relying primarily on existing data sources;

(B) the future of the Interstate System, based on a range of legislative and policy approaches for 15-, 30-, and 50-year time periods;

(C) the expected demographics and business uses that impact the surface transportation system;

(D) the expected use of the surface transportation system, including the effects of changing vehicle types, modes of transportation, fleet size and weights, and traffic volumes;

(E) desirable design policies and standards for future improvements of the surface transportation system, including additional access points;

(F) the identification of urban, rural, national, and interregional needs for the surface transportation system;

(G) the potential for expansion, upgrades, or other changes to the surface transportation system, including—

(i) deployment of advanced materials and intelligent technologies;

(ii) critical multistate, urban, and rural corridors needing capacity, safety, and operational enhancements;

(iii) improvements to intermodal linkages;

(iv) security and military deployment enhancements;

(v) strategies to enhance asset preservation; and

(vi) implementation strategies;

(H) the improvement of emergency preparedness and evacuation using the surface transportation system, including—

(i) examination of the potential use of all modes of the surface transportation system in the safe and efficient evacuation of citizens during times of emergency;

(ii) identification of the location of critical bottlenecks; and

(iii) development of strategies to improve system redundancy, especially in areas with a high potential for terrorist attacks;

(I) alternatives for addressing environmental concerns associated with the future development of the surface transportation system;

(J) the assessment of the current and future capabilities for conducting system-wide real-time performance data collection and analysis, traffic monitoring, and transportation systems operations and management; and

(K) policy and legislative alternatives for addressing future needs for the surface transportation system.

(6) FINANCING.—With respect to financing, the study shall address specifically—

(A) the advantages and disadvantages of alternative revenue sources to meet anticipated Federal surface transportation financial requirements;

(B) recommendations concerning the most promising revenue sources to support long-term Federal surface transportation financing requirements;

(C) development of a broad transition strategy to move from the current tax base to new funding mechanisms, including the time frame for various components of the transition strategy;

(D) recommendations for additional research that may be needed to implement recommended alternatives; and

(E) the extent to which revenues should reflect the relative use of the highway system.

(7) FINANCING RECOMMENDATIONS.—

(A) FACTORS FOR CONSIDERATION.—In developing financing recommendations under this subsection, the Commission shall consider—

(i) the ability to generate sufficient revenues from all modes to meet anticipated long-term surface transportation financing needs;

(ii) the roles of the various levels of government and the private sector in meeting future surface transportation financing needs;

(iii) administrative costs (including enforcement costs) to implement each option;

(iv) the expected increase in nontaxed fuels and the impact of taxing those fuels;

(v) the likely technological advances that could ease implementation of each option;

(vi) the equity and economic efficiency of each option;

(vii) the flexibility of different options to allow various pricing alternatives to be implemented; and

(viii) potential compatibility issues with State and local tax mechanisms under each alternative.

(B) NEED AND REVENUE ANALYSIS.—In developing financing recommendations under this subsection, the Commission shall distinguish between—

(i) the needs of, and revenues for, the surface transportation system that are eligible to receive funds from the Highway Trust Fund; and

(ii) the needs for projects and programs that are not eligible to receive funds from the Highway Trust Fund.

(8) TECHNICAL ADVISORY COMMITTEE.—The Secretary shall establish a technical advisory committee, in a manner consistent with the Federal Advisory Committee Act (5 U.S.C. App.), to collect and evaluate technical input from— Establishment.

(A) appropriate Federal, State, and local officials with responsibility for transportation;

(B) appropriate State and local elected officials;

(C) transportation and trade associations;

(D) emergency management officials;

(E) freight providers;

(F) the general public; and

(G) other entities and persons determined to be appropriate by the Secretary to ensure a diverse range of views.

(9) REPORT AND RECOMMENDATIONS.—Not later than July 1, 2007, the Commission shall submit to Congress—

(A) a final report that contains a detailed statement of the findings and conclusions of the Commission; and

(B) the recommendations of the Commission for such legislation and administrative actions as the Commission considers to be appropriate.

(10) POWERS OF THE COMMISSION.—

(A) HEARINGS.—The Commission may hold such hearings, meet and act at such times and places, take such testimony, and receive such evidence as the Commission considers advisable to carry out this section.

(B) INFORMATION FROM FEDERAL AGENCIES.—

(i) IN GENERAL.—The Commission may secure directly from a Federal agency such information as the Commission considers necessary to carry out this section.

(ii) PROVISION OF INFORMATION.—On request of the Chairperson of the Commission, the head of a Federal agency shall provide the requested information to the Commission.

(C) POSTAL SERVICES.—The Commission may use the United States mails in the same manner and under the same conditions as other agencies of the Federal Government.

(D) DONATIONS.—The Commission may accept, use, and dispose of donations of services or property.

(11) COMMISSION PERSONNEL MATTERS.—

(A) MEMBERS.—A member of the Commission shall serve without pay but shall be allowed travel expenses, including per diem in lieu of subsistence, at rates authorized for an employee of an agency under subchapter I of chapter 57 of title 5, United States Code, while away from the home or regular place of business of the member in the performance of the duties of the Commission.

(B) CONTRACTORS.—The Commission may enter into agreements with appropriate organizations, agencies, and entities to conduct the study required under this section, under the strategic guidance of the Commission.

(C) ADMINISTRATIVE SUPPORT.—On the request of the Commission, the Administrator of the Federal Highway Administration shall provide to the Commission, on a reimbursable basis, the administrative support and services necessary for the Commission to carry out the duties of the Commission under this section.

(D) DETAIL OF PERSONNEL.—

(i) IN GENERAL.—On the request of the Commission, the Secretary may detail, on a reimbursable basis, any of the personnel of the Department to the Commission to assist the Commission in carrying out the duties of the Commission under this section.

(ii) CIVIL SERVICE STATUS.—The detail of the employee shall be without interruption or loss of civil service status or privilege.

(12) COOPERATION.—The staff of the Secretary shall cooperate with the Commission in the study required under this section, including providing such nonconfidential data and information as are necessary to conduct the study.

(13) RELATIONSHIP TO OTHER LAW.—

(A) IN GENERAL.—Except as provided in subparagraphs (B) and (C), funds made available to carry out 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.

(B) FEDERAL SHARE.—The Federal share of the cost of the study and the Commission under this section shall be 100 percent.

(C) AVAILABILITY.—Funds made available to carry out this section shall remain available until expended.

(14) DEFINITION OF SURFACE TRANSPORTATION SYSTEM.—In this subsection, the term "surface transportation system" includes—

(A) the National Highway System, as defined in section 103(b) of title 23, United States Code;

(B) congressional high priority corridors;

(C) intermodal connectors;

(D) intermodal freight facilities;

(E) public transportation infrastructure and facilities; and

(F) freight and intercity passenger bus and rail infrastructure and facilities.

(15) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $1,400,000 for each of fiscal years 2006 and 2007.

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

(17) TERMINATION.—

(A) IN GENERAL.—The Commission shall terminate on the date that is 180 days after the date on which the Commission submits the report of the Commission under paragraph (9).

(B) RECORDS.—Not later than the date of termination of the Commission under subparagraph (A), all records and papers of the Commission shall be delivered to the Archivist of the United States for deposit in the National Archives.

**SEC. 1910. MOTORIST INFORMATION CONCERNING FULL SERVICE RESTAURANTS.**

Deadline.

Not later than 180 days after the date of enactment of this Act, the Secretary may initiate a rulemaking to determine whether—

(1) full service restaurants should be given priority on not more than 2 panels of the camping or attractions logo-specific service signs in the Manual on Uniform Traffic Control Devices of the Department of Transportation when the food logo-specific service sign is fully used; and

(2) full service restaurants should be given priority on not more than 2 panels of the food logo-specific service signs in such Manual when the camping or attractions logo-specific service signs are fully used.

**SEC. 1911. APPROVAL AND FUNDING FOR CERTAIN CONSTRUCTION PROJECTS.**

Georgia.

(a) PROJECT APPROVAL.—If the Secretary finds that the project number STP–189–1(15)CT 3 in Gwinnett County, Georgia, was not listed in the current regional transportation plan because of a clerical error, such failure to be listed shall not be a basis for not approving the project. The Secretary shall make a final decision on the approval of the project within 30 days after the date of receipt by the Secretary of a construction authorization request from the department of transportation for the State of Georgia.

Deadline.

(b) CONFORMITY DETERMINATION.—

(1) IN GENERAL.—Approval, funding, and implementation of the project referred to in subsection (a) shall not be subject to the requirements of part 93 of title 40, Code of Federal Regulations (or successor regulations).

(2) REGIONAL EMISSIONS.—Notwithstanding paragraph (1), all subsequent regional emission analyses required by section 93.118 or 93.119 of title 40, Code of Federal Regulations (or successor regulations), shall include the project.

**SEC. 1912. LEAD AGENCY DESIGNATION.**

The public entity established under California law in 1989 to acquire rights-of-way in northwestern California to maintain surface transportation infrastructure is designated as the lead

agency for the purpose of accepting Federal funds authorized under item 13 of the table contained in section 1108(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2061).

**SEC. 1913. BRIDGE CONSTRUCTION, NORTH DAKOTA.**

Notwithstanding any other provision of law, and regardless of the source of Federal funds, the Federal share of the eligible costs of construction of a bridge between Bismarck, North Dakota, and Mandan, North Dakota, shall be 90 percent.

23 USC 101 note.

**SEC. 1914. MOTORCYCLIST ADVISORY COUNCIL.**

(a) IN GENERAL.—The Secretary, acting through the Administrator of the Federal Highway Administration, in consultation with the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate, shall appoint a Motorcyclist Advisory Council to coordinate with and advise the Administrator on infrastructure issues of concern to motorcyclists, including—

(1) barrier design;

(2) road design, construction, and maintenance practices; and

(3) the architecture and implementation of intelligent transportation system technologies.

(b) COMPOSITION.—The Council shall consist of not more than 10 members of the motorcycling community with professional expertise in national motorcyclist safety advocacy, including—

(1) at least—

(A) one member recommended by a national motorcyclist association;

(B) one member recommended by a national motorcycle riders foundation;

(C) one representative of the National Association of State Motorcycle Safety Administrators;

(D) two members of State motorcyclists' organizations;

(E) one member recommended by a national organization that represents the builders of highway infrastructure;

(F) one member recommended by a national association that represents the traffic safety systems industry; and

(G) one member of a national safety organization; and

(2) at least one, and not more than two, motorcyclists who are traffic system design engineers or State transportation department officials.

**SEC. 1915. LOAN FORGIVENESS.**

Debt outstanding as of the date of enactment of this Act for project number Q–DPM–0013(001) carried out under section 108(c) of title 23, United States Code, is deemed satisfied.

**SEC. 1916. TREATMENT OF OFF RAMP.**

Notwithstanding any other provision of law, the New Harbor Boulevard North off-ramp project along the Interstate Route 405 Collector-Distributor Road in Costa Mesa, California (Susan Street Slip-Ramp), shall be treated for purposes of title 23, United States Code, as satisfying all Federal requirements, and the California State department of transportation shall authorize any final environmental, engineering, or design analyses necessary to approve, as expeditiously as possible, construction of the project

consistent with applicable California State operational and safety standards.

**SEC. 1917. OPENING OF INTERSTATE RAMPS.**

(a) IN GENERAL.—The Maryland State highway administration and the Federal Highway Administration shall work cooperatively—

(1) to expedite the project being developed as of the date of enactment of this Act to improve Interstate Route 495 through the area of the Arena Drive interchange to allow for safe exit, including improvements to the adjacent interchanges upstream and downstream along Interstate Route 495; and

(2) to expedite action on the Interstate access request so that the Interstate Route 495/Arena Drive interchange can be opened safely to all vehicles 24 hours per day, 7 days per week.

(b) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report on the status of opening the Interstate Route 495/Arena Drive interchange to full-time use.

**SEC. 1918. CREDIT TO STATE OF LOUISIANA FOR STATE MATCHING FUNDS.**

(a) IN GENERAL.—The Secretary may provide a credit to the State of Louisiana in an amount equal to non-Federal Share of the cost of any planning, engineering, design, or construction work carried out by the State on any project that the Secretary determines is integral to the project authorized by item number 202 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 264).

(b) ELIGIBILITY OF CREDIT.—The credit may be used for any future payment relating to the completion of the project referred to in subsection (a) that is required by the State under title 23, United States Code.

**SEC. 1919. ROAD USER FEES.**

Contracts.

(a) STUDY.—The Secretary shall enter into an agreement with the Public Policy Center of the University of Iowa for an analysis and report to the Secretary and the Secretary of the Treasury on a long-term field test of an approach to assessing highway use fees based upon actual mileage driven by a specific vehicle on specific types of highways by use of an onboard computer—

(1) which is linked to satellites to calculate highway mileage traversed;

(2) which computes the appropriate highway use fees for each of the Federal, State, and local governments as the vehicle makes use of the highways;

(3) the data from which is periodically downloaded by the vehicle owner to a collection center for an assessment of highway use fees due in each jurisdiction traversed; and

(4) which includes methods of ensuring privacy of road users.

(b) COMPONENTS OF FIELD TEST.—The components of the field test shall include 2 years for preparation, including selection of vendors and test participants, and a 3-year testing period.

(c) REPORTS.—The Secretary shall submit annual reports on the status of the analysis and, not later than July 1, 2009, a final report on the results of the analysis, together with findings

and recommendations. The reports shall be submitted to the Secretary of the Treasury, the Committee on Transportation and Infrastructure and the Committee on Ways and Means of the House of Representatives, and the Committee on Environment and Public Works and the Committee on Finance of the Senate.

(d) AUTHORIZATION OF APPROPRIATION.—

(1) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $2,000,000 fiscal year 2006 and $3,500,000 for each of fiscal years 2007, 2008, and 2009.

(2) CONTRACT AUTHORITY.—Funds authorized under this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except the Federal share of the cost of the analysis and report shall be 100 percent, and such funds shall remain available until expended and shall not be transferable.

**SEC. 1920. TRANSPORTATION AND LOCAL WORKFORCE INVESTMENT.**

(a) FINDINGS.—Congress finds the following:

(1) Federal-aid highway programs provide State and local governments and other recipients substantial funds for projects that produce significant employment and job-training opportunities.

(2) Every $1,000,000,000 in Federal infrastructure investment creates an estimated 47,500 jobs.

(3) Jobs in transportation construction, including apprenticeship positions, typically pay more than twice the minimum wage, and include health and other benefits.

(4) Transportation projects provide the impetus for job training and employment opportunities for low income individuals residing in the area in which a transportation project is planned.

(5) Transportation projects can offer young people, particularly those who are economically disadvantaged, the opportunity to gain productive employment.

(6) The Alameda Corridor, a $2,400,000,000 transportation project, is an example of a transportation project that included a local hiring provision resulting in a full 30 percent of the project jobs being filled by locally hired and trained men and women.

(b) SENSE OF CONGRESS.—It is the sense of Congress that Federal transportation projects should facilitate and encourage the collaboration between interested persons, including Federal, State, and local governments, community colleges, apprentice programs, local high schools, and other community-based organizations that have an interest in improving the job skills of low-income individuals, to help leverage scarce training and community resources and to help ensure local participation in the building of transportation projects.

**SEC. 1921. UPDATE OF OBSOLETE TEXT.**

Section 137(a) of title 23, United States Code, is amended in the first sentence by striking “on the Federal-aid urban system” and inserting “on a Federal-aid highway”.

**SEC. 1922. TECHNICAL AMENDMENTS TO NONDISCRIMINATION SECTION.**

(a) STATE ASSURANCES.—Section 140(a) of title 23, United States Code, is amended—

(1) in the first sentence by striking "subsection (a) of section 105 of this title" and inserting "section 135";

(2) in the second sentence by striking "He" and inserting "The Secretary";

(3) in the third sentence—

(A) by striking "shall, where he considers it necessary to assure" and inserting "if necessary to ensure"; and

(B) by inserting "shall" after "opportunity,"; and

(4) in the last sentence—

(A) by striking "him" and inserting "the Secretary"; and

(B) by striking "he" and inserting "the Secretary of Transportation".

(b) HIGHWAY CONSTRUCTION AND TECHNOLOGY TRAINING.—Section 140(b) of such title is amended—

(1) in the first sentence by striking "highway construction" and inserting "surface transportation"; and

(2) in the second sentence—

(A) by striking "he may deem"; and

(B) by striking "not to exceed $2,500,000 for the transition quarter ending September 30, 1976, and".

(c) MINORITY BUSINESS TRAINING PROGRAMS.—Section 140(c) of such title is amended in the second sentence—

(1) by striking "subsection 104(b)(3) of this title" and inserting "section 104(b)(3)"; and

(2) by striking "he may deem".

(d) TECHNICAL AMENDMENT.—Section 140(d) of such title is amended in the subsection heading by striking "AND CONTRACTING".

**SEC. 1923. TRANSPORTATION ASSETS AND NEEDS OF DELTA REGION.**

State listing.

Deadline.

(a) AGREEMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall enter into an agreement with the Delta Regional Authority (in this section referred to as the "DRA") to conduct a comprehensive study of transportation assets and needs for all modes of transportation (including passenger and freight transportation) in the 8 States comprising the Delta region (Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee).

(b) CONSULTATION.—Under the agreement, the DRA, in conducting the study, shall consult with the Department, State transportation departments, local planning and development districts, local and regional governments, and metropolitan planning organizations.

(c) REPORT.—Under the agreement, the DRA, not later than 2 years after the date of entry into the agreement, shall submit to the Secretary and the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a final report on the results of the study, together with such recommendations as the DRA considers to be appropriate.

(d) PLAN.—Under the agreement, the DRA, upon completion of the report, shall establish a regional strategic plan to implement the recommendations of the report.

(e) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account), to carry out this section $500,000 for each of the fiscal years 2005 and 2006.

(2) CONTRACT AUTHORITY.—Funds authorized by this section shall be available for obligation in the same manner and to the same extent as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall remain available until expended and shall not be transferable.

Washington.

**SEC. 1924. ALASKA WAY VIADUCT STUDY.**

(a) FINDINGS.—Congress finds that—

(1) in 2001, the Alaska Way Viaduct, a critical segment of the National Highway System in Seattle, Washington, was seriously damaged by the Nisqually earthquake;

(2) an effort to address the possible repair, retrofit, or replacement of the Viaduct that conforms with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) is underway; and

(3) as a result of the efforts referred to in paragraph (2), a locally preferred alternative for the Viaduct is being developed.

(b) STUDY.—

(1) IN GENERAL.—As soon as practicable after the date of enactment of this Act, the Secretary, in cooperation with the Washington State department of transportation and the City of Seattle, Washington, shall conduct a comprehensive study to determine the specific damage to the Alaska Way Viaduct from the Nisqually earthquake of 2001 that contribute to the ongoing degradation of the Viaduct.

(2) REQUIREMENTS.—The study under paragraph (1) shall—

(A) identify any repair, retrofit, and replacement costs for the Viaduct that are eligible for additional assistance from the emergency fund authorized under section 125 of title 23, United States Code, consistent with the emergency relief manual governing eligible expenses from the emergency fund; and

(B) determine the amount of assistance from the emergency fund for which the Viaduct is eligible.

(c) REPORT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall submit to Congress a report that describes the findings of the study.

**SEC. 1925. COMMUNITY ENHANCEMENT STUDY.**

(a) IN GENERAL.—The Secretary shall conduct a study on—

(1) the role of well-designed transportation projects in—

(A) promoting economic development;

(B) protecting public health, safety, and the environment; and

(C) enhancing the architectural design and planning of communities; and

(2) the positive economic, cultural, aesthetic, scenic, architectural, and environmental benefits of such projects for communities.

(b) CONTENTS.—The study shall address the following:

(1) The degree to which well-designed transportation projects have positive economic, cultural, aesthetic, scenic, architectural, and environmental benefits for communities.

(2) The degree to which such projects protect and contribute to improvements in public health and safety.

(3) The degree to which such projects use inclusive public participation processes to achieve quicker, more certain, and better results.

(4) The degree to which positive results are achieved by linking transportation, design, and the implementation of community visions for the future.

(5) Facilitating the use of successful models or best practices in transportation investment or development to accomplish each of the following:

(A) Enhancement of community identity.

(B) Protection of public health and safety.

(C) Provision of a variety of choices in housing, shopping, transportation, employment, and recreation.

(D) Preservation and enhancement of existing infrastructure.

(E) Creation of a greater sense of community through public involvement.

(c) REPORT.—Not later than September 20, 2007, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the results of the study.

(d) ADMINISTRATION.—To carry out this section, the Secretary shall make a grant to, or enter into a cooperative agreement or contract with, a national organization representing architects who have expertise in the design of a wide range of transportation and infrastructure projects, which include the design of buildings, public facilities, and surrounding communities. Grants. Contracts.

(e) AUTHORIZATION.—Of the amounts made available to carry out the transportation, community, and system preservation program by section 1117 of this Act $1,000,000 shall be available for each of fiscal years 2006 and 2007 to carry out this section; except that, notwithstanding section 1117(g) of this Act, the Federal share of the cost of the study shall be 100 percent.

**SEC. 1926. BUDGET JUSTIFICATION.** 49 USC 301 note.

The Department of Transportation and each agency in the Department shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a budget justification concurrently with the President's annual budget submission to Congress under section 1105(a) of title 31, United States Code.

**SEC. 1927. 14TH AMENDMENT HIGHWAY AND 3RD INFANTRY DIVISION HIGHWAY.** State listing.

Not later than December 31, 2005, any funds made available to commission studies and reports regarding construction of a route linking Augusta, Georgia, Macon, Georgia, Columbus, Georgia, Montgomery, Alabama, and Natchez, Mississippi and a route linking through Savannah, Georgia, Augusta, Georgia, and Knoxville, Tennessee, shall be provided to the Secretary to—

(1) carry out a study and submit to the appropriate committees of Congress a report that describes the steps and estimated Reports.

funding necessary to construct a route for the 14th Amendment Highway, from Augusta, Georgia, to Natchez, Mississippi (formerly designated the Fall Line Freeway in the State of Georgia); and

(2) carry out a study and submit to the appropriate committees of Congress a report that describes the steps and estimated funding necessary to designate and construct a route for the 3rd Infantry Division Highway, extending from Savannah, Georgia, to Knoxville, Tennessee, by way of Augusta, Georgia (formerly the Savannah River Parkway in the State of Georgia).

**SEC. 1928. SENSE OF CONGRESS REGARDING BUY AMERICA.**

It is the sense of Congress that—

(1) the Buy America test required by section 165 of the Surface Transportation Assistance Act of 1982 (23 U.S.C. 101 note) needs to be applied to an entire bridge project and not only to component parts of such project;

(2) the law clearly states that domestic materials must be used in Federal highway projects unless there is a finding that the inclusion of domestic materials will increase the cost of the overall project by more than 25 percent;

(3) uncertainty regarding how to apply Buy America laws for major bridge projects threatens the domestic bridge industry;

(4) because the Nation's unemployment rate continues to hover around 5.6 percent, steps are needed to protect American workers and the domestic bridge building industry; and

(5) the Buy American Act (41 U.S.C. 10a et seq.) was designed to ensure that, when taxpayer money is spent on direct Federal Government procurement and infrastructure projects, these expenditures stimulate United States production and job creation.

New York.

**SEC. 1929. DESIGNATION OF DANIEL PATRICK MOYNIHAN INTERSTATE HIGHWAY.**

(a) DESIGNATION.—The portion of Interstate Route 86 in the State of New York, extending from the Pennsylvania border near Lake Erie through Orange County, New York, shall be known and designated as the "Daniel Patrick Moynihan Interstate Highway".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the highway portion referred to in subsection (a) shall be deemed to be a reference to the "Daniel Patrick Moynihan Interstate Highway".

Massachusetts.

**SEC. 1930. DESIGNATION OF THOMAS P. "TIP" O'NEILL, JR. TUNNEL.**

(a) DESIGNATION.—In honor of his service to the Commonwealth of Massachusetts and the United States, and in recognition of his contributions toward the construction of the Central Artery project in Boston, the northbound and southbound tunnel of Interstate Route 93, located in the City of Boston, which extends north of the intersection of Interstate Route 90 and Interstate Route 93 to the Leonard P. Zakim Bunker Hill Bridge, shall be known and designated as the "Thomas P. 'Tip' O'Neill, Jr. Tunnel".

(b) REFERENCES.—Any reference in law, map, regulation, document, paper, or other record of the United States to the tunnel referred to in subsection (a) shall be deemed to be a reference to the "Thomas P. 'Tip' O'Neill, Jr. Tunnel".

**SEC. 1931. RICHARD NIXON PARKWAY, CALIFORNIA.**

(a) DESIGNATION.—The segment of the Imperial Highway located between California State Route 91 and Esperanza Road in the State of California shall be known and designated as the "Richard Nixon Parkway".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the highway segment referred to in subsection (a) shall be deemed to be a reference to the "Richard Nixon Parkway".

**SEC. 1932. AMO HOUGHTON BYPASS.**

New York.

(a) DESIGNATION.—The 3-mile segment of Interstate Route 86 between its interchange with New York State Route 15 in the vicinity of Painted Post, New York, and its interchange with New York State Route 352 in the vicinity of Corning, New York, shall be known and designated as the "Amo Houghton Bypass".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the highway segment referred to in subsection (a) shall be deemed to be a reference to the "Amo Houghton Bypass".

**SEC. 1933. BILLY TAUZIN ENERGY CORRIDOR.**

Louisiana.

(a) DESIGNATION.—Louisiana Route 1 shall be known and designated as the "Billy Tauzin Energy Corridor".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the highway segment referred to in subsection (a) shall be deemed to be a reference to the "Billy Tauzin Energy Corridor".

**SEC. 1934. TRANSPORTATION IMPROVEMENTS.**

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—For each of fiscal years 2005 through 2009, there are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) such sums as are necessary to make allocations in accordance with paragraph (2) to carry out each project described in the table contained in subsection (c), at the amount specified for each such project in that table.

(2) ALLOCATION PERCENTAGES.—Of the total amount specified for each project described in the table contained in subsection (c), 10 percent for fiscal year 2005, 20 percent for fiscal year 2006, 25 percent for fiscal year 2007, 25 percent for fiscal year 2008, and 20 percent for fiscal year 2009 shall be allocated to carry out each such project in that table.

(b) CONTRACT AUTHORITY.—

(1) IN GENERAL.—Funds authorized to be appropriated to carry out this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the funds shall remain available until expended.

(2) FEDERAL SHARE.—The Federal share of the cost of a project under this section shall be determined in accordance with section 120 of such title.

(c) TABLE.—The table referred to in subsections (a) and (b) is as follows:

Transportation Improvements

| No. | State | Project Description | Amount |
|---|---|---|---|
| 1. | AK | Denali Commission for docks, waterfront development projects and related transportation infrastructure | $20,000,000 |
| 2. | AK | Improvements to the Knik Arm Bridge | $20,000,000 |
| 3. | AK | Upgrades on the Dalton Highway, including but not limited to design, engineering, permitting, and construction | $500,000 |
| 4. | AK | Upgrades on the Richardson Highway, including but not limited to design, engineering, permitting, and construction | $500,000 |
| 5. | AK | Anchorage: Intermodal facility improvements at the Port of Anchorage | $7,000,000 |
| 6. | AK | Petersburg: Road improvements, including but not limited to design, engineering, permitting, and construction | $500,000 |
| 7. | AK | Tanana: Dust Control Mitigation | $500,000 |
| 8. | AK | Anchorage: Dimond Center Intermodal Facility, including but not limited to design, engineering, permitting, and construction | $500,000 |
| 9. | AK | Homer: Intermodal deep-water dock facility improvements | $2,000,000 |
| 10. | AK | Anchorage: Study, design, and engineering of Knik crossing approach routes to minimize traffic congestion | $2,000,000 |
| 11. | AK | Sitka: World War II Causeway Trail and Multi-use Pathway projects | $1,000,000 |
| 12. | AK | McGrath: Road erosion control along the Yukon River | $500,000 |
| 13. | AK | Ketchikan: Improve marine dry-dock and facilities | $20,000,000 |
| 14. | AL | Preliminary Engineering, Design, Right-Of-Way Acquisition and Construction of the Tuscaloosa Bypass, Alabama | $5,000,000 |
| 15. | AL | Preliminary Engineering, Design, Right-Of-Way Acquisition and Construction of the I–10 Connector, Alabama | $5,000,000 |
| 16. | AL | Preliminary Engineering, Design, Right-Of-Way Acquisition and Construction of the I–85 Extension, Alabama | $50,000,000 |
| 17. | CA | Century Boulevard Pedestrian Safety and Transportation Improvements in City of Inglewood | $3,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 18. | CA | Hilmar/Turlock California Highway 99 Interchange Engineering and Construction in Merced County | $1,000,000 |
| 19. | CA | Port of Hueneme Intermodal Access Improvement Access Improvement Project, including grade separation at Rice Avenue and State Route 34; widen Hueneme Road | $1,000,000 |
| 20. | CA | Widen Northbound I–405 between I–10 and U.S. 101 for HOV Lane | $30,000,000 |
| 21. | CA | Alameda Corridor East Construction Authority | $30,000,000 |
| 22. | CO | Improvements to I–70/Havana/Yosemite Interchange | $3,000,000 |
| 23. | CO | Improvements to Wadsworth and U.S. 36 Interchange in Broomfield | $2,000,000 |
| 24. | CO | Improvements to Bromley Lane and U.S. 85 Interchange | $1,000,000 |
| 25. | CO | Improvements to C470 and U.S. 85 Interchange | $4,000,000 |
| 26. | CO | Improvements to Hwy 34 and I–25 Interchange (Loveland/Greeley exit) | $2,000,000 |
| 27. | CO | Improvements to Hwy 16 and I–25 Interchange (Fort Carson—Phase I) | $3,000,000 |
| 28. | CO | Improvements to Hwy 50 from Las Animas to Lamar | $12,000,000 |
| 29. | CO | Improvements to Hwy 395 and I–25 (at Windsor exit) | $2,000,000 |
| 30. | CO | Improvements to Pecos Street Overpass (Adams County) | $3,000,000 |
| 31. | CO | Improvements to U.S. 285 and Deer Creek Interchange | $1,000,000 |
| 32. | CO | Improvements to U.S. 50 and Hwy 115 (safety improvements) | $2,000,000 |
| 33. | CO | Improvements to Glenwood Springs Bridge | $1,000,000 |
| 34. | CO | Improvements to 104th and U.S. 85 Intersection | $1,000,000 |
| 35. | CT | Development and demonstration in Connecticut of fuel cell technologies for buses in urban areas | $5,000,000 |
| 36. | CT | Improvements to I–95 in Connecticut, including the Pearl Harbor Memorial/Q Bridge, from the State border with New York to the State border with Rhode Island | $50,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 37. | DE | Planning, Design, and Construction of the Energy Exploration Center at Destination Station in Rehoboth Beach | $1,000,000 |
| 38. | DE | Preliminary Engineering and Environmental Analysis of the Middletown to Newark Rail Connection | $4,000,000 |
| 39. | DE | Develop and construct an alternative route for truck traffic in the core downtown area of Harrington | $8,500,000 |
| 40. | DE | Build the Pomeroy Line Pedestrian/Bicycle Trail and Facility in Newark | $4,771,000 |
| 41. | DE | Infrastructure and Streetscape Improvements on Rehoboth Avenue in Rehoboth | $6,750,000 |
| 42. | DE | University of Delaware's Automotive Based Fuel Cell Hybrid Bus Program in Newark | $4,979,000 |
| 43. | DE | Design and Construct the Indian River Inlet Bridge on SR 1 in Sussex County | $5,000,000 |
| 44. | FL | Tamiami Trail Skyway Transportation Study | $1,000,000 |
| 45. | FL | Sand Lake Road Improvements between President's Drive and I–4 | $3,000,000 |
| 46. | FL | New systems interchange ramps at SR 417 and Boggy Creek Road in Orange County, Florida | $2,000,000 |
| 47. | FL | Florida SIS projects in Miami-Dade County | $5,000,000 |
| 48. | FL | Hillsborough County I–4 Crosstown Connector—Construction of I–4 crosstown connector from I–4 to Port of Tampa | $7,000,000 |
| 49. | FL | Sand Lake Road Improvements between Presidents Drive and I–4 | $6,000,000 |
| 50. | FL | Gulf Coast Parkway, Final design, engineering, and construction for a 2-lane Gulf Coast/U.S. 98 bypass | $7,000,000 |
| 51. | GA | Queens Road widening and reconstruction Cobb County | $1,000,000 |
| 52. | GA | Widening Cedarcrest Rd. from Paulding County to Governor's Towne | $1,000,000 |
| 53. | GA | U.S. 84 Connector/Bypass from west of U.S. 84/SR 119 west of Hinesville to U.S. 84/SR 196 south of Flemington, Liberty County | $1,000,000 |
| 54. | GA | SR 746/SE Rome Bypass from SR 101 U.S. 411 Floyd County | $4,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 55. | GA | SR 204/Abercorn Street from King George Boulevard to Rio Road widening | $4,000,000 |
| 56. | GA | SR 96 from I–75 to old Hawkinsville Road widening and reconstruction | $4,000,000 |
| 57. | GA | SR 40 from west of CR 61 to SR 25/U.S. 17 widening | $4,000,000 |
| 58. | GA | SR 40 from east of St. Mary's cut off at mile post 5.0, Charlton County, to County Route 61, Camden County Widening | $2,000,000 |
| 59. | GA | I–75 interchanges from north of Tifton to Turner County line interchange reconstruction | $4,000,000 |
| 60. | GA | I–75/Windy Hill Road interchange reconstruction, Cobb County | $5,000,000 |
| 61. | GA | Interchange capacity improvements at I–285 and Ashford-Dunwoody Road | $3,000,000 |
| 62. | GA | I–75/CR 65/Union Grove Road—New interchange, Gordon County | $3,500,000 |
| 63. | GA | SR 85 widening from Adams Drive to I–75 and reconstruct the Forest Parkway interchange | $3,500,000 |
| 64. | GA | City of Jesup, Georgia for transportation improvements | $2,500,000 |
| 65. | GA | Walker County, Georgia for transportation improvements | $2,500,000 |
| 66. | GA | Catoosa County, Georgia for transportation improvements | $2,500,000 |
| 67. | GA | I–75/CR 665/Carbondale Road interchange reconstruction, Whitfield County | $4,000,000 |
| 68. | GA | U.S. 411/SR 20 Access Rights from Floyd County to U.S. 41/SR 3 for transportation improvements | $3,500,000 |
| 69. | HI | Saddle Road traffic improvements on the Island of Hawaii | $10,000,000 |
| 70. | HI | Kapolei traffic improvements on the Island of Oahu | $5,000,000 |
| 71. | HI | Queen Kaahumanu Highway traffic improvements on the Island of Hawaii | $5,000,000 |
| 72. | IA | Iowa State University, National Center for Portland Cement Concrete Pavement Technology | $10,000,000 |
| 73. | IA | University of Northern Iowa, Native Roadside Vegetation Enhancement Center, construction and equipment | $1,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 74. | IA | University of Iowa, Public Policy Center—Field Test of Onboard Computer Assessment of Highway User Fees | $4,000,000 |
| 75. | IA | Drake University, 28th and Carpenter Streets Improvements, Des Moines | $1,500,000 |
| 76. | IA | Loess Hills Scenic Byways/Resource Protection, Western Iowa | $330,000 |
| 77. | IA | Great River Road National Scenic Byway, Rivers to the Sea, Dubuque County | $5,000,000 |
| 78. | IA | Great River Road National Scenic Byway, Mud Lake Road, Dubuque County | $600,000 |
| 79. | IA | Great River Road National Scenic Byway, Renovating Old Fort Madision | $37,445 |
| 80. | IA | Great River Road National Scenic Byway, Louisa County | $1,700,000 |
| 81. | IA | Great River Road National Scenic Byway, Montrose | $73,500 |
| 82. | IA | Wapsi-Great Western Trail System, Mitchell and Howard Counties | $2,300,000 |
| 83. | IA | Lewis and Clark Trail Study | $250,000 |
| 84. | IA | Recreation Trail, Comanche to Clinton | $2,100,000 |
| 85. | IA | Mississippi River Trail, Heritage Trail, Dubuque County | $1,680,000 |
| 86. | IA | Mississippi River Trail, Bridge at Credit Island, Davenport | $2,000,000 |
| 87. | IA | Mississippi River Trail, Leach Park in Bettendorf to Riverdale | $2,165,000 |
| 88. | IA | American Discovery Trail, Hoover Nature Trail connect to Ely | $200,000 |
| 89. | IA | American Discovery Trail, connection to Clear Creek Trail, Coralville | $450,000 |
| 90. | IA | Downtown Improvement Project, DeWitt | $1,700,000 |
| 91. | IA | 19th Avenue North Connector, Clinton | $1,500,000 |
| 92. | IA | McCollister Boulevard, Iowa City (HP: 830) | $3,000,000 |
| 93. | IA | County Home Road, Linn County | $1,200,000 |
| 94. | IA | Collins Road, Cedar Rapids | $6,000,000 |
| 95. | IA | I–80/Middle Road Interchange Justification Report with Environmental Assessment, Bettendorf | $500,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 96. | IA | Highway K–35, Woodbury County | $1,000,000 |
| 97. | IA | National Transportation Heroes Center and Regional Transportation Archival, Research, and Library Center, Grinnell | $3,600,000 |
| 98. | IA | Highway 4 Underpass, Jefferson | $3,000,000 |
| 99. | IA | IA 92 Project, Indianola | $2,000,000 |
| 100. | IA | Rehabilitation and Retrofit of Historic Boone County Wagon Bridge | $800,000 |
| 101. | IA | Lincoln Highway Rehabilitation and Restoration Project, Woodbine | $203,870 |
| 102. | IA | IA 57/West 1st Street Reconstruction, Cedar Falls | $3,000,000 |
| 103. | IA | Scotch Ridge Project, Carlisle | $2,022,000 |
| 104. | IA | U.S. 63 Improvements, Chickasaw, Bremer, and Black Hawk Counties (HP: 858) | $1,486,185 |
| 105. | IA | Study of Direct Link to I–80, Pella (HP: 54) | $110,000 |
| 106. | IA | Construction of 100th Street Interchange on I–35/80, Urbandale (HP: 86) | $220,000 |
| 107. | IA | Central Iowa Trail Loop, Ankeny to Woodward (HP: 146) | $720,000 |
| 108. | IA | Study for NE Beltway, Polk County (HP: 209) | $110,000 |
| 109. | IA | Widening University Boulevard, Clive (HP: 275) | $220,000 |
| 110. | IA | Reconstruction of NW Madrid Drive, Polk County (HP: 396) | $220,000 |
| 111. | IA | Widening of Highway 44, Grimes (HP: 834) | $2,020,000 |
| 112. | IA | NW 70th Avenue Reconstruction, Johnston (HP: 848) | $2,100,000 |
| 113. | IA | U.S. 6 Final Phase of Safety Improvements, Coralville (HP: 1098) | $440,000 |
| 114. | IA | Construct IA–32 Arterial from U.S. 20 to U.S. 61 and 151, Dubuque (HP: 1145) | $4,180,000 |
| 115. | IA | Construct Trail from Musser Park to Weggens Road, Muscatine (HP: 1243) | $110,000 |
| 116. | IA | Reconstruction of Neal Smith Trail, Polk County (HP: 1284) | $792,000 |
| 117. | IA | Reconstruction of NE 56th Street, Eastern Polk County (HP: 1540) | $220,000 |
| 118. | IA | Hoeven Corridor/Outer Drive Project, Sioux City (HP: 1581) | $440,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 119. | IA | Phase III of Main Street Project, Amana (HP: 1791) | $220,000 |
| 120. | IA | Improvements at IA 146 and I–80 Interchange, Grinnell (HP: 2182) | $220,000 |
| 121. | IA | Construct SW Connector, West Des Moines (HP: 2248) | $3,440,000 |
| 122. | IA | U.S. 20 Mississippi River Bridges and Approaches, Dubuque (HP: 2574) | $5,500,000 |
| 123. | IA | I–35 Interchange Improvements, Ankeny (HP: 2837) | $1,100,000 |
| 124. | IA | Construction of NW 26th Street Interchange I–35, Polk County (HP: 3258) | $220,000 |
| 125. | IA | Construct Principal Riverwalk, Des Moines (HP: 3298) | $1,100,000 |
| 126. | IA | Design, rehabilitation and construction of Clear Creek Greenway and associated trails in Johnson County | $800,000 |
| 127. | IA | Design and construction of Central IA Trail Loop from Ankeny to Woodward | $1,000,000 |
| 128. | IA | Design, ROW and construction of Ely Connector Trail in Linn County | $400,000 |
| 129. | IA | Reconstruction of rail line from Oelwein to DeWar | $1,000,000 |
| 130. | IA | Purchase and rehabilitation of 9 mile Rail spur to Bondurant | $1,000,000 |
| 131. | IA | ROW and construction of Mississippi River Trail and related trails in Dubuque County | $1,000,000 |
| 132. | IA | ROW and construction of Mississippi River Trail and related trails in Scott-Muscatine Counties | $1,000,000 |
| 133. | IA | Construction of SW Arterial, IA–32 Dubuque | $6,800,000 |
| 134. | IA | Construction of Cedar Falls trails | $1,000,000 |
| 135. | IA | Construction of Hwy 63 in Waterloo | $3,000,000 |
| 136. | IA | Kimberly Road improvements and construction in Davenport | $3,000,000 |
| 137. | IA | Mississippi River Trail, Allamakee County | $4,900,000 |
| 138. | IA | U.S. 71 Bypass, Spencer | $5,000,000 |
| 139. | ID | Transportation improvements to widen U.S. 95, Worley to Mica Creek | $5,000,000 |
| 140. | ID | Transportation Improvements to Improve SH 75, Timmerman to Ketchum | $2,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 141. | ID | Construct Interchange on I–84 at Ten-Mile Road, Meridian, Idaho | $2,000,000 |
| 142. | ID | Reconstruct Grangemont Road (ID Forest Hwy 67) from Orofino to MP 9.3, Segment I, II, and III | $1,000,000 |
| 143. | IL | Preconstruction and construction activities of U.S. 51 between Decatur and Vandalia | $7,500,000 |
| 144. | IL | Preconstruction and construction of North-South Wacker Drive in Chicago | $15,000,000 |
| 145. | IL | Construct new Mississippi River Bridge and related roads in the vicinity of East St. Louis | $14,000,000 |
| 146. | IL | Replace I–74 Bridge in Quad Cities (Moline) | $3,500,000 |
| 147. | IL | Conduct study of U.S. 67 bridge over Illinois River in Beardstown | $2,000,000 |
| 148. | IL | Improvements to the intersection of IL 13 and 37 in Marion | $1,000,000 |
| 149. | IL | Construction to improve access of Interstate 57/64 in Mount Vernon | $2,000,000 |
| 150. | IL | Construction of Joliet Arsenal Road Improvements in Will County | $1,000,000 |
| 151. | IL | Continue expansion of IL 336 in Macomb-Peoria | $2,000,000 |
| 152. | IL | Preconstruction and construction of IL 13 Connector in Harrisburg | $2,000,000 |
| 153. | IN | Improvements to existing roadway/railroad crossings, City of Vincennes, Indiana | $5,000,000 |
| 154. | IN | Improvements to existing rail-highway crossings, City of Elkhart, Indiana | $5,000,000 |
| 155. | KS | Widen South Meridian Street from 47th Street South to 71st Street South in Sedgwick County, KS | $3,000,000 |
| 156. | KS | Widen 21st Street North, eastward from Hwy K–96 to the Butler County line in Sedgwick County | $2,600,000 |
| 157. | KS | Reconstruction of railroad and road grade separation project eliminating four high volume at grade crossings on Ridgeview Street, Santa Fe Street, Loula Street, and Park Street in Olathe, KS | $2,000,000 |
| 158. | KS | Construction of South Bypass for Highway 56 in Great Bend | $2,000,000 |
| 159. | KS | Street and sidewalk replacement in downtown Fort Scott | $400,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 160. | KS | Construction and improvements to RS 255 south of U.S. Highway 156 associated with the Horse Thief Reservoir in Hodgeman County | $3,600,000 |
| 161. | KS | Bridge replacement on Johnson Drive and Nall Ave. associated with the Rock Creek Project in Mission | $1,200,000 |
| 162. | KS | Reconstruction of the box under U.S. Highway 56 on Windsor Lane associated with the Rock Creek Project in Fairway | $200,000 |
| 163. | KS | Reconstruction of the Mission Road Bridge associated with the Rock Creek Project in Fairway, KS | $1,000,000 |
| 164. | KS | Rehabilitation and reconstruction of U.S. 169 and interchange with U.S. 166 in Montgomery County | $2,000,000 |
| 165. | KS | U.S. Highway 50 Shoulder widening between Dodge City and Garden City, KS | $2,000,000 |
| 166. | KY | 21st Century Parks Project in Louisville, Kentucky | $38,000,000 |
| 167. | KY | Construction of new I–65 Interchange in Warren County, Kentucky | $12,000,000 |
| 168. | KY | Owensboro Riverfront Development Project in Owensboro, Kentucky | $10,000,000 |
| 169. | KY | Transportation Improvements to AA–I–275 Connector, Campbell County | $8,000,000 |
| 170. | KY | Transportation Improvements to U.S. 60 Owensboro, Daviess County | $2,000,000 |
| 171. | LA | Construction of the Leeville Bridge from Port Fouchon to Golden Meadow | $10,000,000 |
| 172. | MA | Construct rail freight corridor improvements between Boston and Worcester | $9,000,000 |
| 173. | MA | Design and construct bicycle and pedestrian trails in Barnstable County | $3,000,000 |
| 174. | MA | Rutherford Avenue Improvements in Boston | $9,000,000 |
| 175. | MA | Design and construct roadway and streetscape improvements along State Street in Springfield | $5,000,000 |
| 176. | MA | Construct I–91 Corridor Intelligent Transportation System Communications Network, Hampden, Hampshire, and Franklin Counties | $4,000,000 |
| 177. | MA | Design and construct roadway and streetscape improvements along Main Street and Maywood Street, Worcester, MA | $2,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 178. | MA | Design and construct downtown roadway and streetscape improvements in Brockton | $2,000,000 |
| 179. | MA | Design, engineering, and construction at I–93 The Junction Interchange, Andover, Tewksbury, and Wilmington | $4,000,000 |
| 180. | MA | Gainsborough St. and St. Botolph Street Improvements in Boston | $2,000,000 |
| 181. | MD | Upgrade MD 175 in Anne Arundel County between MD 170 and BW Parkway | $5,000,000 |
| 182. | MD | Improve U.S. 40, MD 715 interchange at Aberdeen Proving Ground | $5,000,000 |
| 183. | MD | Upgrade MD 4 at Suitland Parkway | $5,000,000 |
| 184. | MD | Construct Fort McHenry Visitors Center and related parking facilities | $2,000,000 |
| 185. | ME | Plan and construct North-South Aroostook highways to improve access to the St. John Valley, including Presque Isle Bypass and other improvements | $5,000,000 |
| 186. | ME | Repair and improvement of Deer Isle-Sedgwick Bridge | $3,000,000 |
| 187. | ME | Construction of Calais/St. Stephen Border Crossing Project | $1,000,000 |
| 188. | ME | Replacement of Waldo-Hancock Bridge | $1,000,000 |
| 189. | ME | Improvements and construction of U.S. Route 1A and State Route 9 in Bangor, Maine | $1,500,000 |
| 190. | ME | Planning and construction of the Gorham Bypass, Gorham, Maine | $2,500,000 |
| 191. | ME | Access and Traffic Improvements to Route 15 in Brewer, Maine | $500,000 |
| 192. | ME | Sedgewick—Deer Isle Bridge, Sedgewick, Maine | $3,000,000 |
| 193. | ME | Augusta Memorial Bridge improvements, Augusta, Maine | $1,000,000 |
| 194. | ME | Replacement of Waldo-Hancock and construction of related pedestrian walkways | $1,000,000 |
| 195. | ME | Research development of Cathodic Bridge Protection to extend the life of concrete bridges and Marine structures within varied climates | $500,000 |
| 196. | MI | Detroit Riverfront Conservancy, West Riverfront Walkway, Greenway and Adjacent Land Acquisition, from Riverfront Towers to Ambassador Bridge, Detroit | $20,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 197. | MI | Reconstruct and widen I–94 in Kalamazoo | $20,000,000 |
| 198. | MI | Construction of a new at-grade crossing and I–75 interchange to reconnect Milbocker and McCoy Roads and a new overpass to reconnect Van Tyle to South Wisconsin Road in Gaylord | $7,000,000 |
| 199. | MI | The Trowbridge Road Extension to Farm Lane, Ingham County, MI, Farm Lane between Mount Hope Road and Trowbridge Road with underpasses for CN and CSX railroad crossings | $6,000,000 |
| 200. | MI | East Riverfront, completion of Detroit Riverfront East Walkway, Detroit | $3,000,000 |
| 201. | MI | Alger County, Repaving a portion of H–58 between Sullivan Creek towards Little Beaver Road | $11,000,000 |
| 202. | MI | Jackson Road Boulevard Project, Scio Township | $5,000,000 |
| 203. | MI | Blue Water Bridge Plaza Expansion, Improve Highway connections along I–94 and I–69 Port Huron | $18,000,000 |
| 204. | MI | Midtown Detroit Greenway Loop, Detroit Cultural Center in Detroit | $2,000,000 |
| 205. | MI | Pinnacle Aeropark Access Project in Wayne County | $2,000,000 |
| 206. | MI | Washington Ave. Streetscape and rail relocation in Saginaw | $1,000,000 |
| 207. | MI | U.S. 131 widening from the Manistee River to north of M–113 in Grand Traverse County | $3,000,000 |
| 208. | MI | 11 Mile Road Reconstruction—Berkley, Huntington Woods, Oak Park | $2,000,000 |
| 209. | MN | Phase III construction of Trunk Highway 610–10 | $8,000,000 |
| 210. | MN | Polk, Pennington, Marshall County 10-Ton Corridor in Northwestern Minnesota | $2,000,000 |
| 211. | MO | Mississippi River Bridge St. Louis, Missouri | $25,000,000 |
| 212. | MO | I–29 Paseo Bridge Kansas City, Missouri | $50,000,000 |
| 213. | MO | Page Ave. Extension, Phase 2, St. Charles County, Missouri | $20,000,000 |
| 214. | MO | U.S. 67 Corridor from Butler to St. Francois County, Missouri line | $15,000,000 |
| 215. | MO | Lewis and Clark Expressway, 39th Street to Hwy 24, Jackson County, Missouri | $30,000,000 |
| 216. | MO | Hwy 54 Lake Ozark Bypass, Miller and Camden Counties, Missouri | $3,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 217. | MO | Hwy 13 Warrensburg Bypass, Johnson County, Missouri | $10,000,000 |
| 218. | MO | I–55 Interchange at Main Street, Cape Girardeau, Missouri | $5,000,000 |
| 219. | MO | Rt. 13 in Polk County, Missouri CR 490 to Pinewood Drive | $20,000,000 |
| 220. | MO | Widen Rt. 66 Duquesne Rd. to Rt. 249, Jasper County, Missouri | $10,000,000 |
| 221. | MO | Grand Ave. Bridge Replacement, St. Louis City, Missouri | $15,000,000 |
| 222. | MO | Hwy 36 Macon to Rt. 24, Marion, Ralls, Monroe, Shelby and Macon Counties | $7,000,000 |
| 223. | MO | Ramsey Creek Bridge, Scott County, Missouri | $5,000,000 |
| 224. | MO | Upgrades to MO Route 14 between U.S. 160 and U.S. 65 in Christian County | $6,000,000 |
| 225. | MO | Upgrades to Scott Road (MO Route TT) between Rollins Road and Brookview Terrace in Boone County | $3,500,000 |
| 226. | MO | Construction of riverfront trails in the City of Warsaw | $500,000 |
| 227. | MS | Widen State Highway 57 from I–10 through Vancleave | $32,000,000 |
| 228. | MS | Widening of I–55 from Highway 304 in DeSoto County to TN State line | $8,000,000 |
| 229. | MS | Byram-Clinton/Norrell Corridor—Connects the Norrell Road Interchange on I–20 to the Byram-Clinton Multimodal Corridor on I–55 | $5,000,000 |
| 230. | MS | South Entrance Loop—Mississippi State University | $5,000,000 |
| 231. | MS | Highway 44 Extension/Pearl River Bridge Project, Lawrence and Marion Counties | $5,000,000 |
| 232. | MS | U.S. Highway 78, New Albany Interchange | $5,000,000 |
| 233. | MS | Interstate 69, Unfinished Sections, Mississippi | $35,000,000 |
| 234. | MT | Zimmerman Trail Project, Billings, Montana | $7,000,000 |
| 235. | MT | Taylor Hill Road reconstruction, Secondary 234, Montana | $3,000,000 |
| 236. | MT | Develop and construct Shiloh Road reconstruction project, Billings | $10,000,000 |
| 237. | MT | Develop and construct U.S. 93 Kalispell Bypass project | $30,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 238. | MT | Develop and construct St. Mary water project road and bridge infrastructure including: New bridge and approaches across St. Mary River, stabilization and improvements to U.S. 89, and road/canal from Siphon Bridge to Spider Lake | $8,000,000 |
| 239. | MT | U.S. 2, corridor feasibility study, environmental review and construction, which may include construction of a 4-lane highway, for roadway sections from Glasgow east to the North Dakota State line, provided that all currently programmed highway improvement projects move forward | $10,000,000 |
| 240. | MT | Develop East Belgrade Interchange and connecting roadways to include environmental review | $8,000,000 |
| 241. | MT | Reconstruct Marysville Road consistent with final environmental document, Lewis and Clark County | $5,000,000 |
| 242. | MT | Develop and construct transportation enhancements including bicycle/pedestrian trails, landscaping, footbridges, parks, and river access on and in the vicinity of the Milltown Dam Site, Missoula County and Deer Lodge County | $5,000,000 |
| 243. | MT | Develop Billings bypass, Yellowstone County | $7,000,000 |
| 244. | MT | Develop Great Falls South Arterial, including environmental review | $4,500,000 |
| 245. | MT | Develop and construct Helena I–15 corridor consistent with final environmental document and record of decision | $10,000,000 |
| 246. | MT | Develop and construct U.S. 212 Red Lodge North | $22,000,000 |
| 247. | MT | Develop and construct Whitefish pedestrian and bicycle trails | $3,000,000 |
| 248. | MT | Develop and construct parking lot and transportation enhancements including bicycle/pedestrian trails and urban plaza, serving the City of Bozeman Public Library | $1,125,000 |
| 249. | MT | U.S. 2, Swamp Creek East roadway and bridge reconstruction, Lincoln County | $6,000,000 |
| 250. | MT | Russell Street reconstruction and bridge expansion over the Clark Fork River, Missoula | $6,000,000 |
| 251. | MT | Conrad I–15 North Interchange modifications to provide access east of the current interchange, Pondera County | $4,000,000 |
| 252. | MT | Develop and improve access road and structure serving the Port of Montana and Silicon Mountain Technology Park | $4,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 253. | NC | Construction and expansion of Little Sugar Creek Greenway, Charlotte | $2,000,000 |
| 254. | NC | Falls of Neuse Road Widening and Improvement, Raleigh | $1,000,000 |
| 255. | NC | Transportation Improvements at Piedmont Triad Research Park, Winston Salem | $1,000,000 |
| 256. | NC | Plan, design, and construct the 10th street Connector Project in Greenville | $1,000,000 |
| 257. | NC | Randall Parkway Widening and Improvement, Wilmington | $1,000,000 |
| 258. | NC | Construction and improvement of I–73, I–74, U.S. 220, in Montgomery and Randolph Counties | $1,000,000 |
| 259. | NC | U.S. 1 Bypass and improvements around Rockingham | $1,000,000 |
| 260. | NC | Design, engineering, and construction of I–77/Catawba Avenue Interchange, Cornelius | $1,000,000 |
| 261. | NC | Eliminate highway-railway crossings in City of Fayetteville | $1,000,000 |
| 262. | NC | Right-of-way acquisition and construction of U.S. 74 bypass, Monroe | $3,000,000 |
| 263. | NC | Transportation improvements for the Piedmont Triad Research Park, Winston-Salem | $2,000,000 |
| 264. | NC | Acquire right-of-way and construct a new highway that will begin at NC 58 and follow east to U.S. 301, Wilson | $2,000,000 |
| 265. | NC | Transfer of the Williams Street railroad switching operation to the Milan Yard switching operation site, Fayetteville | $3,000,000 |
| 266. | ND | Reconstruction of the Bismarck-Mandan Liberty Memorial Bridge over Missouri River | $16,000,000 |
| 267. | ND | Develop and construct freight intermodal project in North Dakota, including access road construction | $2,000,000 |
| 268. | ND | Rural transportation safety and security research at the Upper Great Plains Transportation Institute at North Dakota State University | $2,000,000 |
| 269. | ND | U.S. 12 Improvements between Bowman and Hettinger | $3,000,000 |
| 270. | ND | Replace Red River Valley Bridge at Drayton, ND | $3,000,000 |
| 271. | ND | U.S. 83 Reconstruction from Max to ND 23 Southbound | $500,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 272. | ND | U.S. 83 Rehabilitation from Linton to Hazelton | $4,500,000 |
| 273. | ND | I–29 Vertical Clearance Improvements from Bowesmont to the Canadian Border | $2,000,000 |
| 274. | ND | U.S. 281 Reconstruction from Edgely to the junction of ND 46 | $7,000,000 |
| 275. | NE | Construction of the Antelope Valley Transportation Improvement Project in Lincoln | $3,800,000 |
| 276. | NE | Design and construction of the Cuming Street Transportation Improvement Project in Omaha | $5,700,000 |
| 277. | NE | Design and construction of the I–80-Cherry Avenue Interchange and East Bypass in Kearney | $2,000,000 |
| 278. | NE | Construction of the Heartland Expressway between Alliance and Minatare | $2,500,000 |
| 279. | NE | Design, right-of-way and construction of the North Arterial Road in Columbus | $2,500,000 |
| 280. | NE | Research at the Midwest Roadside Safety Facility at the University of Nebraska, Lincoln, Nebraska | $3,500,000 |
| 281. | NJ | PATCO Rolling Stock acquisition and/or renovation for use on line between Lindenwold and Locust Street in Philadelphia | $10,000,000 |
| 282. | NJ | Construct new ramps between I–295 and Route 42 | $10,000,000 |
| 283. | NJ | Route 46 Corridor upgrades | $500,000 |
| 284. | NJ | Route 18 Reconstruction in downtown New Brunswick | $2,500,000 |
| 285. | NJ | Interstate 280 Interchange Improvements, Harrison | $3,000,000 |
| 286. | NJ | Widening of Rt. 1 and intersection improvements in South Brunswick | $2,500,000 |
| 287. | NJ | Route 29 conversion project to a full access freeway | $2,500,000 |
| 288. | NJ | Improvements to River Road in Camden | $1,000,000 |
| 289. | NJ | Design and construct Newark Waterfront Pedestrian and Bicycle Access project | $1,500,000 |
| 290. | NJ | Route 9W operational and safety improvements, including I–95 Southbound entrance alterations | $1,000,000 |
| 291. | NJ | Expand TRANSCOM Regional ITS System in NJ, NY, and CT | $500,000 |
| 292. | NM | I–25/U.S. 64 Interchange rehabilitation in Raton | $2,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 293. | NM | Reconstruction of NM18 in Lea County | $3,000,000 |
| 294. | NM | Reconstruction of U.S. 180 in Grant County | $3,000,000 |
| 295. | NM | Reconstruction of U.S. 491 from Tohatchi to Shiprock | $2,000,000 |
| 296. | NV | Hoover Dam Bypass—Boulder City Extension | $26,500,000 |
| 297. | NV | California Trail Interpretive Center roadside improvements and access infrastructure | $2,000,000 |
| 298. | NV | I–15 Widening north from U.S. 95 to Apex Road in Clark County | $26,500,000 |
| 299. | NV | V and T Railroad Reconstruction Project in Carson City | $10,000,000 |
| 300. | NV | Carson City Bypass Enhancement Project (Phase II), Carson City (GROW and NDOT) | $2,000,000 |
| 301. | NV | Laughlin-Bullhead City Colorado River Bridge | $18,000,000 |
| 302. | NV | Rail Access Corridor Enhancement in Reno | $15,000,000 |
| 303. | NY | Peace Bridge Redevelopment Project, Road Improvements, and Construction, Buffalo | $17,000,000 |
| 304. | NY | Improvements to Moynihan Station | $10,000,000 |
| 305. | NY | Design and Construction of Renaissance Square Intermodal Facility in Rochester | $4,000,000 |
| 306. | NY | Repair and Restoration of the Outdoor Area on 82nd Street and 5th Avenue | $3,000,000 |
| 307. | NY | Improvements to the New York Public Library vicinity | $3,000,000 |
| 308. | NY | Construction and Improvements to York Street in Auburn | $2,000,000 |
| 309. | NY | Streetscape, Roadway, and Improvements for the College of New Rochelle | $1,000,000 |
| 310. | NY | South Lexington and Post Road Streetscape Expansion in White Plains | $1,000,000 |
| 311. | NY | Planning and Interim Improvements for the Manhattan, Bronx, Yonkers Hudson River Greenway Link | $1,000,000 |
| 312. | NY | DestiNY USA Design, Research, Construction and Improvements | $5,000,000 |
| 313. | NY | Restoration of Vehicle Traffic to Main Street in Downtown Buffalo | $2,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 314. | NY | Roadway, Streetscape, Pedestrian, and Parking Improvements to the Buffalo Niagara Medical Campus in Buffalo | $6,000,000 |
| 315. | OH | Reconstruction of Cleveland Inner Belt and replacement of the Central Viaduct Bridge. Cleveland, OH | $85,000,000 |
| 316. | OH | SR 3 intersection/interchange improvements and signalization, Franklin County, OH (PID 76279) | $2,500,000 |
| 317. | OH | SR 81 widening, turn lane addition, and safety improvements, Allen County, OH (PID 75928) | $1,100,000 |
| 318. | OH | U.S. 422 turn lane addition and traffic flow improvements at SR 88/SR 528, Geauga County OH (PID 78343) | $600,000 |
| 319. | OH | SR 39 add 2-way left turn lane, signalization, and safety improvements, Tuscarawas County OH (PID 19598) | $1,600,000 |
| 320. | OH | U.S. 36 signal relocation and related safety improvements, Delaware County, OH (PID 76276) | $2,000,000 |
| 321. | OH | SR 39 2-way turn lane addition, signalization, and safety improvements, Holmes County, OH (PID 23913) | $600,000 |
| 322. | OH | Evans Avenue/CSX RR Grade Separation Improvements, Akron, OH | $1,600,000 |
| 323. | OK | State of Oklahoma I–40 Crosstown Realignment in Oklahoma City | $110,000,000 |
| 324. | OK | The University of Oklahoma to conduct research in global tracking methods for intermodal containerized freight | $7,000,000 |
| 325. | OK | State of Oklahoma for control of outdoor advertising | $1,000,000 |
| 326. | OK | Reconstruction of SH 20 in Owasso, Oklahoma | $2,000,000 |
| 327. | OK | Widen Hwy 60 between Ponca City and Bartletsville | $10,800,000 |
| 328. | OK | Trails in Tulsa, Mingo Creek, NCOG—Complete and extend Mingo trail from 41st to 81st St., from 11th St. to Mohawk Park | $2,000,000 |
| 329. | OK | Signalization, Complete update of traffic signals with LED illumination technology | $2,200,000 |
| 330. | OR | To add a southbound lane to a section of I–5 through Portland, OR between Delta Park and Lombard, Portland, Oregon | $2,000,000 |
| 331. | OR | Sunrise Corridor, Clackamas County, Oregon | $1,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 332. | OR | Reroute U.S. 97 at Redmond, Oregon and improvements to intersection of U.S. 97 and Oregon 126 | $1,400,000 |
| 333. | OR | Construct Barber Street extension, Wilsonville, Oregon | $600,000 |
| 334. | OR | Construct highway and pedestrian access to Macadam Ave. and street improvements as part of South waterfront development, Portland, Oregon | $1,800,000 |
| 335. | OR | Sellwood Bridge, Multnomah County, Oregon | $2,000,000 |
| 336. | OR | Highway 22-Cascade Highway interchange improvements, Marion County, Oregon | $1,600,000 |
| 337. | OR | I–5 Trade Corridor, Portland, Oregon to Vancouver, Washington Segment | $2,000,000 |
| 338. | OR | Highway 101 Improvements, Oregon | $500,000 |
| 339. | OR | I–205 Widening, Clackamas County, Oregon | $1,400,000 |
| 340. | OR | Phase 1 I–205/Highway 213 Interchange Improvements, Oregon | $1,500,000 |
| 341. | OR | Kuebler Boulevard Improvements, Salem, Oregon | $500,000 |
| 342. | OR | To construct sidewalks and improve storm drainage and gutters for the City's Safe Walk Plan, Medford, Oregon | $2,000,000 |
| 343. | OR | Highway 140 Transportation Improvements, Lake County, Oregon | $1,700,000 |
| 344. | PA | Warrendale-Bayne Road improvements from I–79 to SR 19, in Allegheny County | $2,800,000 |
| 345. | PA | For design, engineering, ROW acquisition, and construction of the third phase of the Marshalls Creek Bypass Project in Monroe County, Pennsylvania | $1,000,000 |
| 346. | PA | Construction of Central Susquehanna Valley Thruway | $600,000 |
| 347. | PA | Improvements to SR 130 and the College Avenue Underpass, Greensburg, PA | $500,000 |
| 348. | PA | Mifflin County Industrial Park Access Road | $500,000 |
| 349. | PA | Improvements to Section 114 of State Route 150, Centre County, PA | $2,500,000 |
| 350. | PA | Upgrade to SR 228, Cranberry Township, PA | $1,500,000 |
| 351. | PA | Purchase of right-of-way, utilities and construction for Northern Access to Altoona from Interstate 99, Blair County, PA | $600,000 |
| 352. | PA | Reconfiguration of the Rochester Riverfront ramp | $500,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 353. | PA | Construct the Alle-Kiski Bridge and Connector | $1,500,000 |
| 354. | PA | Construct an intermodal center at the Philadelphia Zoo | $1,000,000 |
| 355. | PA | For interpretive signage and trails in Pittsburgh urban park land | $2,000,000 |
| 356. | PA | Construct an intermodal facility in Derry Township | $1,000,000 |
| 357. | PA | Construction of the Schuylkill Gateway Project | $700,000 |
| 358. | PA | Da Vinci Center hydrogen fuel-celled transit vehicles | $200,000 |
| 359. | PA | Construct a road along the North Delaware Riverfront Corridor from Buckius Street to Poquessing Creek | $1,000,000 |
| 360. | PA | Widen I–81 from four to six lanes in the Wilkes-Barre/Scranton corridor | $1,000,000 |
| 361. | PA | Improvements to the Pleasant Valley and Sandy Hill Roads intersection with SR 130 in Penn Township | $300,000 |
| 362. | PA | Improvements to access roads at the Please Touch Museum | $300,000 |
| 363. | PA | Construct the North Delaware River East Coast Greenway Trail | $500,000 |
| 364. | RI | To enhance the infrastructure surrounding and for transportation improvements relative to the intermodal station at Warwick | $20,000,000 |
| 365. | RI | Improvements to Warren Bridge (Warren) | $11,000,000 |
| 366. | RI | Open space acquisition to mitigate growth associated with SR 4 and Interstate 95, by non-profit land conservation agencies through acquisition of fee or easement, with a match requirement of 50% of the total purchase price | $2,000,000 |
| 367. | RI | Ten Mile River Greenway (Pawtucket, E. Providence) | $3,000,000 |
| 368. | RI | Washington Secondary Bicycle Facility/Coventry Greenway/Trestle Trail (Coventry) | $4,000,000 |
| 369. | RI | South County Bike Path (South Kingstown, Narragansett) | $2,000,000 |
| 370. | RI | New Interchange constructed from I–195 to Taunton and Warren Avenue in East Providence | $1,500,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 371. | RI | Jamestown Bridge Demolition—Bicycle Access/Trestle Span Demolition/Fishing Pier (N. Kingstown) | $11,500,000 |
| 372. | RI | Sakonnet River Bridge Replacement | $15,000,000 |
| 373. | RI | Rt. 146 Safety Improvements in North Smithfield | $5,000,000 |
| 374. | SD | Construction of 4-lane highway on U.S. 79 between Maverick Junction, and the Nebraska border | $19,000,000 |
| 375. | SD | Rosebud community streets reconstruction and paving | $6,000,000 |
| 376. | SD | Aberdeen bike trail extension | $1,000,000 |
| 377. | SD | Whether or not otherwise eligible in title 23, construct Phase II and III of Phillips to the Falls Project. Notwithstanding any other provision of law, with respect to costs for Phase II and III of this project paid for from this $40 million, the Federal share of project costs shall be 100 percent | $40,000,000 |
| 378. | SD | Rapid City Greenway Pedestrian and bike path expansion | $2,000,000 |
| 379. | SD | Brookings bike path | $100,000 |
| 380. | SD | Sioux Falls Bike Path—Dunham Park, Skunk Creek, 12th St., and I–29 to Sertoma Park | $1,170,000 |
| 381. | SD | For bike paths and pedestrian walkways within Yankton, Pierre, Huron, Watertown, and Madison. Allocation for such paths will be determined by the State | $2,500,000 |
| 382. | SD | Directed to SD DOT for projects it determines to be of high priority | $3,230,000 |
| 383. | TN | North Second Street Corridor Upgrade, Memphis | $2,000,000 |
| 384. | TN | Upgrade roads for Slack Water Port facility and industrial park, Lake County, TN | $2,000,000 |
| 385. | TN | Plan and construct Rutherford County visitor's center/transportation information hub, Rutherford County, Tennessee | $1,000,000 |
| 386. | TN | Warren County Mountain View Industrial Park access road, Warren County, TN | $1,000,000 |
| 387. | TN | Construction of an Interchange on Highway 64 (APD 40) adjacent to I–75 Exit 20 in the City of Cleveland, TN for increased safety | $2,000,000 |
| 388. | TN | Sullivan, Washington Counties, Tennessee SR 75 widening | $1,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 389. | TN | Sevier County, TN SR 66 widening | $500,000 |
| 390. | TN | Reconstruct U.S. 79 between Milan and McKenzie | $5,000,000 |
| 391. | TN | Construct Transportation and Heritage museum, Townsend | $500,000 |
| 392. | UT | Widen Highway 92 from Lehi to Highland | $3,000,000 |
| 393. | UT | Widen Redwood Road from Bangerter Highway in Salt Lake County through Saratoga Springs in Utah County | $2,000,000 |
| 394. | UT | Construction of 200 North Street highway-rail graded crossing separation, Kaysville, Utah | $2,000,000 |
| 395. | UT | Bear River Migratory Bird Refuge Access Road Improvements, Box Elder County, Utah | $500,000 |
| 396. | UT | State Street Reconstruction Project—10600 South to 9400 South, Sandy, Utah | $2,500,000 |
| 397. | UT | Geneva Rd./Provo Center Street, Orem 1600 North to I–15 Fwy, Provo-widen from 2 to 4 lanes, Provo | $6,000,000 |
| 398. | UT | Provo, Utah Westside Connector from I–15 to Provo Municipal Airport, Provo | $4,000,000 |
| 399. | UT | Bear River Migratory Bird Refuge Access Road Improvements, Box Elder County | $3,000,000 |
| 400. | UT | Widen Highway 92 from Lehi to Alpine/Highland | $5,000,000 |
| 401. | UT | Construction of 200 North Street highway-rail graded crossing separation, Kaysville | $7,000,000 |
| 402. | UT | Expand Redhills Parkway from 2 to 5 lanes and improve alignment within rights-of-way in St. George | $8,000,000 |
| 403. | UT | Construction and Rehabilitation of 13th East in Sandy City | $7,000,000 |
| 404. | VA | Hampton Roads Third Crossing-Segment 1 | $37,000,000 |
| 405. | VA | Manage Freight movement and safety improvements to I–81 | $38,000,000 |
| 406. | VA | Construct Old Mill Road extension | $3,000,000 |
| 407. | VA | Widen Route 262 in Augusta County | $3,000,000 |
| 408. | VA | Construct Meadowcreek Parkway Interchange, Charlottesville | $2,000,000 |
| 409. | VA | Widening I–95 between Rt. 123 and Fairfax County Parkway | $2,000,000 |
| 410. | VT | Improvements to Vermont Small Bridges | $30,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 411. | VT | Improvements to Vermont interstates | $10,000,000 |
| 412. | VT | Vermont Institute of Natural Science turning lane on U.S. Rt. 4 in Woodstock | $300,000 |
| 413. | VT | Western Corridor Rail Improvements, ABRB&E, Vermont | $30,000,000 |
| 414. | VT | Design and Construction of the Bennington Welcome Center | $6,500,000 |
| 415. | VT | Improvements to the E. Alburg Railroad Trestle Swing Span | $5,000,000 |
| 416. | VT | Rehabilitation of Hartford Northbound and Southbound rest areas | $6,500,000 |
| 417. | VT | Improvements to the Island Line at South Street in South Hero | $2,000,000 |
| 418. | VT | Property acquisition and improvements for public access and viewshed protection for the Cedar Creek Vermont monument at the Cedar Creek and Belle Grove National Historical Park in Virginia | $2,000,000 |
| 419. | VT | Design and construction of the South Burlington City Center project | $5,000,000 |
| 420. | VT | Rehabilitation of statewide covered bridges | $6,200,000 |
| 421. | VT | Improvements to the Green Mountain Rail Line between Rutland and Bellows Falls | $2,500,000 |
| 422. | VT | Streetscape and road improvements in the Village of Enosburg Falls | $1,000,000 |
| 423. | VT | Signalization and storm drainage improvements to Main Street in Brattleboro | $3,000,000 |
| 424. | VT | Streetscape, trail and road improvements in Lamoille, Caledonia, Grand Isle and Chittenden Counties | $4,000,000 |
| 425. | VT | Vermont Statewide Transportation and Stormwater Projects | $6,000,000 |
| 426. | WV | Improvements to U.S. Rt.–35 in Putnam County | $25,000,000 |
| 427. | WV | Raleigh Street Extension Project in Martinsburg | $10,000,000 |
| 428. | VA | I–64/City Line Road Interchange in Virginia Beach | $5,000,000 |
| 429. | AS | Shoreline protection and drainage mitigation for Nuuuli village roads | $1,000,000 |
| 430. | AS | Village road improvements for Ta'u, Ofu, and Olosega-Sili counties in Manu'a district | $1,400,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 431. | AS | Shoreline protection and drainage mitigation for Aua village roads | $1,000,000 |
| 432. | AS | Drainage mitigation in Malaeloa-Leone village roads | $1,400,000 |
| 433. | AS | To upgrade, repair and continue construction of Ta'u harbor/ferry terminal facility on Manu'a island | $1,600,000 |
| 434. | AS | Village road improvements for Launiusaelua and Ituau counties in the Central district | $3,000,000 |
| 435. | AS | Village road improvements for Tualauta, Tualatai, Aitulagi, Fofo, and Alataua counties in the Western district | $3,000,000 |
| 436. | AS | Village road improvements for Sua and Vaifanua counties in the Eastern district | $2,600,000 |
| 437. | AS | Drainage mitigation for Pago Pago village roads | $1,000,000 |
| 438. | GU | Reconstruct Hagåtña River Bridges, Municipality of Hagåtña | $6,600,000 |
| 439. | GU | Piti, GU Construct Cabras Island Intermodal Facility | $6,000,000 |
| 440. | GU | Guam Mass Transit Authority Acquisition of transit vehicles for disabled persons | $400,000 |
| 441. | GU | Construct Route 3A Extension, Municipality of Yigo | $3,000,000 |
| 442. | MP | Planning design and construction of East Coast Highway/ Route 36, Saipan | $12,000,000 |
| 443. | PR | Construction of 4 lane connector serving PR 9922, PR 9939 and PR 183 | $1,950,000 |
| 444. | PR | Widening of PR 111 at the intersections of PR–444 through PR–423 | $6,000,000 |
| 445. | PR | Replacement ferries on Culebra and Vieques routes | $2,000,000 |
| 446. | PR | To build an extension of PR–53 between Yabucoa and Maunabo | $5,000,000 |
| 447. | PR | To build the missing central segment of PR–10, to complete one of only two highways crossing Puerto Rico North to South | $5,000,000 |
| 448. | PR | To revitalize Old San Juan Historic District streets | $3,000,000 |
| 449. | PR | Widen Route 835 to provide ready access to Guaynado and facilitate housing, industrial, commercial, and recreational development | $6,000,000 |

Transportation Improvements—Continued

| No. | State | Project Description | Amount |
|---|---|---|---|
| 450. | PR | Construct sidewalks, curbs and gutters in the Municipality of Loiza. (PR 187 from Mediania Baja to Puente Herrera; Community La Torre, Pinones) | $500,000 |
| 451. | PR | Extension of PR 833, between the PR–177 and the PR 2. The extension is approximately of 0.8km | $1,000,000 |
| 452. | PR | Reconstruct various roads throughout the Municipality of Bayamon, including pavings and cold millings as well as construction of gutters. (PR 2; PR 829; PR 830; PR 861; PR 862; PR 840; PR 29) | $2,000,000 |
| 453. | PR | Construct extension of 1.04 km to the "Caridad del Cobre" Avenue in Bayamon between the PR 199 and Urb. Canaa | $3,000,000 |
| 454. | PR | Roadway improvements for municipal roads in Orocovis | $661,000 |
| 455. | VI | Christiansted By-Pass Highway, St. Croix | $8,000,000 |
| 456. | VI | Upgrade West-East Corridor through Charlotte Amalie, St. Thomas | $8,000,000 |
| 457. | MN | Lake Street Access to I–35W, Minneapolis | $6,000,000 |
| 458. | OH | Construction, including design and engineering, of an approximately 30,000 sq. ft. terminal building to accommodate the Trans-Erie ferry service which departs the Cleveland-Cuyahoga County Port Authority, Cleveland, Ohio | $6,000,000 |
| 459. | NY | Various transportation projects related to the DestiNY USA project | $5,000,000 |
| 460. | CA | Construction at Lammers Road and I–205 | $5,000,000 |
| 461. | CA | Feasibility study for constructing SR 130 Realignment project connecting the central valley and San Joaquin County and Santa Clara county | $6,000,000 |
| 462. | FL | Coconut Rd. interchange I–75/Lee County | $10,000,000 |
| 463. | AR | Improvements to U.S. 412 in Northwest Arkansas | $6,500,000 |
| 464. | CA | Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I–205 in the area of Tracy | $10,000,000 |
| 465. | CA | Design and construction of Camino Tassajara Crown Canyon to East Town Project | $5,000,000 |
| 466. | CA | Engineering right-of-way and construction of I–580 in the Livermore Valley | $6,000,000 |

**SEC. 1935. PROJECT FLEXIBILITY.**

(a) IN GENERAL.—Notwithstanding any other provision of law, funds allocated for a project described in subsection (b) in a State

may be obligated for any other project in the State for which funds are so allocated, except that the total amount of funds authorized for any project for which funds are so allocated shall not be reduced.

(b) PROJECTS.—The projects described in this subsection are—

(1) the projects numbered greater than 3676 listed in the table contained in section 1702 of this Act;

(2) the projects numbered greater than 18 listed in the table contained in section 1301 of this Act;

(3) the projects numbered greater than 27 listed in the table contained in section 1302 of this Act; and

(4) the projects listed in the table contained in section 1934 of this Act.

23 USC 104 note.

**SEC. 1936. ADVANCES.**

Notwithstanding any other provision of law, funds apportioned to a State under section 104(b) of title 23, United States Code, may be obligated to carry out a project designated in any of sections 1301, 1302, 1306, and 1934 of this Act and sections 117 and 144(g) of title 23, United States Code, in an amount not to exceed the amount authorized for that project, only from a program under which the project would be eligible, except that any amounts obligated to carry out the project shall be restored from funds allocated for the project.

North Dakota.

**SEC. 1937. ROADS IN CLOSED BASINS.**

(a) IN GENERAL.—The Secretary shall use funds made available to carry out section 125 of title 23, United States Code, through advancement or reimbursement, without further emergency declaration, to construct such measures as the Secretary determines to be necessary for the continuation of roadway services, or the impoundment of water to protect roads, or both, at Devils Lake in the State of North Dakota, as the Secretary determines to be appropriate.

(b) REQUIREMENTS.—The Secretary shall carry out construction under subsection (a) in accordance with—

(1) the options and needs identified in the report of the Devils Lake Surface Transportation Task Force of the Federal Highway Administration dated May 4, 2000, and entitled "Roadways Serving as Water Barriers";

(2) any needs relating to Devils Lake identified after May 4, 2000; and

(3) any monitoring, study, or design or preliminary engineering associated with evaluating or constructing the measures.

(c) AFFECTED AREAS.—The Secretary shall carry out construction under this section in an area that has been the subject of an emergency declaration issued during the period beginning on January 1, 1993, and ending on the date of enactment of this Act.

(d) FUNDING.—

(1) IN GENERAL.—Except as provided in paragraph (2), to the extent that expenditures relating to construction under this section could not be made pursuant to any other authority under section 125 of title 23, United States Code, the expenditures shall not exceed—

(A) $10,000,000 during any fiscal year; and

(B) a total amount of $70,000,000.

(2) EXCEPTION.—Nothing in paragraph (1) limits any expenditure with respect to—

(A) emergency relief in response to a development occurring after the date of enactment of this Act; or

(B) an authority under any other provision of law (including section 125 of such title).

(e) EFFECT OF SECTION.—Nothing in this section authorizes or provides funding for the construction, operation, or maintenance of an outlet at Devils Lake in the State of North Dakota.

**SEC. 1938. TECHNOLOGY.**

Bridges.

States are encouraged to consider using a nondestructive technology able to detect cracks including sub-surface flaws as small as 0.005 inches in length or depth in steel bridges.

**SEC. 1939. BIA INDIAN ROAD PROGRAM.**

Alaska.

(a) LIMITATION ON APPLICABILITY OF CERTAIN RULE.—The final rule effective October 1, 2004, published in the Federal Register, July 19, 2004, at pages 43089, relating to the Indian reservation road program administered by the Bureau of Indian Affairs of the Department of the Interior, shall not apply to the following Alaska villages with respect to the following projects:

(1) Craig, Alaska, Craig Community Association, Point St. Nicholas Road improvements.

(2) Cordova, Alaska, Native Village of Eyak, Shepard's Point Road improvements.

(3) Hydaburg, Alaska, Hydaburg Community Association, Hydaburg community street improvements.

(4) Healy Lake, Alaska, Healy Lake Traditional, Cummings Road improvements.

(b) SPECIAL RULE.—For the villages listed in subsection (a), the Indian reservation road program shall be administered by the Bureau of Indian Affairs under the rules and regulations in effect before the adoption of the final rule referred to in subsection (a), and the Secretary shall pay, from amounts made available to carry out section 202(d) of title 23, United States Code, for fiscal year 2006 each of the tribal organizations referred to in subsection (a) for the Federal share of the costs of the projects listed in subsection (a).

**SEC. 1940. GOING-TO-THE-SUN ROAD, GLACIER NATIONAL PARK, MONTANA.**

(a) PROJECT AUTHORIZATION.—There is authorized to be appropriated to the Secretary from the Highway Trust Fund (other than the Mass Transit Account) to resurface, repair, rehabilitate, and reconstruct the Going-to-the-Sun Road at Glacier National Park, Montana, in accordance with the framework identified in Alternative 3 (shared use alternative) of the environmental impact statement and record of decision dated 2003 and relating to the Going-to-the-Sun Road, to remain available until expended—

(1) $10,000,000 for fiscal year 2005;

(2) $10,000,000 for fiscal year 2006;

(3) $10,000,000 for fiscal year 2007;

(4) $10,000,000 for fiscal year 2008; and

(5) $10,000,000 for fiscal year 2009.

(b) FEDERAL SHARE.—The Federal share of the costs of the project described in subsection (a) shall be 100 percent.

**SEC. 1941. BEARTOOTH HIGHWAY, MONTANA.**

(a) PROJECT AUTHORIZATION.—Of funds made available for the State of Montana for the project for development and construction of United States Route 212, Red Lodge North, Montana, as described in the table contained in section 1934 (including amounts transferred to the project under section 1935), on request of the State of Montana, the Secretary shall obligate such sums as are necessary to reconstruct the Beartooth Highway in the State of Montana.

(b) REIMBURSEMENT.—The amounts used for reconstruction under subsection (a) shall be reimbursed to the project relating to United States Route 212 described in subsection (a) on the date or dates on which funding is allocated for the Beartooth Highway under section 125 of title 23, United States Code.

(c) FEDERAL SHARE.—The Federal share payable for funds allocated for the Beartooth Highway under section 125 of such title shall be 100 percent.

State listing.

**SEC. 1943. GREAT LAKES ITS IMPLEMENTATION.**

(a) IN GENERAL.—The Secretary shall make grants to the State of Wisconsin to continue intelligent transportation system activities in the corridor serving the Greater Milwaukee, Wisconsin, Chicago, Illinois, and Gary, Indiana, areas initiated under the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240) and other areas of the State of Wisconsin.

(b) FUNDING.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) $2,000,000 for each of fiscal years 2006 through 2008 and $3,000,000 for fiscal year 2009 to carry out this section.

(c) CONTRACT AUTHORITY.—Funds made available to carry out 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.

**SEC. 1944. TRANSPORTATION CONSTRUCTION AND REMEDIATION, OTTAWA COUNTY, OKLAHOMA.**

(a) IN GENERAL.—The Secretary shall allocate to the State of Oklahoma amounts made available to carry out this section for the activities described in subsection (b).

(b) OKLAHOMA PLAN FOR TAR CREEK.—The activities referred to in subsection (a) are all activities described in the Oklahoma Plan for Tar Creek, including activities under that Plan that are to be carried out by involved Federal and State entities.

(c) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—

(A) IN GENERAL.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $10,000,000 for fiscal year 2006.

(B) AVAILABILITY.—Funds authorized to be appropriated under subparagraph (A) shall remain available until expended.

(2) CONTRACT AUTHORITY.—Except as otherwise provided in this section, funds authorized to be appropriated 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.

(3) TITLE 23 ELIGIBILITY.—Activities described in subsection (b) shall be considered to be eligible for funding under any program for which funds are apportioned under section 104(b) of such title, as in effect on the day before the date of enactment of this section.

**SEC. 1945. INFRASTRUCTURE AWARENESS PROGRAM.**

(a) IN GENERAL.—In cooperation with the subcontracting production entity that received funds under section 1212(b) of the Transportation Equity Act for the 21st Century (112 Stat. 193), the Secretary shall fund the production of a documentary about infrastructure that demonstrates advancements in Alaska, the last frontier.

(b) FEDERAL SHARE.—The Federal share of the cost of production of the documentary under subsection (a) shall be 100 percent.

(c) FUNDING.—There is authorized to be appropriated out of the Highway Trust fund (other than the Mass Transit Account) to carry out this section $1,500,000 for fiscal year 2005 and $1,450,000 for fiscal year 2006. Such fund shall remain available until expended.

(d) APPLICABILITY OF TITLE 23.—Funds authorized by this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United State Code; except that the Federal share of the cost of production of the documentary under this section shall be determined in accordance with this section.

**SEC. 1946. GATEWAY RURAL IMPROVEMENT PILOT PROGRAM.** Vermont.

(a) IN GENERAL.—The Secretary shall establish a pilot program in the State of Vermont to be known as the "Gateway Rural Improvement Pilot Program" (referred to in this section as the "program") to demonstrate the benefits to a rural rail corridor of a freight transportation gateway program.

(b) ELIGIBLE ACTIVITIES.—Under the program—

(1) funding preference shall be given to selecting a corridor in the State of Vermont that includes a border crossing; and

(2) individual projects shall provide community and highway benefits by addressing economic, congestion, security, safety, and environmental issues.

(c) COST SHARING.—

(1) FEDERAL SHARE.—The Federal share of the cost of a project under this section shall be determined in accordance with section 120 of title 23, United States Code.

(2) NON-FEDERAL SHARE.—Project user fees may be used to provide all or part of the non-Federal share of the cost of a project funded under this section.

(d) AUTHORIZATION OF APPROPRIATIONS.—In addition to such amounts as are otherwise authorized to be appropriated for the Department, there are authorized to be appropriated such sums as may be necessary to carry out this section.

**SEC. 1947. ELIGIBLE SAFETY IMPROVEMENTS.**

Section 120(c) of title 23, United States Code, is amended in the first sentence by inserting "traffic circles (also known as 'roundabouts')," after "traffic control signalization,".

Massachusetts.

**SEC. 1948. EMERGENCY SERVICE ROUTE.**

Notwithstanding any Federal law, regulation, or policy to the contrary, no Federal funds shall be obligated or expended for the demolition of the existing Brightman Street Bridge connecting Fall River and Somerset, Massachusetts, and the existing Brightman Street Bridge shall be maintained for pedestrian and bicycle access, and as an emergency service route.

Alaska.

**SEC. 1949. KNIK ARM BRIDGE FUNDING CLARIFICATION.**

The Secretary shall provide to the public entity known as the Knik Arm Bridge and Toll Authority, established by the State of Alaska, funds provided in items 2465 and 3677 in the table contained in section 1702, item 2 in the table contained in section 1934, and item 14 in the table contained in section 1302.

Louisiana.

**SEC. 1950. LINCOLN PARISH, LA/I–20 TRANSPORTATION CORRIDOR PROGRAM.**

(a) IN GENERAL.—The Secretary shall credit non-Federal expenditures paid on or after October 23, 2000, by project sponsors of the Lincoln Parish transportation and community and system preservation project funded by the Department of Transportation and Related Agencies Appropriations Act, 2001 (Public Law 106–346), and the United States Route 167/I–20 interchange Interstate maintenance discretionary project funded by the Department of Transportation and Related Agencies Appropriations Act, 2002 (Public Law 107–87), that are in excess of the non-Federal matching requirements for such projects as non-Federal contributions toward the non-Federal matching requirements for all LA/I–20 Transportation Corridor Program elements between Louisiana Route 149 and Louisiana Route 33.

(b) EXPIRATION OF AUTHORITY.—The authority to provide credit under subsection (a) expires on September 30, 2009.

**SEC. 1951. BONDING ASSISTANCE PROGRAM.**

Section 332 of title 49, United States Code, is amended by inserting at the end the following:

"(e) BONDING ASSISTANCE.—

"(1) IN GENERAL.—The Secretary, acting through the Minority Resource Center established under subsection (b), shall provide assistance in obtaining bid, payment, and performance bonds by disadvantaged business enterprises pursuant to subsection (b)(4).

"(2) AUTHORIZATION OF APPROPRIATION.—There is authorized to be appropriated such sums as may be necessary for each of fiscal years 2005 through 2009 to carry out activities under this subsection.".

Virginia.

**SEC. 1952. CONGESTION RELIEF.**

The Secretary shall conduct a design and feasibility analysis to alleviate southbound traffic congestion along the George Washington Parkway, Virginia, between Interstate Route 495 and the 14th Street Bridge and shall take appropriate action in response to the results of that analysis.

**SEC. 1953. AUTHORIZATION OF APPROPRIATIONS.**

There is authorized to be appropriated to carry out, in accordance with title 23, United States Code, projects under section 1301 and 1302 of this Act.

**SEC. 1954. BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS.**

Section 217(c) of title 23, United States Code, is amended by striking "in conjunction with such trails, roads, highways, and parkways".

**SEC. 1955. CONVEYANCE TO THE CITY OF ELY, NEVADA.**

Notwithstanding sections 202 and 203 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1711, 1712), the Secretary of the Interior, acting through the Director of the Bureau of Land Management, shall convey within 45 days after the date of enactment of this Act to the City of Ely, Nevada, subject to valid existing rights, without consideration, all right, title, and interest of the United States in the land located within the railroad corridor described in rights-of-way numbered Nev–043230, Nev–043231, Nev–043232, Nev–43240, Nev–043234, ELKO–03009, ELKO–03514, and CC–05887.

**SEC. 1956. BROWNFIELDS GRANTS.**

Section 104(k)(4)(B) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9604(k)(4)(B)) is amended by adding at the end the following:

> "(iii) EXCEPTION.—Notwithstanding clause (i)(IV), the Administrator may use up to 25 percent of the funds made available to carry out this subsection to make a grant or loan under this subsection to eligible entities that satisfy all of the elements set forth in section 101(40) to qualify as a bona fide prospective purchaser, except that the date of acquisition of the property was on or before January 11, 2002.".

**SEC. 1957. TRAFFIC CIRCLE CONSTRUCTION, CLARENDON, VERMONT.**

Deadlines.

(a) IN GENERAL.—The State of Vermont agency of transportation shall—

(1) not later than August 1, 2005, commence planning for a traffic circle at the intersection of United States Route 7 and Vermont Route 103 in Clarendon, Vermont; and

(2) not later than August 1, 2007, complete construction of that traffic circle.

(b) FUNDING.—From amounts made available to the State of Vermont by this Act, the Secretary shall provide to the State of Vermont agency of transportation $1,000,000 for use in carrying out this section.

**SEC. 1958. LIMITATION ON PROJECT APPROVAL.**

Florida.

Notwithstanding any provision of title 23, United States Code, the Secretary is prohibited from approving any Federal-aid highway project in Orange and Seminole Counties, Florida, which provides access from Interstate Route 4 to the right-of-way or median of Interstate Route 4 if tolls or toll facilities are used for the access to the right-of-way or median.

**SEC. 1959. CROSS HARBOR FREIGHT MOVEMENT PROJECT.**

New York.
New Jersey.

The Secretary shall provide to the public entity known as the Port Authority of New York and New Jersey, established by the States of New York and New Jersey, funds provided for project numbered 12 in section 1301 of this Act.

**SEC. 1960. DENALI ACCESS SYSTEM PROGRAM.**

The Denali Commission Act of 1998 (42 U.S.C. 3121 note) is amended—

(1) by redesignating section 309 as section 310; and

(2) by inserting after section 308 the following:

**"SEC. 309. DENALI ACCESS SYSTEM PROGRAM.**

Deadline.

"(a) ESTABLISHMENT OF THE DENALI ACCESS SYSTEM PROGRAM.—Not later than 3 months after the date of enactment of the SAFETEA–LU, the Secretary of Transportation shall establish a program to pay the costs of planning, designing, engineering, and constructing road and other surface transportation infrastructure identified for the Denali access system program under this section.

"(b) DENALI ACCESS SYSTEM PROGRAM ADVISORY COMMITTEE.—

Deadline.

"(1) ESTABLISHMENT.—Not later than 3 months after the date of enactment of the SAFETEA–LU, the Denali Commission shall establish a Denali Access System Program Advisory Committee (referred to in this section as the 'advisory committee').

"(2) MEMBERSHIP.—The advisory committee shall be composed of nine members to be appointed by the Governor of the State of Alaska as follows:

"(A) The chairman of the Denali Commission.

"(B) Four members who represent existing regional native corporations, native nonprofit entities, or tribal governments, including one member who is a civil engineer.

"(C) Four members who represent rural Alaska regions or villages, including one member who is a civil engineer.

"(3) TERMS.—

"(A) IN GENERAL.—Except for the chairman of the Commission who shall remain a member of the advisory committee, members shall be appointed to serve a term of 4 years.

"(B) INITIAL MEMBERS.—Except for the chairman of the Commission, of the eight initial members appointed to the advisory committee, two shall be appointed for a term of 1 year, two shall be appointed for a term of 2 years, two shall be appointed for a term of 3 years, and two shall be appointed for a term of 4 years. All subsequent appointments shall be for 4 years.

"(4) RESPONSIBILITIES.—The advisory committee shall be responsible for the following activities:

"(A) Advising the Commission on the surface transportation needs of Alaska Native villages and rural communities, including projects for the construction of essential access routes within remote Alaska Native villages and rural communities and for the construction of roads and facilities necessary to connect isolated rural communities to a road system.

"(B) Advising the Commission on considerations for coordinatedtransportation planning among the Alaska Native villages, Alaska rural villages, the State of Alaska, and other government entities.

"(C) Establishing a list of transportation priorities for Alaska Native village and rural community transportation projects on an annual basis, including funding recommendations.

"(D) Facilitate the Commission's work on transportation projects involving more than one region.

"(5) FACA EXEMPTION.—The provisions of the Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the advisory committee.

"(c) ALLOCATION OF FUNDS.—

"(1) IN GENERAL.—The Secretary shall allocate funding authorized and made available for the Denali access system program to the Commission to carry out this section.

"(2) DISTRIBUTION OF FUNDING.—In distributing funds for surface transportation projects funded under the program, the Commission shall consult the list of transportation priorities developed by the advisory committee.

"(d) PREFERENCE TO ALASKA MATERIALS AND PRODUCTS.—To construct a project under this section, the Commission shall encourage, to the maximum extent practicable, the use of employees and businesses that are residents of Alaska.

"(e) DESIGN STANDARDS.—Each project carried out under this section shall use technology and design standards determined by the Commission to be appropriate given the location and the functionality of the project.

"(f) MAINTENANCE.—Funding for a construction project under this section may include an additional amount equal to not more than 10 percent of the total cost of construction, to be retained for future maintenance of the project. All such retained funds shall be dedicated for maintenance of the project and may not be used for other purposes.

"(g) LEAD AGENCY DESIGNATION.—For purposes of projects carried out under this section, the Commission shall be designated as the lead agency for purposes of accepting Federal funds and for purposes of carrying out this project.

"(h) NON-FEDERAL SHARE.—Notwithstanding any other provision of law, funds made available to carry out this section may be used to meet the non-Federal share of the cost of projects under title 23, United States Code.

"(i) SURFACE TRANSPORTATION PROGRAM TRANSFERABILITY.—

"(1) TRANSFERABILITY.—In any fiscal year, up to 15 percent of the amounts made available to the State of Alaska for surface transportation by section 133 of title 23, United States Code, may be transferred to the Denali access system program.

"(2) NO EFFECT ON SET-ASIDE.—Paragraph (2) of section 133(d), United States Code, shall not apply to funds transferred under paragraph (1).

"(j) AUTHORIZATION OF APPROPRIATIONS.—

"(1) IN GENERAL.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section $15,000,000 for each of fiscal years 2006 through 2009.

"(2) APPLICABILITY OF TITLE 23.—Funds made available to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of any project carried out using such funds shall be determined in accordance with section 120(b).".

Maryland.

**SEC. 1961. I–95/CONTEE ROAD INTERCHANGE STUDY.**

(a) IN GENERAL.—The Secretary shall conduct a study on the I–95/Contee Road relocated interchange project located in Prince George's County, Maryland. The study shall assess how the proposed interchange will—

(1) leverage Federal investment in the I–95/Contee Road relocated interchange project by encouraging a public-private partnership between the State of Maryland and the private financial interests supporting the project;

(2) improve overall transportation efficiency in the area and enhance fire, rescue, and emergency response in the area;

(3) complement planned development in the area by providing sufficient access to the Interstate System; and

(4) otherwise provide public benefits and revenues.

(b) DATA COLLECTION.—As part of the study, the Secretary shall collect data regarding the economic impact of the project, including new jobs and State and county revenues in the form of real estate property taxes, retail sales taxes, and income and hotel sales and occupancy taxes.

(c) REPORT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the results of the study, including any recommendations of the Secretary.

(d) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund (other than the Mass Transit Account), $1,000,000 for fiscal year 2006.

(2) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be available for obligation in the same manner and to the same extent as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of the project shall be 100 percent, and such funds shall remain available until expended and shall not be transferable.

**SEC. 1962. MULTIMODAL FACILITY IMPROVEMENTS.**

California.

(a) AUTHORIZATION OF APPROPRIATIONS.—The Secretary shall make available from funds in the Highway Trust Fund (other than the Mass Transit Account) $5,000,000 for each of fiscal years 2006 through 2009 for multimodal facility improvements, construction, and ferry acquisition by North Bay Ferry Service, Inc., located at Port Sonoma in Petaluma, California.

(b) CONTRACT AUTHORITY.—Funds appropriated to carry out 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 such funds shall remain available until expended.

(c) LIMITATION.—Not more than 50 percent of funds appropriated to carry out this section shall be used for facility improvements and construction.

(d) FEDERAL SHARE.—The Federal Share of the cost of a facility improvement or construction project under this section shall be 80 percent.

(e) REQUIREMENT.—Ferries to which assistance is provided under this section shall be purchased by a United States company that designs and builds vessels in the United States.

**SEC. 1963. APOLLO THEATER LEASES.**

New York.

Notwithstanding the Public Works and Economic Development Act of 1965 (42 U.S.C. 3121 et seq.), or any other provision of law, the Economic Development Administration shall, in order to facilitate the further financing of the project, approve, without compensation to the agency, a series of leases of the Apollo Theater, located in Harlem, New York, to be improved by Economic Development Administration project numbers 01–01–7308 and 01–01–07552.

**SEC. 1964. PROJECT FEDERAL SHARE.**

State listing.

(a) IN GENERAL.—Notwithstanding any other provision of law, only for the States of Alaska, Montana, Nevada, North Dakota, Oregon, and South Dakota, the Federal share of the cost of a project described in subsection (b) shall be determined in accordance with section 120(b) of title 23, United States Code.

(b) PROJECTS.—The projects described in this subsection are—

(1) the projects listed in section 1702;

(2) the projects listed in section 1301; and

(3) the projects listed in section 1934.

# TITLE II—HIGHWAY SAFETY

**SEC. 2001. AUTHORIZATION OF APPROPRIATIONS.**

(a) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(1) HIGHWAY SAFETY PROGRAMS.—For carrying out section 402 of title 23, United States Code, $163,680,000 for fiscal year 2005, $217,000,000 for fiscal year 2006, $220,000,000 for fiscal year 2007, $225,000,000 for fiscal year 2008, and $235,000,000 for fiscal year 2009.

(2) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—For carrying out section 403 of title 23, United States Code, $71,424,000 for fiscal year 2005, $110,000,000 for fiscal year 2006, $107,750,000 for fiscal year 2007, $107,750,000 for fiscal year 2008, and $105,500,000 for fiscal year 2009.

(3) OCCUPANT PROTECTION INCENTIVE GRANTS.—For carrying out section 405 of title 23, United States Code, $19,840,000 for fiscal year 2005, $25,000,000 for fiscal year 2006, $25,000,000 for fiscal year 2007, $25,000,000 for fiscal year 2008, and $25,000,000 for fiscal year 2009.

(4) SAFETY BELT PERFORMANCE GRANTS.—For carrying out section 406 of title 23, United States Code, $124,500,000 for fiscal year 2006, $124,500,000 for fiscal year 2007, $124,500,000 for fiscal year 2008, and $124,500,000 for fiscal year 2009.

(5) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS.—For carrying out section 408 of title 23, United States Code, $34,500,000 for fiscal year 2006, $34,500,000 for fiscal year 2007, $34,500,000 for fiscal year 2008, and $34,500,000 for fiscal year 2009.

(6) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT PROGRAM.—For carrying out section 410 of title

23, United States Code, $39,680,000 for fiscal year 2005, $120,000,000 for fiscal year 2006, $125,000,000 for fiscal year 2007, $131,000,000 for fiscal year 2008, and $139,000,000 for fiscal year 2009.

(7) NATIONAL DRIVER REGISTER.—For the National Highway Traffic Safety Administration to carry out chapter 303 of title 49, United States Code, $3,968,000 for fiscal year 2005, $4,000,000 for fiscal year 2006, $4,000,000 for fiscal year 2007, $4,000,000 for fiscal year 2008, and $4,000,000 for fiscal year 2009.

(8) HIGH VISIBILITY ENFORCEMENT PROGRAM.—For carrying out section 2009 of this title $29,000,000 for fiscal year 2006, $29,000,000 for fiscal year 2007, $29,000,000 for fiscal year 2008, and $29,000,000 for fiscal year 2009.

(9) MOTORCYCLIST SAFETY.—For carrying out section 2010 of this title $6,000,000 for fiscal year 2006, $6,000,000 for fiscal year 2007, $6,000,000 for fiscal year 2008, and $7,000,000 for fiscal year 2009.

(10) CHILD SAFETY AND CHILD BOOSTER SEAT SAFETY INCENTIVE GRANTS.—For carrying out section 2011 of this title $6,000,000 for fiscal year 2006, $6,000,000 for fiscal year 2007, $6,000,000 for fiscal year 2008, and $7,000,000 for fiscal year 2009.

(11) ADMINISTRATIVE EXPENSES.—For administrative and related operating expenses of the National Highway Traffic Safety Administration in carrying out chapter 4 of title 23, United States Code, and this title $17,500,000 for fiscal year 2006, $17,750,000 for fiscal year 2007, $18,250,000 for fiscal year 2008, and $18,500,000 for fiscal year 2009.

23 USC 401 note.

(b) PROHIBITION ON OTHER USES.—Except as otherwise provided in chapter 4 of title 23, United States Code, and this title, (including the amendments made by this title), the amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for a program under such chapter shall only be used to carry out such program and may not be used by States or local governments for construction purposes.

(c) APPLICABILITY OF TITLE 23.—Except as otherwise provided in chapter 4 of title 23, United States Code, and this title, amounts made available under subsection (a) for each of fiscal years 2005 through 2009 shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(d) TRANSFERS.—In each fiscal year, the Secretary may transfer any amounts remaining available under paragraph (3), (5), or (6) of subsection (a) to the amounts made available under any other of such paragraphs in order to ensure, to the maximum extent possible, that each State receives the maximum incentive funding for which the State is eligible under sections 405, 408, and 410 of title 23, United States Code.

(e) CLARIFICATIONS.—The amounts made available by each of subsections (a)(1) through (a)(7) shall be less any amounts made available from the Highway Trust Fund (other than the Mass Transit Account) by laws enacted before the date of enactment of this Act for the respective programs referred to in each of such subsections for fiscal year 2005. Amounts authorized by such subsections are post-rescission and shall not be subject to any rescission after the date of enactment of this Act.

**SEC. 2002. HIGHWAY SAFETY PROGRAMS.**

(a) PROGRAMS TO BE INCLUDED.—Section 402(a) of title 23, United States Code, is amended—

(1) in clause (2) by striking "and to increase public awareness of the benefit of motor vehicles equipped with airbags";

(2) by redesignating clause (6) as clause (7);

(3) by inserting after clause (5) the following: "(6) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles)"; and

(4) in the 10th sentence by inserting "aggressive driving, fatigued driving, distracted driving," after "school bus accidents,"

(b) ADMINISTRATION OF STATE PROGRAMS.—Section 402(b)(1) of such title is amended—

(1) in subparagraph (C) by striking "and" at the end;

(2) by redesignating clause (6) as clause (7);

(3) in subparagraph (D) by striking "State." and inserting "State; and"; and

(4) by adding at the end the following:

"(E) provide satisfactory assurances that the State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within a State as identified by the State highway safety planning process, including—

"(i) national law enforcement mobilizations;

"(ii) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

"(iii) an annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and

"(iv) development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.".

(c) DEDUCTION DELETION.—Section 402(c) of such title is amended—

(1) by striking the second sentence; and

(2) in the sixth sentence by striking "three-fourths of 1 percent" and inserting "2 percent".

(d) LAW ENFORCEMENT AND CONSOLIDATION OF APPLICATIONS.—Section 402 of such title is further amended by adding at the end the following:

"(l) LAW ENFORCEMENT VEHICULAR PURSUIT TRAINING.—A State shall actively encourage all relevant law enforcement agencies in such State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are in effect on the date of enactment of this subsection or as revised and in effect after such date as determined by the Secretary.

"(m) CONSOLIDATION OF GRANT APPLICATIONS.—The Secretary shall establish an approval process by which a State may apply for all grants under this chapter through a single application process

with one annual deadline. The Bureau of Indian Affairs shall establish a similar simplified process for applications for grants from Indian tribes under this chapter.".

(e) CONFORMING REPEAL FOR ADMINISTRATIVE EXPENSES.—Section 405(d) of such title is repealed.

**SEC. 2003. HIGHWAY SAFETY RESEARCH AND OUTREACH PROGRAMS.**

(a) REVISED AUTHORITY AND REQUIREMENTS.—Section 403(a) of title 23, United States Code, is amended to read as follows:

"(a) AUTHORITY OF THE SECRETARY.—The Secretary is authorized to use funds appropriated to carry out this section to—

"(1) conduct research on all phases of highway safety and traffic conditions, including accident causation, highway or driver characteristics, communications, and emergency care;

"(2) conduct ongoing research into driver behavior and its effect on traffic safety;

"(3) conduct research on, launch initiatives to counter, and conduct demonstration projects on fatigued driving by drivers of motor vehicles and distracted driving in such vehicles, including the effect that the use of electronic devices and other factors deemed relevant by the Secretary have on driving;

"(4) conduct training or education programs in cooperation with other Federal departments and agencies, States, private sector persons, highway safety personnel, and law enforcement personnel;

"(5) conduct research on, and evaluate the effectiveness of, traffic safety countermeasures, including seat belts and impaired driving initiatives;

"(6) conduct research on, evaluate, and develop best practices related to driver education programs (including driver education curricula, instructor training and certification, program administration and delivery mechanisms) and make recommendations for harmonizing driver education and multistage graduated licensing systems;

"(7) conduct research, training, and education programs related to older drivers;

"(8) conduct demonstration projects; and

"(9) conduct research, training, and programs relating to motorcycle safety, including impaired driving."

(b) INTERNATIONAL COOPERATION.—Section 403 of such title is amended by adding at the end the following:

"(g) INTERNATIONAL COOPERATION.—The Administrator of the National Highway Traffic Safety Administration may participate and cooperate in international activities to enhance highway safety.".

(c) ON-SCENE MOTOR VEHICLE COLLISION CAUSATION.—

(1) STUDY.—The Secretary shall conduct under section 403 of title 23, United States Code, a nationally representative study to collect on-scene motor vehicle collision data and to determine crash causation. The Secretary shall enter into a contract with the National Academy of Sciences to conduct a review of the research, design, methodology, and implementation of the study.

Contracts.

(2) CONSULTATION.—The study under this subsection may be conducted in consultation with other Federal departments and agencies with relevant expertise.

(3) FINAL REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit a report on the results of the study conducted under this subsection to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(d) RESEARCH ON DISTRACTED, INATTENTIVE, AND FATIGUED DRIVERS.—In conducting research under section 403(a)(3) of title 23, United States Code, the Secretary shall carry out not less than 2 demonstration projects to evaluate new and innovative means of combating traffic system problems caused by distracted, inattentive, or fatigued drivers. The demonstration projects shall be in addition to any other research carried out under such section. 23 USC 403 note.

(e) PEDESTRIAN SAFETY.— Reports.

(1) IN GENERAL.—The Secretary shall—

(A) produce a comprehensive report on pedestrian safety that builds on the current level of knowledge of pedestrian safety countermeasures by identifying the most effective advanced technology and intelligent transportation systems, such as automated pedestrian detection and warning systems (infrastructure-based and vehicle-based), road design, and vehicle structural design that could potentially mitigate the crash forces on pedestrians in the event of a crash; and

(B) include in the report recommendations on how new technological developments could be incorporated into educational and enforcement efforts and how they could be integrated into national design guidelines developed by the American Association of State Highway and Transportation Officials.

(2) DUE DATE.—The Secretary shall complete the report under this subsection not less than 2 years after the date of enactment of this Act and submit a copy of the report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(f) REFUSAL OF INTOXICATION TESTING.—

(1) STUDY.—The Secretary shall carry out under section 403 of title 23, United States Code, a study of the frequency with which persons arrested for the offense of operating a motor vehicle while under the influence of alcohol and persons arrested for the offense of operating a motor vehicle while intoxicated refuse to take a test to determine blood alcohol concentration levels and the effect such refusals have on the ability of States to prosecute such persons for those offenses.

(2) CONSULTATION.—In carrying out the study under this subsection, the Secretary shall consult with the Governors of the States, the States' Attorneys General, and the United States Sentencing Commission.

(3) REPORT.—

(A) REQUIREMENT FOR REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall submit a report on the results of the study to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(B) CONTENT.—The report shall include any recommendation for legislation, including any recommended model State legislation, and any other recommendations that the Secretary considers appropriate for implementing a program designed to decrease the occurrence of refusals by arrested persons to submit to a test to determine blood alcohol concentration levels.

(g) IMPAIRED MOTORCYCLE DRIVING.—

(1) STUDY.—In conducting research under section 403(a)(9) of title 23, United States Code, the Secretary shall conduct a study on educational, public information and other activities targeted at reducing motorcycle accidents and resulting fatalities and injuries, where the operator of the motorcycle is impaired.

(2) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study, including the data collected and statistics compiled and recommendations to reduce the number of motorcycle accidents described in paragraph (1) and the resulting fatalities and injuries.

(h) REDUCING IMPAIRED DRIVING RECIDIVISM.—

(1) STUDY.—The Secretary shall conduct a study on reducing the incidence of alcohol-related motor vehicle crashes and fatalities through research of advanced vehicle-based alcohol detection systems, including an assessment of the practicability and cost effectiveness of such systems.

(2) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

**SEC. 2004. OCCUPANT PROTECTION INCENTIVE GRANTS.**

(a) GENERAL AUTHORITY.—Section 405(a) of title 23, United States Code, is amended—

(1) in paragraph (2) by striking "Transportation Equity Act for the 21st Century" and inserting "SAFETEA–LU";

(2) in paragraph (3) by striking "1997" and inserting "2003"; and

(3) in each of paragraphs (4)(A), (4)(B), and (4)(C) by inserting after "years" the following: "beginning after September 30, 2003,".

(c) GRANT AMOUNTS.—Section 405(c) of such title is amended—

(1) by striking "25 percent" and inserting "100 percent"; and

(2) by striking "1997" and inserting "2003".

**SEC. 2005. GRANTS FOR PRIMARY SAFETY BELT USE LAWS.**

(a) IN GENERAL.—Section 406 of title 23, United States Code, is amended to read as follows:

**"§ 406. Safety belt performance grants**

"(a) IN GENERAL.—The Secretary shall make grants to States in accordance with the provisions of this section to encourage the

enactment and enforcement of laws requiring the use of safety belts in passenger motor vehicles.

"(b) GRANTS FOR ENACTING PRIMARY SAFETY BELT USE LAWS.—

"(1) IN GENERAL.—The Secretary shall make a single grant to each State that either—

"(A) enacts for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary safety belt use law for all passenger motor vehicles; or

"(B) in the case of a State that does not have such a primary safety belt use law, has after December 31, 2005, a State safety belt use rate of 85 percent or more for each of the 2 calendar years immediately preceding the fiscal year of a grant, as measured under criteria determined by the Secretary.

"(2) AMOUNT.—The amount of a grant available to a State in fiscal year 2006 or in a subsequent fiscal year under paragraph (1) shall equal 475 percent of the amount apportioned to the State under section 402(c) for fiscal year 2003.

"(3) JULY 1 CUT-OFF.—For the purpose of determining the eligibility of a State for a grant under paragraph (1)(A), a conforming primary safety belt use law enacted after June 30th of any year shall—

"(A) not be considered to have been enacted in the Federal fiscal year in which that June 30th falls; but

"(B) be considered as if it were enacted after October 1 of the next Federal fiscal year.

"(4) SHORTFALL.—If the total amount of grants provided for by this subsection for a fiscal year exceeds the amount of funds available for such grants for that fiscal year, the Secretary shall make grants under this subsection to States in the order in which—

"(A) the conforming primary safety belt use law came into effect; or

"(B) the State's safety belt use rate was 85 percent or more for 2 consecutive calendar years (as measured under by criteria determined by the Secretary), whichever first occurs.

"(5) CATCH-UP GRANTS.—The Secretary shall make a grant to any State eligible for a grant under this subsection that did not receive a grant for a fiscal year because of the application of paragraph (4), in the next fiscal year if the State's conforming primary safety belt use law remains in effect or its safety belt use rate is 85 percent or more for the 2 consecutive calendar years preceding such next fiscal year (subject to the condition in paragraph (4)).

"(c) GRANTS FOR PRE-2003 LAWS.—

"(1) IN GENERAL.—To the extent that amounts made available for grants under this section for any of fiscal years 2006 through 2009 exceed the total amount of grants to be awarded under subsection (b) for the fiscal year, including amounts to be awarded for catch-up grants under subsection (b)(5), the Secretary shall make a single grant to each State that enacted, has in effect, and is enforcing a conforming primary safety belt use law for all passenger motor vehicles that was in effect before January 1, 2003.

"(2) AMOUNT; INSTALLMENTS.—The amount of a grant available to a State under this subsection shall be equal to 200

percent of the amount of funds apportioned to the State under section 402(c) for fiscal year 2003. The Secretary may award the grant in annual installments.

"(d) ALLOCATION OF UNALLOCATED FUNDS.—

"(1) ADDITIONAL GRANTS.—The Secretary shall make additional grants under this section of any amounts made available for grants under this section that, on July 1, 2009, have not been allocated to States under this section.

"(2) ALLOCATION.—The additional grants made under this subsection shall be allocated among all States that, as of that date, have enacted, have in effect, and are enforcing conforming primary safety belt laws for all passenger motor vehicles. The allocations shall be made in accordance with the formula for apportioning funds among the States under section 402(c).

"(e) USE OF GRANT FUNDS.—

"(1) IN GENERAL.—Subject to paragraph (2), a State may use a grant under this section for any safety purpose under this title or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems, including—

"(A) intersection improvements;

"(B) pavement and shoulder widening;

"(C) installation of rumble strips and other warning devices;

"(D) improving skid resistance;

"(E) improvements for pedestrian or bicyclist safety;

"(F) railway-highway crossing safety;

"(G) traffic calming;

"(H) the elimination of roadside obstacles;

"(I) improving highway signage and pavement marking;

"(J) installing priority control systems for emergency vehicles at signalized intersections;

"(K) installing traffic control or warning devices at locations with high accident potential;

"(L) safety-conscious planning; and

"(M) improving crash data collection and analysis.

"(2) SAFETY ACTIVITY REQUIREMENT.—Notwithstanding paragraph (1), the Secretary shall ensure that at least $1,000,000 of amounts received by States under this section are obligated for safety activities under this chapter.

"(3) SUPPORT ACTIVITY.—The Secretary or his designee may engage in activities with States and State legislators to consider proposals related to safety belt use laws.

"(f) CARRY-FORWARD OF EXCESS FUNDS.—If the amount available for grants under this section for any fiscal year exceeds the sum of the grants made under this section for that fiscal year, the excess amount and obligational authority shall be carried forward and made available for grants under this section in the succeeding fiscal year.

"(g) FEDERAL SHARE.—The Federal share payable for grants under this section shall be 100 percent.

"(h) PASSENGER MOTOR VEHICLE DEFINED.—In this section, the term 'passenger motor vehicle' means—

"(1) a passenger car;

"(2) a pickup truck; and

"(3) a van, minivan, or sport utility vehicle with a gross vehicle weight rating of less than 10,000 pounds.".

(b) CLERICAL AMENDMENT.—The analysis for chapter 4 of such title is amended by striking the item relating to section 406 and inserting the following:

"406. Safety belt performance grants.".

**SEC. 2006. STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS.**

(a) IN GENERAL.—Section 408 of title 23, United States Code, is amended to read as follows:

**"§ 408. State traffic safety information system improvements**

"(a) GRANT AUTHORITY.—Subject to the requirements of this section, the Secretary shall make grants to eligible States to support the development and implementation of effective programs by such States to—

"(1) improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data of the State that is needed to identify priorities for national, State, and local highway and traffic safety programs;

"(2) evaluate the effectiveness of efforts to make such improvements;

"(3) link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and

"(4) improve the compatibility and interoperability of the data systems of the State with national data systems and data systems of other States and enhance the ability of the Secretary to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

"(b) FIRST-YEAR GRANTS.—To be eligible for a first-year grant under this section in a fiscal year, a State shall demonstrate to the satisfaction of the Secretary that the State has—

"(1) established a highway safety data and traffic records coordinating committee with a multidisciplinary membership that includes, among others, managers, collectors, and users of traffic records and public health and injury control data systems; and

"(2) developed a multiyear highway safety data and traffic records system strategic plan—

"(A) that addresses existing deficiencies in the State's highway safety data and traffic records system;

"(B) that is approved by the highway safety data and traffic records coordinating committee;

"(C) that specifies how existing deficiencies in the State's highway safety data and traffic records system were identified;

"(D) that prioritizes, on the basis of the identified highway safety data and traffic records system deficiencies of the State, the highway safety data and traffic records system needs and goals of the State, including the activities under subsection (a);

"(E) that identifies performance-based measures by which progress toward those goals will be determined; and

"(F) that specifies how the grant funds and any other funds of the State are to be used to address needs and goals identified in the multiyear plan.

"(c) SUCCESSIVE YEAR GRANTS.—A State shall be eligible for a grant under this subsection in a fiscal year succeeding the first fiscal year in which the State receives a grant under subsection (b) if the State—

"(1) certifies to the Secretary that an assessment or audit of the State's highway safety data and traffic records system has been conducted or updated within the preceding 5 years;

"(2) certifies to the Secretary that its highway safety data and traffic records coordinating committee continues to operate and supports the multiyear plan;

"(3) specifies how the grant funds and any other funds of the State are to be used to address needs and goals identified in the multiyear plan;

"(4) demonstrates to the Secretary measurable progress toward achieving the goals and objectives identified in the multiyear plan; and

"(5) submits to the Secretary a current report on the progress in implementing the multiyear plan.

"(d) GRANT AMOUNT.—Subject to subsection (e)(3), the amount of a year grant made to a State for a fiscal year under this section shall equal the higher of—

"(1) the amount determined by multiplying—

"(A) the amount appropriated to carry out this section for such fiscal year, by

"(B) the ratio that the funds apportioned to the State under section 402 for fiscal year 2003 bears to the funds apportioned to all States under such section for fiscal year 2003; or

"(2)(A) $300,000 in the case of the first fiscal year a grant is made to a State under this section after the date of enactment of this subparagraph; or

"(B) $500,000 in the case of a succeeding fiscal year a grant is made to the State under this section after such date of enactment.

"(e) ADDITIONAL REQUIREMENTS AND LIMITATIONS.—

"(1) MODEL DATA ELEMENTS.—The Secretary, in consultation with States and other appropriate parties, shall determine the model data elements that are useful for the observation and analysis of State and national trends in occurrences, rates, outcomes, and circumstances of motor vehicle traffic accidents. In order to be eligible for a grant under this section, a State shall submit to the Secretary a certification that the State has adopted and uses such model data elements, or a certification that the State will use grant funds provided under this section toward adopting and using the maximum number of such model data elements as soon as practicable.

"(2) DATA ON USE OF ELECTRONIC DEVICES.—The model data elements required under paragraph (1) shall include data elements, as determined appropriate by the Secretary, in consultation with the States and appropriate elements of the law enforcement community, on the impact on traffic safety of the use of electronic devices while driving.

"(3) MAINTENANCE OF EFFORT.—No grant may be made to a State under this section in any fiscal year unless the

State enters into such agreements with the Secretary as the Secretary may require to ensure that the State will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by such State in the 2 fiscal years preceding the date of enactment of the SAFETEA–LU.

"(4) FEDERAL SHARE.—The Federal share of the cost of adopting and implementing in a fiscal year a State program described in subsection (a) may not exceed 80 percent.

"(5) LIMITATION ON USE OF GRANT PROCEEDS.—A State may use the proceeds of a grant received under this section only to implement the program described in subsection (a) for which the grant is made.

"(f) APPLICABILITY OF CHAPTER 1.—Section 402(d) of this title shall apply in the administration of this section.".

(b) CLERICAL AMENDMENT.—The analysis for chapter 4 of such title is amended by striking the item relating to section 408 and inserting the following:

"408. State traffic safety information system improvements.".

**SEC. 2007. ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES.**

(a) MAINTENANCE OF EFFORT.—Section 410(a)(2) of title 23, United States Code, is amended—

(1) by striking "under this section" and inserting "under this subsection"; and

(2) by striking "Transportation Equity Act for the 21st Century" and inserting "SAFETEA–LU".

(b) REVISED GRANT AUTHORITY.—Section 410 of such title is amended—

(1) in subsection (a)—

(A) by striking paragraph (3);

(B) by redesignating paragraph (4) as paragraph (3); and

(C) in paragraph (3) (as so redesignated) by striking the second comma following "sixth";

(2) by redesignating subsections (e) and (f) as subsections (h) and (i), respectively;

(3) by striking subsections (b) through (d) and inserting the following:

"(b) ELIGIBILITY REQUIREMENTS.—To be eligible for a grant under subsection (a), a State shall—

"(1) have an alcohol related fatality rate of 0.5 or less per 100,000,000 vehicle miles traveled as of the date of the grant, as determined by the Secretary using the most recent Fatality Analysis Reporting System of the National Highway Traffic Safety Administration; or

"(2)(A) for fiscal year 2006 by carrying out 3 of the programs and activities under subsection (c);

"(B) for fiscal year 2007 by carrying out 4 of the programs and activities under subsection (c); or

"(C) for fiscal years 2008 and 2009 by carrying out 5 of the programs and activities under subsection (c).

"(c) STATE PROGRAMS AND ACTIVITIES.—The programs and activities referred to in subsection (b) are the following:

"(1) CHECK POINT, SATURATION PATROL PROGRAM.—A State program to conduct a series of high visibility, statewide law enforcement campaigns in which law enforcement personnel

monitor for impaired driving, either through the use of sobriety check points or saturation patrols, on a nondiscriminatory, lawful basis for the purpose of determining whether the operators of the motor vehicles are driving while under the influence of alcohol—

"(A) if the State organizes the campaigns in cooperation with related periodic national campaigns organized by the National Highway Traffic Safety Administration, except that this subparagraph does not preclude a State from initiating sustained high visibility, Statewide law enforcement campaigns independently of the cooperative efforts; and

"(B) if, for each fiscal year, the State demonstrates to the Secretary that the State and the political subdivisions of the State that receive funds under this section have increased, in the aggregate, the total number of impaired driving law enforcement activities at high incident locations (or any other similar activity approved by the Secretary) initiated in such State during the preceding fiscal year by a factor that the Secretary determines meaningful for the State over the number of such activities initiated in such State during the preceding fiscal year.

"(2) PROSECUTION AND ADJUDICATION OUTREACH PROGRAM.—A State prosecution and adjudication program under which—

"(A) the State works to reduce the use of diversion programs by educating and informing prosecutors and judges through various outreach methods about the benefits and merits of prosecuting and adjudicating defendants who repeatedly commit impaired driving offenses;

"(B) the courts in a majority of the judicial jurisdictions of the State are monitored on the courts' adjudication of cases of impaired driving offenses; or

"(C) annual statewide outreach is provided for judges and prosecutors on innovative approaches to the prosecution and adjudication of cases of impaired driving offenses that have the potential for significantly improving the prosecution and adjudication of such cases.

"(3) TESTING OF BAC.—An effective system for increasing from the previous year the rate of blood alcohol concentration testing of motor vehicle drivers involved in fatal accidents.

"(4) HIGH RISK DRIVERS.—A law that establishes stronger sanctions or additional penalties for individuals convicted of operating a motor vehicle while under the influence of alcohol whose blood alcohol concentration is 0.15 percent or more than for individuals convicted of the same offense but with a lower blood alcohol concentration. For purposes of this paragraph, 'additional penalties' includes—

"(A) a 1-year suspension of a driver's license, but with the individual whose license is suspended becoming eligible after 45 days of such suspension to obtain a provisional driver's license that would permit the individual to drive—

"(i) only to and from the individual's place of employment or school; and

"(ii) only in an automobile equipped with a certified alcohol ignition interlock device; and

"(B) a mandatory assessment by a certified substance abuse official of whether the individual has an alcohol abuse problem with possible referral to counseling if the official determines that such a referral is appropriate.

"(5) PROGRAMS FOR EFFECTIVE ALCOHOL REHABILITATION AND DWI COURTS.—A program for effective inpatient and outpatient alcohol rehabilitation based on mandatory assessment and appropriate treatment for repeat offenders or a program to refer impaired driving cases to courts that specialize in driving while impaired cases that emphasize the close supervision of high-risk offenders.

"(6) UNDERAGE DRINKING PROGRAM.—An effective strategy, as determined by the Secretary, for preventing operators of motor vehicles under age 21 from obtaining alcoholic beverages and for preventing persons from making alcoholic beverages available to individuals under age 21. Such a strategy may include—

"(A) the issuance of tamper-resistant drivers' licenses to individuals under age 21 that are easily distinguishable in appearance from drivers' licenses issued to individuals age 21 or older; and

"(B) a program provided by a nonprofit organization for training point of sale personnel concerning, at a minimum—

"(i) the clinical effects of alcohol;

"(ii) methods of preventing second party sales of alcohol;

"(iii) recognizing signs of intoxication;

"(iv) methods to prevent underage drinking; and

"(v) Federal, State, and local laws that are relevant to such personnel; and

"(C) having a law in effect that creates a 0.02 percent blood alcohol content limit for drivers under 21 years old.

"(7) ADMINISTRATIVE LICENSE REVOCATION.—An administrative driver's license suspension or revocation system for individuals who operate motor vehicles while under the influence of alcohol that requires that—

"(A) in the case of an individual who, in any 5-year period beginning after the date of enactment of the Transportation Equity Act for the 21st Century, is determined on the basis of a chemical test to have been operating a motor vehicle while under the influence of alcohol or is determined to have refused to submit to such a test as proposed by a law enforcement officer, the State agency responsible for administering drivers' licenses, upon receipt of the report of the law enforcement officer—

"(i) suspend the driver's license of such individual for a period of not less than 90 days if such individual is a first offender in such 5-year period; except that under such suspension an individual may operate a motor vehicle, after the 15-day period beginning on the date of the suspension, to and from employment, 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; and

"(ii) suspend the driver's license of such individual for a period of not less than 1 year, or revoke such license, if such individual is a repeat offender in such 5–year period; except that such individual to operate a motor vehicle, after the 45-day period beginning on the date of the suspension or revocation, to and from employment, 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; and

"(B) the suspension and revocation referred to under clause (i) take effect not later than 30 days after the date on which the individual refused to submit to a chemical test or received notice of having been determined to be driving under the influence of alcohol, in accordance with the procedures of the State.

"(8) SELF SUSTAINING IMPAIRED DRIVING PREVENTION PROGRAM.—A program under which a significant portion of the fines or surcharges collected from individuals who are fined for operating a motor vehicle while under the influence of alcohol are returned to communities for comprehensive programs for the prevention of impaired driving.

"(d) USES OF GRANTS.—Subject to subsection (g)(2), grants made under this section may be used for all programs and activities described in subsection (c), and to defray the following costs:

"(1) Labor costs, management costs, and equipment procurement costs for the high visibility, Statewide law enforcement campaigns under subsection (c)(1).

"(2) The costs of the training of law enforcement personnel and the procurement of technology and equipment, including video equipment and passive alcohol sensors, to counter directly impaired operation of motor vehicles.

"(3) The costs of public awareness, advertising, and educational campaigns that publicize use of sobriety check points or increased law enforcement efforts to counter impaired operation of motor vehicles.

"(4) The costs of public awareness, advertising, and educational campaigns that target impaired operation of motor vehicles by persons under 34 years of age.

"(5) The costs of the development and implementation of a State impaired operator information system.

"(6) The costs of operating programs that result in vehicle forfeiture or impoundment or license plate impoundment.

"(e) ADDITIONAL AUTHORITIES FOR CERTAIN AUTHORIZED USES.—

"(1) COMBINATION OF GRANT PROCEEDS.—Grant funds used for a campaign under subsection (d)(3) may be combined, or expended in coordination, with proceeds of grants under section 402.

"(2) COORDINATION OF USES.—Grant funds used for a campaign under paragraph (3) or (4) of subsection (d) may be expended—

"(A) in coordination with employers, schools, entities in the hospitality industry, and nonprofit traffic safety groups; and

"(B) in coordination with sporting events and concerts and other entertainment events.

"(f) ALLOCATION.—Subject to subsection (g), funds made available to carry out this section shall be allocated among States that meet the eligibility criteria in subsection (b) on the basis of the apportionment formula under section 402(c).

"(g) GRANTS TO HIGH FATALITY RATE STATES.—

"(1) IN GENERAL.—The Secretary shall make a separate grant under this section to each State that—

"(A) is among the 10 States with the highest impaired driving related fatalities as determined by the Secretary using the most recent Fatality Analysis Reporting System of the National Highway Traffic Safety Administration; and

"(B) prepares a plan for grant expenditures under this subsection that is approved by the Administrator of the National Highway Traffic Safety Administration.

"(2) REQUIRED USES.—At least one-half of the amounts allocated to States under this subsection may only be used for the program described in subsection (c)(1).

"(3) ALLOCATION.—Funds made available under this subsection shall be allocated among States described in paragraph (1) on the basis of the apportionment formula under section 402(c), except that no State shall be allocated more than 30 percent of the funds made available to carry out this subsection for a fiscal year.

"(4) FUNDING.—Not more than 15 percent per fiscal year of amounts made available to carry out this section for a fiscal year shall be made available by the Secretary for making grants under this subsection."; and

(4) by adding at the end of subsection (i) (as redesignated by paragraph (2)) the following:

"(4) IMPAIRED OPERATOR.—The term 'impaired operator' means a person who, while operating a motor vehicle—

"(A) has a blood alcohol content of 0.08 percent or higher; or

"(B) is under the influence of a controlled substance.

"(5) IMPAIRED DRIVING RELATED FATALITY RATE.—The term 'impaired driving related fatality rate' means the rate of alcohol related fatalities, as calculated in accordance with regulations which the Administrator of the National Highway Traffic Safety Administration shall prescribe.". Regulations.

(c) NHTSA TO ISSUE REGULATIONS.—Not later than 12 months after the date of enactment of this Act, the National Highway Traffic Safety Administration shall issue guidelines to the States specifying the types and formats of data that States should collect relating to drivers who are arrested or convicted for violation of laws prohibiting the impaired operation of motor vehicles. Deadline. 23 USC 410 note.

**SEC. 2008. NHTSA ACCOUNTABILITY.**

(a) IN GENERAL.—Chapter 4 of title 23, United States Code, is amended by adding at the end the following:

### "§ 412. Agency accountability

"(a) TRIENNIAL STATE MANAGEMENT REVIEWS.—At least once every 3 years the Secretary shall conduct a review of each State highway safety program. The review shall include a management evaluation of all grant programs funded under this chapter. The Secretary shall provide review-based recommendations on how each

State could improve the management and oversight of its grant activities and may provide a management and oversight plan for such grant programs.

"(b) RECOMMENDATIONS BEFORE SUBMISSION.—In order to provide guidance to State highway safety agencies on matters that should be addressed in the goals and initiatives of the State highway safety program before the program is submitted for review, the Secretary shall provide data-based recommendations to each State at least 90 days before the date on which the program is to be submitted for approval.

"(c) STATE PROGRAM REVIEW.—The Secretary shall—

"(1) conduct a program improvement review of a highway safety program under this chapter of a State that does not make substantial progress over a 3-year period in meeting its priority program goals; and

"(2) provide technical assistance and safety program requirements to be incorporated in the State highway safety program for any goal not achieved.

Reports.

"(d) REGIONAL HARMONIZATION.—The Secretary and the Inspector General of the Department of Transportation shall undertake an administrative review of the practices and procedures of the management reviews and program reviews of State highway safety programs under this chapter conducted by the regional offices of the National Highway Traffic Safety Administration and prepare a written report of best practices and procedures for use by the regional offices in conducting such reviews. The report shall be completed within 180 days after the date of enactment of this section.

Deadline.

"(e) BEST PRACTICES GUIDELINES.—

"(1) UNIFORM GUIDELINES.—The Secretary shall issue uniform management review guidelines and program review guidelines based on the report under subsection (d). Each regional office shall use the guidelines in executing its State administrative review duties under this section.

Public information. Internet.

"(2) PUBLICATION.—The Secretary shall make publicly available on the Web site (or successor electronic facility) of the Administration the following documents upon their completion:

"(A) The Secretary's management review guidelines and program review guidelines.

"(B) All State highway safety programs submitted under this chapter.

"(C) State annual accomplishment reports.

"(D) The Administration's Summary Report of findings from Management Reviews and Improvement Plans.

"(3) REPORTS TO STATE HIGHWAY SAFETY AGENCIES.—The Secretary may not make publicly available a program, report, or review under paragraph (2) that is directed to a State highway safety agency until after the date on which the program, report, or review is submitted to that agency under this chapter.

"(f) GAO REVIEW.—

"(1) ANALYSIS.—The Comptroller General shall analyze the effectiveness of the Administration's oversight of traffic safety grants under this chapter by determining the usefulness of the Administration's advice to the States regarding administration and State activities under this chapter, the extent to

which the States incorporate the Administration's recommendations into their highway safety programs, and the improvements that result in a State's highway safety program that may be attributable to the Administration's recommendations.

"(2) REPORT.—Not later than September 30, 2008, the Comptroller General shall submit a report on the results of the analysis to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.".

(b) CLERICAL AMENDMENT.—The analysis for chapter 4 of such title is amended by adding at the end the following:

"412. Agency accountability.".

**SEC. 2009. HIGH VISIBILITY ENFORCEMENT PROGRAM.** 23 USC 402 note.

(a) IN GENERAL.—The Administrator of the National Highway Traffic Safety Administration shall establish and administer a program under which at least 2 high-visibility traffic safety law enforcement campaigns will be carried out for the purposes specified in subsection (b) in each of years 2006 through 2009.

(b) PURPOSE.—The purpose of each law enforcement campaign under this section shall be to achieve either or both of the following objectives:

(1) Reduce alcohol-impaired or drug-impaired operation of motor vehicles.

(2) Increase use of seat belts by occupants of motor vehicles.

(c) ADVERTISING.—The Administrator may use, or authorize the use of, funds available to carry out this section to pay for the development, production, and use of broadcast and print media advertising in carrying out traffic safety law enforcement campaigns under this section. Consideration shall be given to advertising directed at non-English speaking populations, including those who listen, read, or watch nontraditional media.

(d) COORDINATION WITH STATES.—The Administrator shall coordinate with the States in carrying out the traffic safety law enforcement campaigns under this section, including advertising funded under subsection (c), with a view to—

(1) relying on States to provide the law enforcement resources for the campaigns out of funding available under this section and sections 402, 405, 406, and 410 of title 23, United States Code; and

(2) providing out of National Highway Traffic Safety Administration resources most of the means necessary for national advertising and education efforts associated with the law enforcement campaigns.

(e) USE OF FUNDS.—Funds made available to carry out this section may only be used for activities described in subsections (a), (c), and (f).

(f) ANNUAL EVALUATION.—The Secretary shall conduct an annual evaluation of the effectiveness of campaigns referred to in subsection (a).

(g) STATE DEFINED.—The term "State" has the meaning such term has under section 401 of title 23, United States Code.

**SEC. 2010. MOTORCYCLIST SAFETY.** Grants. 23 USC 402 note.

(a) AUTHORITY TO MAKE GRANTS.—Subject to the requirements of this section, the Secretary shall make grants to States that

adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists.

(b) MAINTENANCE OF EFFORT.—No grant may be made to a State under this section in a fiscal year unless the State enters into such agreements with the Secretary as the Secretary may require to ensure that the State will maintain its aggregate expenditures from all the other sources for motorcyclist safety training programs and motorcyclist awareness programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of this Act.

(c) ALLOCATION.—The amount of a grant made to a State for a fiscal year under this section may not be less than $100,000 and may not exceed 25 percent of the amount apportioned to the State for fiscal year 2003 under section 402 of title 23, United States Code.

(d) GRANT ELIGIBILITY.—

(1) IN GENERAL.—A State becomes eligible for a grant under this section by adopting or demonstrating to the satisfaction of the Secretary—

(A) for the first fiscal year for which the State will receive a grant under this section, at least 1 of the 6 criteria listed in paragraph (2); and

(B) for the second, third, and fourth fiscal years for which the State will receive a grant under this section, at least 2 of the 6 criteria listed in paragraph (2).

(2) CRITERIA.—The criteria for eligibility for a grant under this section are the following:

(A) MOTORCYCLE RIDER TRAINING COURSES.—An effective motorcycle rider training course that is offered throughout the State, provides a formal program of instruction in accident avoidance and other safety-oriented operational skills to motorcyclists and that may include innovative training opportunities to meet unique regional needs.

(B) MOTORCYCLISTS AWARENESS PROGRAM.—An effective statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists.

(C) REDUCTION OF FATALITIES AND CRASHES INVOLVING MOTORCYCLES.—A reduction for the preceding calendar year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles in the State (expressed as a function of 10,000 motorcycle registrations).

(D) IMPAIRED DRIVING PROGRAM.—Implementation of a statewide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation.

(E) REDUCTION OF FATALITIES AND ACCIDENTS INVOLVING IMPAIRED MOTORCYCLISTS.—A reduction for the preceding calendar year in the number of fatalities and the rate of reported crashes involving alcohol- or drug-impaired motorcycle operators (expressed as a function of 10,000 motorcycle registrations).

(F) FEES COLLECTED FROM MOTORCYCLISTS.—All fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs will be used for motorcycle training and safety programs.

(e) ELIGIBLE USES.—

(1) IN GENERAL.—A State may use funds from a grant under this section only for motorcyclist safety training and motorcyclist awareness programs, including—

(A) improvements to motorcyclist safety training curricula;

(B) improvements in program delivery of motorcycle training to both urban and rural areas, including—

(i) procurement or repair of practice motorcycles;

(ii) instructional materials;

(iii) mobile training units; and

(iv) leasing or purchasing facilities for closed-course motorcycle skill training;

(C) measures designed to increase the recruitment or retention of motorcyclist safety training instructors; and

(D) public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages developed under subsection (g).

(2) SUBALLOCATIONS OF FUNDS.—An agency of a State that receives a grant under this section may suballocate funds from the grant to a nonprofit organization incorporated in that State to carry out under this section.

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

(1) MOTORCYCLIST SAFETY TRAINING.—The term "motorcyclist safety training" means a formal program of instruction that is approved for use in a State by the designated State authority having jurisdiction over motorcyclist safety issues, which may include the State motorcycle safety administrator or a motorcycle advisory council appointed by the Governor of the State.

(2) MOTORCYCLIST AWARENESS.—The term "motorcyclist awareness" means individual or collective awareness of—

(A) the presence of motorcycles on or near roadways; and

(B) safe driving practices that avoid injury to motorcyclists.

(3) MOTORCYCLIST AWARENESS PROGRAM.—The term "motorcyclist awareness program" means an informational or public awareness program designed to enhance motorcyclist awareness that is developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues, which may include the State motorcycle safety administrator or a motorcycle advisory council appointed by the Governor of the State.

(4) STATE.—The term "State" has the same meaning such term has in section 101(a) of title 23, United States Code.

(g) SHARE-THE-ROAD MODEL LANGUAGE.—Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the Administrator of the National Highway Traffic Safety Administration, shall develop and provide to the States model language for use in traffic safety education courses, driver's manuals, and other driver's training materials instructing the drivers of motor vehicles on the importance of sharing the roads safely with motorcyclists.

Deadline.

23 USC 405 note.

**SEC. 2011. CHILD SAFETY AND CHILD BOOSTER SEAT INCENTIVE GRANTS.**

(a) GENERAL AUTHORITY.—Subject to the requirements of this section, the Secretary shall make grants to States that are enforcing a law requiring that any child riding in a passenger motor vehicle in the State who is too large to be secured in a child safety seat be secured in a child restraint that meets the requirements prescribed by the Secretary under section 3 of Anton's Law (49 U.S.C. 30127 note; 116 Stat. 2772).

(b) MAINTENANCE OF EFFORT.—No grant may be made to a State under this section in a fiscal year unless the State enters into such agreements with the Secretary as the Secretary may require to ensure that the State will maintain its aggregate expenditures from all other sources for child safety seat and child restraint programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of this Act.

(c) FEDERAL SHARE.—The Federal share of the costs of activities funded using amounts from grants under this section shall not exceed—

(1) for the first 3 fiscal years for which a State receives a grant under this section, 75 percent; and

(2) for the fourth fiscal year for which a State receives a grant under this section, 50 percent.

(d) USE OF GRANT AMOUNTS.—

(1) ALLOCATIONS.—Of the amounts received by a State in grants under this section for a fiscal year not more than 50 percent shall be used to fund programs for purchasing and distributing child safety seats and child restraints to low-income families.

(2) REMAINING AMOUNTS.—Amounts received by a State in grants under this section, other than amounts subject to paragraph (1), shall be used to carry out child safety seat and child restraint programs, including the following:

(A) A program to support enforcement of child restraint laws.

(B) A program to train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints.

(C) A program to educate the public concerning the proper use and installation of child safety seats and child restraints.

(e) GRANT AMOUNT.—The amount of a grant to a State for a fiscal year under this section may not exceed 25 percent of the amount apportioned to the State for fiscal year 2003 under section 402 of title 23, United States Code.

(f) APPLICABILITY OF CHAPTER 1.—The provisions contained in section 402(d) of such title shall apply to this section.

(g) REPORT.—A State that receives a grant under this section shall transmit to the Secretary a report documenting the manner in which the grant amounts were obligated and expended and identifying the specific programs carried out using the grant funds. The report shall be in a form prescribed by the Secretary and may be combined with other State grant reporting requirements under of chapter 4 of title 23, United States Code.

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

(1) CHILD RESTRAINT.—The term "child restraint" means any product designed to provide restraint to a child (including booster seats and other products used with a lap and shoulder belt assembly) that meets applicable Federal motor vehicle safety standards prescribed by the National Highway Traffic Safety Administration.

(2) CHILD SAFETY SEAT.—The term "child safety seat" has the meaning such term has in section 405(f) of title 23, United States Code.

(3) PASSENGER MOTOR VEHICLE.—The term "passenger motor vehicle" has the meaning such term has in section 405(f) of such title.

(4) STATE.—The term "State" has the meaning such term has in section 101(a) of such title.

**SEC. 2012. SAFETY DATA.**

(a) IN GENERAL.—Using funds made available to carry out section 403 of title 23, United States Code, for fiscal years 2005 through 2009, the Secretary shall collect data and compile statistics on accidents involving motor vehicles being backed up that result in fatalities and injuries and that occur on public and nonpublic roads and residential and commercial driveways and parking facilities.

(b) REPORT.—Not later than January 1, 2009, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on accidents described in subsection (a), including the data collected and statistics compiled under subsection (a) and any recommendations regarding measures to be taken to reduce the number of such accidents and the resulting fatalities and injuries.

**SEC. 2013. DRUG-IMPAIRED DRIVING ENFORCEMENT.** 23 USC 403 note.

(a) ILLICIT DRUG.—In this section, the term "illicit drug" includes substances listed in schedules I through V of section 112(e) of the Controlled Substances Act (21 U.S.C. 812) not obtained by a legal and valid prescription.

(b) DUTIES.—The Secretary shall—

(1) advise and coordinate with other Federal agencies on how to address the problem of driving under the influence of an illegal drug; and

(2) conduct research on the prevention, detection, and prosecution of driving under the influence of an illegal drug.

(c) REPORT.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Secretary, in cooperation with the National Institutes of Health, shall submit to Congress a report on the problem of drug-impaired driving.

(2) CONTENTS.—The report shall include, at a minimum, the following:

(A) An assessment of methodologies and technologies for measuring driver impairment resulting from use of the most common illicit drugs (including the use of such drugs in combination with alcohol).

(B) Effective and efficient methods for training law enforcement personnel, including drug recognition experts, to detect or measure the level of impairment of a driver

who is under the influence of an illicit drug by the use of technology or otherwise.

(C) A description of the role of drugs as causal factor in traffic crashes and the extent of the problem of drug-impaired driving.

(D) A description and assessment of current State and Federal laws relating to drug-impaired driving.

(E) Recommendations for addressing the problem of drug-impaired driving, including recommendations on levels of impairment.

(F) Recommendations for developing a model statute relating to drug-impaired driving.

(d) MODEL STATUTE.—

(1) IN GENERAL.—The Secretary shall develop a model statute for States relating to drug-impaired driving.

(2) CONTENTS.—Based on recommendations and findings contained in the report submitted under subsection (c), the model statute may include—

(A) threshold levels of impairment for illicit drugs;

(B) practicable methods for detecting the presence of illicit drugs; and

(C) penalties for drug impaired driving.

(3) DATE.—The model statute shall be provided to States not later than 1 year after date of submission of the report under subsection (c).

Drugs and drug abuse.

(e) RESEARCH AND DEVELOPMENT.—Section 403(b) of title 23, United States Code, is amended by adding at the end the following:

"(5) Technology to detect drug use and enable States to efficiently process toxicology evidence.

"(6) Research on the effects of illicit drugs and the compound effects of alcohol and illicit drugs on impairment.".

(f) FUNDING.—Out of amounts made available to carry out section 403 of title 23, United States Code, for each of fiscal years 2006 through 2009, the Secretary shall make available $1,200,000 for such fiscal year to carry out this section.

23 USC 402 note.

**SEC. 2014. FIRST RESPONDER VEHICLE SAFETY PROGRAM.**

Deadline.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the Administrator of the National Highway Traffic Safety Administration, should—

(1) develop and implement a comprehensive program to promote compliance with State and local laws intended to increase the safe and efficient operation of first responder vehicles;

(2) compile a list of best practices by State and local governments to promote compliance with the laws described in paragraph (1);

(3) analyze State and local laws intended to increase the safe and efficient operation of first responder vehicles; and

(4) develop model legislation to increase the safe and efficient operation of first responder vehicles.

(b) PARTNERSHIPS.—The Secretary may enter into partnerships with qualified organizations to carry out this section.

(c) PUBLIC OUTREACH.—The Secretary shall use a variety of public outreach strategies to carry out this section, including public

service announcements, publication of informational materials, and posting information on the Internet.

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary such sums as may be necessary to carry out this section for fiscal year 2006.

**SEC. 2015. DRIVER PERFORMANCE STUDY.**

(a) IN GENERAL.—Using funds made available to carry out section 403 of title 23, United States Code, for fiscal year 2005, the Secretary shall make $1,000,000 available to conduct a study on the risks associated with glare to oncoming drivers, including increased risks to drivers on 2-lane highways, increased risks to drivers over the age of 50, and the overall effects of glare on driver performance.

(b) REPORT.—Not later than 18 months after the date of enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study and any recommendations regarding measures to reduce the risks associated with glare to oncoming drivers.

**SEC. 2016. RURAL STATE EMERGENCY MEDICAL SERVICES OPTIMIZATION PILOT PROGRAM.**

(a) IN GENERAL.—From funds made available to carry out section 403 of title 23, United States Code, for fiscal year 2006, the Secretary shall make $1,000,000 available to conduct a pilot program for optimizing emergency medical services in a rural State.

(b) COLLECTING DATA.—The pilot program shall focus on collecting geo-coded data for highway accidents and resulting injuries, analyzing data to develop injury patterns and distributions, and improving placement and management of emergency medical services resources and personnel.

(c) SELECTION.—The Secretary shall enter into an agreement with the State of Alaska to conduct the pilot program. Contracts. Alaska.

(d) REPORT.—Not later than 12 months after the completion of the pilot program, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the pilot program and recommendations for application to other rural States.

**SEC. 2017. OLDER DRIVER SAFETY; LAW ENFORCEMENT TRAINING.**

(a) IMPROVING OLDER DRIVER SAFETY.—

(1) IN GENERAL.—Of the funds made available to carry out section 403 of title 23, United States Code, the Secretary shall allocate $1,700,000 for each of fiscal years 2006 through 2009 to conduct a comprehensive research and demonstration program to improve traffic safety pertaining to older drivers.

(2) ELEMENTS OF PROGRAM.—The program shall—

(A) provide information and guidelines to assist older drivers, physicians, and other related medical personnel, families, licensing agencies, enforcement officers, and various public and transit agencies in enhancing the safety of older drivers;

(B) improve the scientific basis of medical standards and screenings strategies used in the licensing of all drivers in a non-discriminatory manner;

(C) conduct field tests to assess the safety benefits and mobility impacts of different driver licensing strategies and driver assessment and rehabilitation methods;

(D) assess the value and improve the safety potential of driver retraining courses of particular benefit to older drivers; and

(E) conduct other activities to accomplish the objectives of this section.

(3) FORMULATION OF PLAN.—After consultation with affected parties, the Secretary shall formulate an older driver traffic safety plan to guide the design and implementation of the program.

Deadline.

(4) SUBMISION OF PLAN TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit the plan to the Committee on Transportation and Infrastructure House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

23 USC 402 note.

(b) LAW ENFORCEMENT TRAINING.—

(1) REQUIREMENT FOR PROGRAM.—The Secretary shall carry out a program to provide guidance and support to law enforcement agencies in police chase techniques that are consistent with the police chase guidelines issued by the International Association of Chiefs of Police.

(2) AMOUNT FOR PROGRAM.—Of the funds made available to carry out section 403 of title 23, United States Code, the Secretary shall allocate $500,000 in each of fiscal years 2006 through 2009 to carry out this subsection.

**SEC. 2018. SAFE INTERSECTIONS.**

(a) IN GENERAL.—Chapter 2 of title 18, United States Code, is amended by adding at the end the following:

**"§ 39. Traffic signal preemption transmitters**

"(a) OFFENSES.—

"(1) SALE.—Whoever, in or affecting interstate or foreign commerce, knowingly sells a traffic signal preemption transmitter to a nonqualifying user shall be fined under this title, or imprisoned not more than 1 year, or both.

"(2) USE.—Whoever, in or affecting interstate or foreign commerce, being a nonqualifying user makes unauthorized use of a traffic signal preemption transmitter shall be fined under this title, or imprisoned not more than 6 months, or both.

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

"(1) TRAFFIC SIGNAL PREEMPTION TRANSMITTER.—The term 'traffic signal preemption transmitter' means any mechanism that can change or alter a traffic signal's phase time or sequence.

"(2) NONQUALIFYING USER.—The term 'nonqualifying user' means a person who uses a traffic signal preemption transmitter and is not acting on behalf of a public agency or private corporation authorized by law to provide fire protection, law enforcement, emergency medical services, transit services, maintenance, or other services for a Federal, State, or local government entity, but does not include a person using a traffic signal preemption transmitter for classroom or instructional purposes.".

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

"39. Traffic signal preemption transmitters.".

**SEC. 2019. NATIONAL HIGHWAY SAFETY ADVISORY COMMITTEE TECHNICAL CORRECTION.**

Section 404(d) of title 23, United States Code, is amended by striking "Commerce" and inserting "Transportation".

**SEC. 2020. PRESIDENTIAL COMMISSION ON ALCOHOL-IMPAIRED DRIVING.**

(a) FINDINGS.—Congress finds that—

(1) there has been considerable progress over the past 25 years in reducing the number and rate of alcohol-related highway facilities;

(2) the National Highway Traffic Safety Administration projects that fatalities in alcohol-related crashes declined in 2003 for the 2nd year in a row;

(3) in spite of this progress, an estimated 17,013 Americans died in 2003, in alcohol-related crashes;

(4) these fatalities comprise 40 percent of the annual total highway fatalities;

(5) about 250,000 are injured each year in alcohol-related crashes;

(6) the past 2 years of decreasing alcohol-related fatalities follows a 3-year increase;

(7) alcohol-impaired driving is the Nation's most frequently committed violent crime;

(8) the annual cost of alcohol-related crashes is over $100,000,000,000, including $9,000,000,000 in costs to employers;

(9) a Presidential Commission on Alcohol Impaired Driving in 1982 and 1983 helped to lead to substantial progress on this issue; and

(10) these facts point to the need to renew the national commitment to preventing these deaths and injuries.

(b) SENSE OF THE CONGRESS.—It is the sense of Congress that, in an effort to further change the culture of alcohol-impaired driving on our Nation's highways, the President should consider establishing a Presidential Commission on Alcohol-Impaired Driving—

(1) comprised of representatives of—

(A) State and local governments, including State legislators;

(B) law enforcement;

(C) traffic safety experts, including researchers;

(D) victims of alcohol-related crashes;

(E) affected industries, including the alcohol, insurance, motorcycle, and auto industries;

(F) the business community;

(G) labor;

(H) the medical community;

(I) public health; and

(J) Members of Congress; and

(2) that not later than September 30, 2006, would—

(A) conduct a full examination of alcohol-impaired driving issues; and

(B) make recommendations for a broad range of policy and program changes that would serve to further reduce the level of deaths and injuries caused by alcohol impaired driving.

**SEC. 2021. SENSE OF THE CONGRESS IN SUPPORT OF INCREASED PUBLIC AWARENESS OF BLOOD ALCOHOL CONCENTRATION LEVELS AND DANGERS OF ALCOHOL-IMPAIRED DRIVING.**

(a) FINDINGS.—Congress finds that—

(1) in 2003—

(A) 17,013 Americans died in alcohol-related traffic crashes;

(B) 40 percent of the persons killed in traffic crashes died in alcohol-related crashes; and

(C) drivers with blood alcohol concentration levels over 0.15 were involved in 58 percent of alcohol-related traffic fatalities;

(2) research shows that 77 percent of Americans think they have received enough information about alcohol-impaired driving and the way in which alcohol affects individual blood alcohol levels; and

(3) only 28 percent of the American public can correctly identify the legal limit of blood alcohol concentration of the State in which they reside.

(b) SENSE OF CONGRESS.—It is the sense of Congress that the National Highway Traffic Safety Administration should work with State and local governments and independent organizations to increase public awareness of—

(1) State legal limits on blood alcohol concentration levels; and

(2) the dangers of alcohol-impaired driving.

23 USC 402 note.

**SEC. 2022. EFFECTIVE DATE.**

Sections 2002 through 2007 of this title (and the amendments and repeals made by such sections) shall take effect October 1, 2005.

# TITLE III—PUBLIC TRANSPORTATION

Federal Public Transportation Act of 2005. 49 USC 5101 note.

**SEC. 3001. SHORT TITLE.**

This title may be cited as the "Federal Public Transportation Act of 2005".

**SEC. 3002. AMENDMENTS TO TITLE 49, UNITED STATES CODE; UPDATED TERMINOLOGY.**

(a) AMENDMENTS TO TITLE 49.—Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

49 USC 5301.

(b) UPDATED TERMINOLOGY.—Chapter 53 is amended—

(1) in the chapter heading by striking "**MASS**" and inserting "**PUBLIC**";

(2) in section 5310(h) by striking "Mass" and inserting "Public";

(3) in the subsection heading for section 5331(b) by striking "MASS" and inserting "PUBLIC"; and

(4) by striking "mass" each place the term appears before "transportation" and inserting "public", except in sections 5301(f), 5302(a)(7), 5315, and 5323(a)(1).

49 USC 5301, 5302, 5307, 5311–5314, 5318, 5319, 5321–5323, 5330, 5331, 5333–5336.

(c) TABLE OF CHAPTERS.—The table of chapters for subtitle III is amended in the item relating to chapter 53 by striking "**Mass**" and inserting "**Public**".

**SEC. 3003. POLICIES, FINDINGS, AND PURPOSES.**

(a) IN GENERAL.—Section 5301(a) is amended to read as follows:

"(a) DEVELOPMENT AND REVITALIZATION OF PUBLIC TRANSPORTATION SYSTEMS.—It is in the interest of the United States, including its economic interest, to foster the development and revitalization of public transportation systems that—

"(1) maximize the safe, secure, and efficient mobility of individuals;

"(2) minimize environmental impacts; and

"(3) minimize transportation-related fuel consumption and reliance on foreign oil.".

(b) GENERAL FINDINGS.—Section 5301(b)(1) is amended—

(1) by striking "70 percent" and inserting "two-thirds"; and

(2) by striking "urban areas" and inserting "urbanized areas".

(c) PRESERVING THE ENVIRONMENT.—Section 5301(e) is amended—

(1) by striking "an urban" and inserting "a"; and

(2) by striking "under sections 5309 and 5310 of this title".

(d) GENERAL PURPOSES.—Section 5301(f) is amended—

(1) in paragraph (1)—

(A) by striking "mass" the first place it appears and inserting "public"; and

(B) by striking "public and private mass transportation companies" and inserting "both public transportation companies and private companies engaged in public transportation";

(2) in paragraph (2)—

(A) by striking "urban mass" and inserting "public"; and

(B) by striking "public and private mass transportation companies" and inserting "both public transportation companies and private companies engaged in public transportation";

(3) in paragraph (3)—

(A) by striking "urban mass" and inserting "public"; and

(B) by striking "public or private mass transportation companies" and inserting "public transportation companies or private companies engaged in public transportation"; and

(4) in paragraph (5) by striking "urban mass" and inserting "public".

**SEC. 3004. DEFINITIONS.**

(a) LEAD-IN.—Section 5302(a) is amended in the matter preceding paragraph (1) by striking "In this chapter" and inserting "Except as otherwise specifically provided, in this chapter".

(b) CAPITAL PROJECT.—Section 5302(a)(1) is amended—

(1) in subparagraph (G) by inserting "construction, renovation, and improvement of intercity bus and intercity rail stations and terminals," before "and the renovation and improvement of historic transportation facilities,";

(2) in subparagraph (G)(ii) by inserting "(other than an intercity bus station or terminal)" after "commercial revenue-producing facility";

(3) in subparagraph (H) by striking "or" at the end;

(4) in subparagraph (I) by striking the period at the end and inserting a semicolon; and

(5) by adding at the end the following:

"(J) crime prevention and security—

"(i) including—

"(I) projects to refine and develop security and emergency response plans;

"(II) projects aimed at detecting chemical and biological agents in public transportation;

"(III) the conduct of emergency response drills with public transportation agencies and local first response agencies; and

"(IV) security training for public transportation employees; but

"(ii) excluding all expenses related to operations, other than such expenses incurred in conducting activities described in clauses (i)(III) and (i)(IV);

"(K) establishing a debt service reserve, made up of deposits with a bondholder's trustee, to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project under this chapter; or

"(L) mobility management—

"(i) consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a governmental entity, under this chapter (other than section 5309); but

"(ii) excluding operating public transportation services.".

(c) INDIVIDUAL WITH A DISABILITY.—Section 5302(a)(5) is amended—

(1) in the paragraph heading by striking "HANDICAPPED INDIVIDUAL" and inserting "INDIVIDUAL WITH A DISABILITY"; and

(2) by striking "handicapped individual" and inserting "individual with a disability".

(d) MASS TRANSPORTATION.—Section 5302(a)(7) is amended to read as follows:

"(7) MASS TRANSPORTATION.—The term 'mass transportation' means public transportation.".

(e) PUBLIC TRANSPORTATION.—Section 5302(a)(10) is amended to read as follows:

"(10) PUBLIC TRANSPORTATION.—The term 'public transportation' means transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include schoolbus, charter, or intercity

bus transportation or intercity passenger rail transportation provided by the entity described in chapter 243 (or a successor to such entity).".

(f) URBANIZED AREA.—Section 5302(a)(17) is amended to read as follows:

"(17) URBANIZED AREA.—The term 'urbanized area' means an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an 'urbanized area' by the Secretary of Commerce.".

(g) AUTHORITY TO MODIFY DEFINITION.—Section 5302(b) is amended—

(1) in the subsection heading by striking "HANDICAPPED INDIVIDUAL" and inserting "INDIVIDUAL WITH A DISABILITY"; and

(2) by striking "handicapped individual" and inserting "individual with a disability".

**SEC. 3005. METROPOLITAN TRANSPORTATION PLANNING.**

(a) IN GENERAL.—Section 5303 is amended to read as follows:

**"§ 5303. Metropolitan transportation planning**

"(a) POLICY.—It is in the national interest to—

"(1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

"(2) encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 5304(d).

"(b) DEFINITIONS.—In this section and section 5304, the following definitions apply: Applicability.

"(1) METROPOLITAN PLANNING AREA.—The term 'metropolitan planning area' means the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under subsection (e).

"(2) METROPOLITAN PLANNING ORGANIZATION.—The term 'metropolitan planning organization' means the policy board of an organization created as a result of the designation process in subsection (d).

"(3) NONMETROPOLITAN AREA.—The term 'nonmetropolitan area' means a geographic area outside a designated metropolitan planning area.

"(4) NONMETROPOLITAN LOCAL OFFICIAL.—The term 'nonmetropolitan local official' means elected and appointed officials of general purpose local government in a nonmetropolitan area with responsibility for transportation.

"(5) TIP.—The term 'TIP' means a transportation improvement program developed by a metropolitan planning organization under subsection (j).

"(6) URBANIZED AREA.—The term 'urbanized area' means a geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

"(c) GENERAL REQUIREMENTS.—

"(1) DEVELOPMENT OF LONG-RANGE PLANS AND TIPS.—To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State.

"(2) CONTENTS.—The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

"(3) PROCESS OF DEVELOPMENT.—The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

"(d) DESIGNATION OF METROPOLITAN PLANNING ORGANIZATIONS.—

"(1) IN GENERAL.—To carry out the transportation planning process required by this section, a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals—

"(A) by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city (based on population) as named by the Bureau of the Census); or

"(B) in accordance with procedures established by applicable State or local law.

"(2) STRUCTURE.—Each metropolitan planning organization that serves an area designated as a transportation management area, when designated or redesignated under this subsection, shall consist of—

"(A) local elected officials;

"(B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area; and

"(C) appropriate State officials.

"(3) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this subsection shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities to—

"(A) develop the plans and TIPs for adoption by a metropolitan planning organization; and

"(B) develop long-range capital plans, coordinate transit services and projects, and carry out other activities pursuant to State law.

"(4) CONTINUING DESIGNATION.—A designation of a metropolitan planning organization under this subsection or any other provision of law shall remain in effect until the metropolitan planning organization is redesignated under paragraph (5).

"(5) REDESIGNATION PROCEDURES.—A metropolitan planning organization may be redesignated by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing planning area population (including the largest incorporated city (based on population) as named by the Bureau of the Census) as appropriate to carry out this section.

"(6) DESIGNATION OF MORE THAN ONE METROPOLITAN PLANNING ORGANIZATION.—More than one metropolitan planning organization may be designated within an existing metropolitan planning area only if the Governor and the existing metropolitan planning organization determine that the size and complexity of the existing metropolitan planning area make designation of more than one metropolitan planning organization for the area appropriate.

"(e) METROPOLITAN PLANNING AREA BOUNDARIES.—

"(1) IN GENERAL.—For the purposes of this section, the boundaries of a metropolitan planning area shall be determined by agreement between the metropolitan planning organization and the Governor.

"(2) INCLUDED AREA.—Each metropolitan planning area—

"(A) shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan; and

"(B) may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census.

"(3) IDENTIFICATION OF NEW URBANIZED AREAS WITHIN EXISTING PLANNING AREA BOUNDARIES.—The designation by the Bureau of the Census of new urbanized areas within an existing metropolitan planning area shall not require the redesignation of the existing metropolitan planning organization.

"(4) EXISTING METROPOLITAN PLANNING AREAS IN NONATTAINMENT.—Notwithstanding paragraph (2), in the case of an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.) as of the date of enactment of the Federal Public Transportation Act of 2005, the boundaries of the metropolitan planning area in existence as of such date of enactment shall be retained; except that the boundaries may be adjusted by agreement of the Governor and affected metropolitan planning organizations in the manner described in subsection (d)(5).

"(5) NEW METROPOLITAN PLANNING AREAS IN NONATTAINMENT.—In the case of an urbanized area designated after the date of enactment of the Federal Public Transportation Act of 2005 as a nonattainment area for ozone or carbon monoxide, the boundaries of the metropolitan planning area—

"(A) shall be established in the manner described in subsection (d)(1);

"(B) shall encompass the areas described in paragraph (2)(A);

"(C) may encompass the areas described in paragraph (2)(B); and

"(D) may address any nonattainment area identified under the Clean Air Act for ozone or carbon monoxide.

"(f) COORDINATION IN MULTISTATE AREAS.—

"(1) IN GENERAL.—The Secretary shall encourage each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area.

"(2) INTERSTATE COMPACTS.—The consent of Congress is granted to any two or more States—

"(A) to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and

"(B) to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

"(3) LAKE TAHOE REGION.—

"(A) DEFINITION.—In this paragraph, the term 'Lake Tahoe region' has the meaning given the term 'region' in subdivision (a) of article II of the Tahoe Regional Planning Compact, as set forth in the first section of Public Law 96–551 (94 Stat. 3234).

"(B) TRANSPORTATION PLANNING PROCESS.—The Secretary shall—

"(i) establish with the Federal land management agencies that have jurisdiction over land in the Lake Tahoe region a transportation planning process for the region; and

"(ii) coordinate the transportation planning process with the planning process required of State and local governments under this section and section 5304.

"(C) INTERSTATE COMPACT.—

"(i) IN GENERAL.—Subject to clause (ii), and notwithstanding subsection (b), to carry out the transportation planning process required by this section, the consent of Congress is granted to the States of California and Nevada to designate a metropolitan planning organization for the Lake Tahoe region, by agreement between the Governors of the States of California and Nevada and units of general purpose local government that together represent at least 75 percent of the affected population (including the central city or cities (as defined by the Bureau of the Census)), or in accordance with procedures established by applicable State or local law.

"(ii) INVOLVEMENT OF FEDERAL LAND MANAGEMENT AGENCIES.—

"(I) REPRESENTATION.—The policy board of a metropolitan planning organization designated under clause (i) shall include a representative of each Federal land management agency that has jurisdiction over land in the Lake Tahoe region.

"(II) FUNDING.—In addition to funds made available to the metropolitan planning organization for the Lake Tahoe region under other provisions of this chapter and title 23, 1 percent of the funds allocated under section 202 of title 23 shall be used to carry out the transportation planning process for the Lake Tahoe region under this subparagraph.

"(D) ACTIVITIES.—Highway projects included in transportation plans developed under this paragraph—

"(i) shall be selected for funding in a manner that facilitates the participation of the Federal land management agencies that have jurisdiction over land in the Lake Tahoe region; and

"(ii) may, in accordance with chapter 2 of title 23, be funded using funds allocated under section 202 of such title.

"(4) RESERVATION OF RIGHTS.—The right to alter, amend, or repeal interstate compacts entered into under this subsection is expressly reserved.

"(g) MPO CONSULTATION IN PLAN AND TIP COORDINATION.—

"(1) NONATTAINMENT AREAS.—If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act, each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs required by this section.

"(2) TRANSPORTATION IMPROVEMENTS LOCATED IN MULTIPLE MPOS.—If a transportation improvement, funded from the Highway Trust Fund or authorized under this chapter, is located within the boundaries of more than one metropolitan planning area, the metropolitan planning organizations shall coordinate plans and TIPs regarding the transportation improvement.

"(3) RELATIONSHIP WITH OTHER PLANNING OFFICIALS.—The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the metropolitan area that are provided by—

"(A) recipients of assistance under this chapter;

"(B) governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide nonemergency transportation services; and

"(C) recipients of assistance under section 204 of title 23.

"(h) SCOPE OF PLANNING PROCESS.—

"(1) IN GENERAL.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

"(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

"(B) increase the safety of the transportation system for motorized and nonmotorized users;

"(C) increase the security of the transportation system for motorized and nonmotorized users;

"(D) increase the accessibility and mobility of people and for freight;

"(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

"(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

"(G) promote efficient system management and operation; and

"(H) emphasize the preservation of the existing transportation system.

"(2) FAILURE TO CONSIDER FACTORS.—The failure to consider any factor specified in paragraph (1) shall not be reviewable by any court under this chapter, title 23, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

"(i) DEVELOPMENT OF TRANSPORTATION PLAN.—

"(1) IN GENERAL.—Each metropolitan planning organization shall prepare a transportation plan for its metropolitan planning area in accordance with the requirements of this subsection. The metropolitan planning organization shall prepare and update such plan every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:

"(A) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)).

"(B) Any area that was nonattainment and subsequently designated to attainment in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407(d)(3)) and that is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

In the case of any other area required to have a transportation plan in accordance with the requirements of this subsection, the metropolitan planning organization shall prepare and update such plan every 5 years unless the metropolitan planning organization elects to update more frequently.

"(2) TRANSPORTATION PLAN.—A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, the following:

"(A) IDENTIFICATION OF TRANSPORTATION FACILITIES.—An identification of transportation facilities (including

major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as such factors relate to a 20-year forecast period.

"(B) MITIGATION ACTIVITIES.—

"(i) IN GENERAL.—A long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

"(ii) CONSULTATION.—The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

"(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

"(D) OPERATIONAL AND MANAGEMENT STRATEGIES.—Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

"(E) CAPITAL INVESTMENT AND OTHER STRATEGIES.—Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.

"(F) TRANSPORTATION AND TRANSIT ENHANCEMENT ACTIVITIES.—Proposed transportation and transit enhancement activities.

"(3) COORDINATION WITH CLEAN AIR ACT AGENCIES.—In metropolitan areas which are in nonattainment for ozone or carbon monoxide under the Clean Air Act, the metropolitan planning organization shall coordinate the development of a transportation plan with the process for development of the transportation control measures of the State implementation plan required by the Clean Air Act.

"(4) CONSULTATION.—

"(A) IN GENERAL.—In each metropolitan area, the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land

use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.

"(B) ISSUES.—The consultation shall involve, as appropriate—

"(i) comparison of transportation plans with State conservation plans or maps, if available; or

"(ii) comparison of transportation plans to inventories of natural or historic resources, if available.

"(5) PARTICIPATION BY INTERESTED PARTIES.—

"(A) IN GENERAL.—Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

"(B) CONTENTS OF PARTICIPATION PLAN.—A participation plan—

"(i) shall be developed in consultation with all interested parties; and

"(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

"(C) METHODS.—In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable—

"(i) hold any public meetings at convenient and accessible locations and times;

"(ii) employ visualization techniques to describe plans; and

"(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

"(6) PUBLICATION.—A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

"(7) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—Notwithstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).

"(j) METROPOLITAN TIP.—

"(1) DEVELOPMENT.—

"(A) IN GENERAL.—In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan

area shall develop a TIP for the area for which the organization is designated.

"(B) OPPORTUNITY FOR COMMENT.—In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

"(C) FUNDING ESTIMATES.—For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

"(D) UPDATING AND APPROVAL.—The TIP shall be updated at least once every 4 years and shall be approved by the metropolitan planning organization and the Governor.

"(2) CONTENTS.—

"(A) PRIORITY LIST.—The TIP shall include a priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

"(B) FINANCIAL PLAN.—The TIP shall include a financial plan that—

"(i) demonstrates how the TIP can be implemented;

"(ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;

"(iii) identifies innovative financing techniques to finance projects, programs, and strategies; and

"(iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

"(C) DESCRIPTIONS.—Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

"(3) INCLUDED PROJECTS.—

"(A) PROJECTS UNDER THIS CHAPTER AND TITLE 23.—A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under this chapter and chapter 1 of title 23.

"(B) PROJECTS UNDER CHAPTER 2 OF TITLE 23.—

"(i) REGIONALLY SIGNIFICANT PROJECTS.—Regionally significant projects proposed for funding under chapter 2 of title 23 shall be identified individually in the transportation improvement program.

"(ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 of title 23 that are not determined to be regionally significant shall be grouped in one line item or identified individually in the transportation improvement program.

"(C) CONSISTENCY WITH LONG-RANGE TRANSPORTATION PLAN.—Each project shall be consistent with the long-range

transportation plan developed under subsection (i) for the area.

"(D) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

"(4) NOTICE AND COMMENT.—Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

"(5) SELECTION OF PROJECTS.—

"(A) IN GENERAL.—Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP—

"(i) by—

"(I) in the case of projects under title 23, the State; and

"(II) in the case of projects under this chapter, the designated recipients of public transportation funding; and

"(ii) in cooperation with the metropolitan planning organization.

"(B) MODIFICATIONS TO PROJECT PRIORITY.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

"(6) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—

"(A) NO REQUIRED SELECTION.—Notwithstanding paragraph (2)(B)(iv), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv).

"(B) REQUIRED ACTION BY THE SECRETARY.—Action by the Secretary shall be required for a State or metropolitan planning organization to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv) for inclusion in an approved TIP.

"(7) PUBLICATION.—

"(A) PUBLICATION OF TIPS.—A TIP involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

"(B) PUBLICATION OF ANNUAL LISTINGS OF PROJECTS.—An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

"(C) RULEMAKING.—Not later than 180 days after the date of enactment of the Federal Public Transportation Act of 2005, the Secretary shall issue regulations setting standards for the listing required by subparagraph (B) and specifying the types of data to be included in such list, including sufficient information about each project to identify its type, location, and amount obligated. Deadline.

"(k) TRANSPORTATION MANAGEMENT AREAS.—

"(1) IDENTIFICATION AND DESIGNATION.—

"(A) REQUIRED IDENTIFICATION.—The Secretary shall identify as a transportation management area each urbanized area (as defined by the Bureau of the Census) with a population of over 200,000 individuals.

"(B) DESIGNATIONS ON REQUEST.—The Secretary shall designate any additional area as a transportation management area on the request of the Governor and the metropolitan planning organization designated for the area.

"(2) TRANSPORTATION PLANS.—In a metropolitan planning area serving a transportation management area, transportation plans shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators.

"(3) CONGESTION MANAGEMENT PROCESS.—Within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this chapter and title 23 through the use of travel demand reduction and operational management strategies. The Secretary shall establish an appropriate phase-in schedule for compliance with the requirements of this section but no sooner than one year after the identification of a transportation management area.

"(4) SELECTION OF PROJECTS.—

"(A) IN GENERAL.—All federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area under title 23 (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under this chapter shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.

"(B) NATIONAL HIGHWAY SYSTEM PROJECTS.—Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program under title 23 shall be selected for implementation from the approved TIP by the State in cooperation with the metropolitan planning organization designated for the area.

"(5) CERTIFICATION.—

"(A) IN GENERAL.—The Secretary shall—

"(i) ensure that the metropolitan planning process of a metropolitan planning organization serving a transportation management area is being carried out in accordance with applicable provisions of Federal law; and

"(ii) subject to subparagraph (B), certify, not less often than once every 4 years, that the requirements of this paragraph are met with respect to the metropolitan planning process.

"(B) REQUIREMENTS FOR CERTIFICATION.—The Secretary may make the certification under subparagraph (A) if—

"(i) the transportation planning process complies with the requirements of this section and other applicable requirements of Federal law; and

"(ii) there is a TIP for the metropolitan planning area that has been approved by the metropolitan planning organization and the Governor.

"(C) EFFECT OF FAILURE TO CERTIFY.—

"(i) WITHHOLDING OF PROJECT FUNDS.—If a metropolitan planning process of a metropolitan planning organization serving a transportation management area is not certified, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the metropolitan planning organization for projects funded under this chapter and title 23.

"(ii) RESTORATION OF WITHHELD FUNDS.—The withheld funds shall be restored to the metropolitan planning area at such time as the metropolitan planning process is certified by the Secretary.

"(D) REVIEW OF CERTIFICATION.—In making certification determinations under this paragraph, the Secretary shall provide for public involvement appropriate to the metropolitan area under review.

"(l) ABBREVIATED PLANS FOR CERTAIN AREAS.—

"(1) IN GENERAL.—Subject to paragraph (2), in the case of a metropolitan area not designated as a transportation management area under this section, the Secretary may provide for the development of an abbreviated transportation plan and TIP for the metropolitan planning area that the Secretary determines is appropriate to achieve the purposes of this section, taking into account the complexity of transportation problems in the area.

"(2) NONATTAINMENT AREAS.—The Secretary may not permit abbreviated plans or TIPs for a metropolitan area that is in nonattainment for ozone or carbon monoxide under the Clean Air Act.

"(m) ADDITIONAL REQUIREMENTS FOR CERTAIN NONATTAINMENT AREAS.—

"(1) IN GENERAL.—Notwithstanding any other provisions of this chapter or title 23, for transportation management areas classified as nonattainment for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be advanced in such area for any highway project that will result in a significant increase in the carrying capacity for single-occupant

vehicles unless the project is addressed through a congestion management process.

"(2) APPLICABILITY.—This subsection applies to a nonattainment area within the metropolitan planning area boundaries determined under subsection (e).

"(n) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to confer on a metropolitan planning organization the authority to impose legal requirements on any transportation facility, provider, or project not eligible under this chapter or title 23.

"(o) FUNDING.—Funds set aside under section 5305(g) of this title or section 104(f) of title 23 shall be available to carry out this section.

"(p) CONTINUATION OF CURRENT REVIEW PRACTICE.—Since plans and TIPs described in this section are subject to a reasonable opportunity for public comment, since individual projects included in plans and TIPs are subject to review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), and since decisions by the Secretary concerning plans and TIPs described in this section have not been reviewed under such Act as of January 1, 1997, any decision by the Secretary concerning a plan or TIP described in this section shall not be considered to be a Federal action subject to review under such Act.".

(b) SCHEDULE FOR IMPLEMENTATION.—The Secretary shall issue guidance on a schedule for implementation of the changes made by this section, taking into consideration the established planning update cycle for States and metropolitan planning organizations. The Secretary shall not require a State or metropolitan planning organization to deviate from its established planning update cycle to implement changes made by this section. Beginning July 1, 2007, State or metropolitan planning organization plan or program updates shall reflect changes made by this section.

Guidelines. 49 USC 5303 note.

(c) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5303 and inserting the following:

49 USC 5301.

"5303. Metropolitan transportation planning.".

**SEC. 3006. STATEWIDE TRANSPORTATION PLANNING.**

(a) IN GENERAL.—Section 5304 is amended to read as follows:

### "§ 5304. Statewide transportation planning

"(a) GENERAL REQUIREMENTS.—

"(1) DEVELOPMENT OF PLANS AND PROGRAMS.—To accomplish the objectives stated in section 5303(a), each State shall develop a statewide transportation plan and a statewide transportation improvement program for all areas of the State, subject to section 5303.

"(2) CONTENTS.—The statewide transportation plan and the transportation improvement program developed for each State shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States.

"(3) PROCESS OF DEVELOPMENT.—The process for developing the statewide plan and the transportation improvement program shall provide for consideration of all modes of transportation and the policies stated in section 5303(a), and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

"(b) COORDINATION WITH METROPOLITAN PLANNING; STATE IMPLEMENTATION PLAN.—A State shall—

"(1) coordinate planning carried out under this section with the transportation planning activities carried out under section 5303 for metropolitan areas of the State and with statewide trade and economic development planning activities and related multistate planning efforts; and

"(2) develop the transportation portion of the State implementation plan as required by the Clean Air Act (42 U.S.C. 7401 et seq.).

"(c) INTERSTATE AGREEMENTS.—

"(1) IN GENERAL.—The consent of Congress is granted to 2 or more States entering into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section related to interstate areas and localities in the States and establishing authorities the States consider desirable for making the agreements and compacts effective.

"(2) RESERVATION OF RIGHTS.—The right to alter, amend, or repeal interstate compacts entered into under this subsection is expressly reserved.

"(d) SCOPE OF PLANNING PROCESS.—

"(1) IN GENERAL.—Each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will—

"(A) support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

"(B) increase the safety of the transportation system for motorized and nonmotorized users;

"(C) increase the security of the transportation system for motorized and nonmotorized users;

"(D) increase the accessibility and mobility of people and freight;

"(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

"(F) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;

"(G) promote efficient system management and operation; and

"(H) emphasize the preservation of the existing transportation system.

"(2) FAILURE TO CONSIDER FACTORS.—The failure to consider any factor specified in paragraph (1) shall not be reviewable by any court under this chapter, title 23, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a statewide transportation plan, the transportation improvement program, a project or strategy, or the certification of a planning process.

"(e) ADDITIONAL REQUIREMENTS.—In carrying out planning under this section, each State shall consider, at a minimum—

"(1) with respect to nonmetropolitan areas, the concerns of affected local officials with responsibility for transportation;

"(2) the concerns of Indian tribal governments and Federal land management agencies that have jurisdiction over land within the boundaries of the State; and

"(3) coordination of transportation plans, the transportation improvement program, and planning activities with related planning activities being carried out outside of metropolitan planning areas and between States.

"(f) LONG-RANGE STATEWIDE TRANSPORTATION PLAN.—

"(1) DEVELOPMENT.—Each State shall develop a long-range statewide transportation plan, with a minimum 20-year forecast period for all areas of the State, that provides for the development and implementation of the intermodal transportation system of the State.

"(2) CONSULTATION WITH GOVERNMENTS.—

"(A) METROPOLITAN AREAS.—The statewide transportation plan shall be developed for each metropolitan area in the State in cooperation with the metropolitan planning organization designated for the metropolitan area under section 5303.

"(B) NONMETROPOLITAN AREAS.—With respect to nonmetropolitan areas, the statewide transportation plan shall be developed in consultation with affected nonmetropolitan officials with responsibility for transportation. The Secretary shall not review or approve the consultation process in each State.

"(C) INDIAN TRIBAL AREAS.—With respect to each area of the State under the jurisdiction of an Indian tribal government, the statewide transportation plan shall be developed in consultation with the tribal government and the Secretary of the Interior.

"(D) CONSULTATION, COMPARISON, AND CONSIDERATION.—

"(i) IN GENERAL.—The long-range transportation plan shall be developed, as appropriate, in consultation with State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

"(ii) COMPARISON AND CONSIDERATION.—Consultation under clause (i) shall involve comparison of transportation plans to State and tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

"(3) PARTICIPATION BY INTERESTED PARTIES.—

"(A) IN GENERAL.—In developing the statewide transportation plan, the State shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the proposed plan.

"(B) METHODS.—In carrying out subparagraph (A), the State shall, to the maximum extent practicable—

"(i) hold any public meetings at convenient and accessible locations and times;

"(ii) employ visualization techniques to describe plans; and

"(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

"(4) MITIGATION ACTIVITIES.—

"(A) IN GENERAL.—A long-range transportation plan shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

"(B) CONSULTATION.—The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

"(5) FINANCIAL PLAN.—The statewide transportation plan may include a financial plan that demonstrates how the adopted statewide transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted statewide transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

"(6) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—A State shall not be required to select any project from the illustrative list of additional projects included in the financial plan described in paragraph (5).

"(7) EXISTING SYSTEM.—The statewide transportation plan should include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system.

"(8) PUBLICATION OF LONG-RANGE TRANSPORTATION PLANS.—Each long-range transportation plan prepared by a State shall be published or otherwise made available, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

"(g) STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.—

"(1) DEVELOPMENT.—Each State shall develop a statewide transportation improvement program for all areas of the State. Such program shall cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently.

"(2) CONSULTATION WITH GOVERNMENTS.—

"(A) METROPOLITAN AREAS.—With respect to each metropolitan area in the State, the program shall be developed in cooperation with the metropolitan planning organization designated for the metropolitan area under section 5303.

"(B) NONMETROPOLITAN AREAS.—With respect to each nonmetropolitan area in the State, the program shall be developed in consultation with affected nonmetropolitan local officials with responsibility for transportation. The Secretary shall not review or approve the specific consultation process in the State.

"(C) INDIAN TRIBAL AREAS.—With respect to each area of the State under the jurisdiction of an Indian tribal government, the program shall be developed in consultation with the tribal government and the Secretary of the Interior.

"(3) PARTICIPATION BY INTERESTED PARTIES.—In developing the program, the State shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the proposed program.

"(4) INCLUDED PROJECTS.—

"(A) IN GENERAL.—A transportation improvement program developed under this subsection for a State shall include federally supported surface transportation expenditures within the boundaries of the State.

"(B) LISTING OF PROJECTS.—An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.

"(C) PROJECTS UNDER CHAPTER 2 OF TITLE 23.—

"(i) REGIONALLY SIGNIFICANT PROJECTS.—Regionally significant projects proposed for funding under chapter 2 of title 23 shall be identified individually in the transportation improvement program.

"(ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 of title 23 that are not determined to be regionally significant shall be grouped in 1 line item or identified individually in the transportation improvement program.

"(D) CONSISTENCY WITH STATEWIDE TRANSPORTATION PLAN.—Each project shall be—

"(i) consistent with the statewide transportation plan developed under this section for the State;

"(ii) identical to the project or phase of the project as described in an approved metropolitan transportation plan; and

"(iii) in conformance with the applicable State air quality implementation plan developed under the Clean Air Act, if the project is carried out in an area designated as nonattainment for ozone, particulate matter, or carbon monoxide under that Act.

"(E) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The transportation improvement program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

"(F) FINANCIAL PLAN.—The transportation improvement program may include a financial plan that demonstrates how the approved transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

"(G) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—

"(i) NO REQUIRED SELECTION.—Notwithstanding subparagraph (F), a State shall not be required to select any project from the illustrative list of additional projects included in the financial plan under subparagraph (F).

"(ii) REQUIRED ACTION BY THE SECRETARY.—Action by the Secretary shall be required for a State to select any project from the illustrative list of additional projects included in the financial plan under subparagraph (F) for inclusion in an approved transportation improvement program.

"(H) PRIORITIES.—The transportation improvement program shall reflect the priorities for programming and expenditures of funds, including transportation enhancement activities, required by this chapter and title 23.

"(5) PROJECT SELECTION FOR AREAS OF LESS THAN 50,000 POPULATION.—Projects carried out in areas with populations of less than 50,000 individuals shall be selected, from the approved transportation improvement program (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program under title 23 or sections 5310, 5311, 5316, and 5317 of this title) by the State in cooperation with the affected nonmetropolitan local officials with responsibility for transportation. Projects carried out in areas with populations of less than 50,000 individuals on the National Highway

System or under the bridge program or the Interstate maintenance program under title 23 or sections 5310, 5311, 5316, and 5317 of this title shall be selected, from the approved statewide transportation improvement program, by the State in consultation with the affected nonmetropolitan local officials with responsibility for transportation.

"(6) TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL.—Every 4 years, a transportation improvement program developed under this subsection shall be reviewed and approved by the Secretary if based on a current planning finding.

"(7) PLANNING FINDING.—A finding shall be made by the Secretary at least every 4 years that the transportation planning process through which statewide transportation plans and programs are developed is consistent with this section and section 5303.

"(8) MODIFICATIONS TO PROJECT PRIORITY.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved transportation improvement program in place of another project in the program.

"(h) FUNDING.—Funds set aside pursuant to section 5305(g) of this title and section 104(i) of title 23 shall be available to carry out this section.

"(i) TREATMENT OF CERTAIN STATE LAWS AS CONGESTION MANAGEMENT PROCESSES.—For purposes of this section and section 5303, and sections 134 and 135 of title 23, State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process under this section and section 5303, and sections 134 and 135 of title 23, if the Secretary finds that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of this section, section 5303, and sections 134 and 135 of title 23, as appropriate.

"(j) CONTINUATION OF CURRENT REVIEW PRACTICE.—Since the statewide transportation plan and the transportation improvement program described in this section are subject to a reasonable opportunity for public comment, since individual projects included in the statewide transportation plans and the transportation improvement program are subject to review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), and since decisions by the Secretary concerning statewide transportation plans or the transportation improvement program described in this section have not been reviewed under such Act as of January 1, 1997, any decision by the Secretary concerning a metropolitan or statewide transportation plan or the transportation improvement program described in this section shall not be considered to be a Federal action subject to review under such Act.".

Guidelines. 49 USC 5304 note.

(b) SCHEDULE FOR IMPLEMENTATION.—The Secretary shall issue guidance on a schedule for implementation of the changes made by this section, taking into consideration the established planning update cycle for States and metropolitan planning organizations. The Secretary shall not require a State or metropolitan planning organization to deviate from its established planning update cycle to implement changes made by this section. Beginning July 1, 2007, State or metropolitan planning organization plan or program updates shall reflect changes made by this section.

Effective date.

(c) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5304 and inserting the following:

"5304. Statewide transportation planning.".

**SEC. 3007. PLANNING PROGRAMS.**

(a) IN GENERAL.—Section 5305 is amended to read as follows:

**"§ 5305. Planning programs**

"(a) STATE DEFINED.—In this section, the term 'State' means a State of the United States, the District of Columbia, and Puerto Rico.

"(b) GENERAL AUTHORITY.—

"(1) GRANTS AND AGREEMENTS.—Under criteria established by the Secretary, the Secretary may award grants to States, authorities of the States, metropolitan planning organizations, and local governmental authorities, and make agreements with other departments, agencies, or instrumentalities of the Government to—

"(A) develop transportation plans and programs;

"(B) plan, engineer, design, and evaluate a public transportation project; and

"(C) conduct technical studies relating to public transportation.

"(2) ELIGIBLE ACTIVITIES.—Activities eligible under paragraph (1) include the following:

"(A) Studies related to management, planning, operations, capital requirements, and economic feasibility.

"(B) Evaluating previously financed projects.

"(C) Peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analyses among metropolitan planning organizations and other transportation planners.

"(D) Other similar and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment.

"(c) PURPOSE.—To the extent practicable, the Secretary shall ensure that amounts appropriated or made available under section 5338 to carry out this section and sections 5303, 5304, and 5306 are used to support balanced and comprehensive transportation planning that considers the relationships among land use and all transportation modes, without regard to the programmatic source of the planning amounts.

"(d) METROPOLITAN PLANNING PROGRAM.—

"(1) APPORTIONMENT TO STATES.—

"(A) IN GENERAL.—The Secretary shall apportion 80 percent of the amounts made available under subsection (g)(1) among the States to carry out sections 5303 and 5306 in the ratio that—

"(i) the population of urbanized areas in each State, as shown by the latest available decennial census of population; bears to

"(ii) the total population of urbanized areas in all States, as shown by that census.

"(B) MINIMUM APPORTIONMENT.—Notwithstanding subparagraph (A), a State may not receive less than 0.5 percent of the amount apportioned under this paragraph.

"(2) ALLOCATION TO MPO'S.—Amounts apportioned to a State under paragraph (1) shall be made available, not later than 30 days after the date of apportionment, to metropolitan planning organizations in the State designated under this section under a formula that—

"(A) considers population of urbanized areas;

"(B) provides an appropriate distribution for urbanized areas to carry out the cooperative processes described in this section;

"(C) the State develops in cooperation with the metropolitan planning organizations; and

"(D) the Secretary approves.

"(3) SUPPLEMENTAL AMOUNTS.—

"(A) IN GENERAL.—The Secretary shall apportion 20 percent of the amounts made available under subsection (g)(1) among the States to supplement allocations made under paragraph (1) for metropolitan planning organizations.

"(B) FORMULA.—The Secretary shall apportion amounts referred to in subparagraph (A) under a formula that reflects the additional cost of carrying out planning, programming, and project selection responsibilities under sections 5303 and 5306 in certain urbanized areas.

"(e) STATE PLANNING AND RESEARCH PROGRAM.—

"(1) APPORTIONMENT TO STATES.—

"(A) IN GENERAL.—The Secretary shall apportion the amounts made available under subsection (g)(2) among the States for grants and contracts to carry out this section and sections 5304, 5306, 5315, and 5322 in the ratio that—

"(i) the population of urbanized areas in each State, as shown by the latest available decennial census; bears to

"(ii) the population of urbanized areas in all States, as shown by that census.

"(B) MINIMUM APPORTIONMENT.—Notwithstanding subparagraph (A), a State may not receive less than 0.5 percent of the amount apportioned under this paragraph.

"(2) SUPPLEMENTAL AMOUNTS.—A State, as the State considers appropriate, may authorize part of the amount made available under this subsection to be used to supplement amounts made available under subsection (d).

"(f) GOVERNMENT'S SHARE OF COSTS.—The Government's share of the cost of an activity funded using amounts made available under this section may not exceed 80 percent of the cost of the activity unless the Secretary determines that it is in the interests of the Government not to require a State or local match.

"(g) ALLOCATION OF FUNDS.—Of the funds made available by or appropriated to carry out this section under section 5338(c) for fiscal years 2005 through 2009—

"(1) 82.72 percent shall be available for the metropolitan planning program under subsection (d); and

"(2) 17.28 percent shall be available to carry out subsection (e).

"(h) AVAILABILITY OF FUNDS.—Funds apportioned under this section to a State that have not been obligated in the 3-year period beginning after the last day of the fiscal year for which the funds are authorized shall be reapportioned among the States.".

(b) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5305 and inserting the following:

"5305. Planning programs.".

**SEC. 3008. PRIVATE ENTERPRISE PARTICIPATION.**

Section 5306(a) is amended by inserting ", as determined by local policies, criteria, and decisionmaking," after "feasible".

**SEC. 3009. URBANIZED AREA FORMULA GRANTS.**

(a) TECHNICAL AMENDMENTS.—Section 5307 is amended—

(1) by striking subsections (h), (j) and (k); and

(2) by redesignating subsections (i), (l), (m), and (n) as subsections (h), (i), (j), and (k), respectively.

(b) DEFINITIONS.—

(1) ASSOCIATED CAPITAL MAINTENANCE ITEMS.—Section 5307(a)(1) is amended—

(A) by striking "means equipment, tires," and inserting "means—

"(A) equipment, tires,";

(B) in subparagraph (A) (as so designated) by striking the period at the end and inserting "; and"; and

(C) by adding at the end the following:

"(B) reconstruction of equipment and material, each of which after reconstruction will have a fair market value of at least .5 percent of the current fair market value of rolling stock comparable to the rolling stock for which the equipment and material will be used.".

(2) DESIGNATED RECIPIENT.—Section 5307(a)(2)(A) is amended to read as follows:

"(A) an entity designated, in accordance with the planning process under sections 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 that are attributable to transportation management areas identified under section 5303; or".

(c) GENERAL AUTHORITY.—Section 5307(b) is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) GRANTS.—The Secretary may make grants under this section for—

"(A) capital projects and associated capital maintenance items;

"(B) planning;

"(C) transit enhancements;

"(D) operating costs of equipment and facilities for use in public transportation in an urbanized area with a population of less than 200,000;

"(E) operating costs of equipment and facilities for use in public transportation in a portion or portions of an urbanized area with a population of at least 200,000, but not more than 225,000, if—

"(i) the urbanized area includes parts of more than one State;

"(ii) the portion of the urbanized area includes only one State;

"(iii) the population of the portion of the urbanized area is less than 30,000; and

"(iv) the grants will not be used to provide public transportation outside of the portion of the urbanized area; and

"(F) operating costs of equipment and facilities for use in public transportation for local governmental authorities in areas which adopted transit operating and financing plans that became a part of the Houston, Texas, urbanized area as a result of the 2000 decennial census of population, but lie outside the service area of the principal public transportation agency that serves the Houston urbanized area.";

(2) by striking paragraph (2) and inserting the following:

"(2) SPECIAL RULE FOR FISCAL YEARS 2005 THROUGH 2007.—

"(A) INCREASED FLEXIBILITY.—The Secretary may award grants under this section, from funds made available to carry out this section for each of the fiscal years 2005 through 2007, to finance the operating cost of equipment and facilities for use in mass transportation in an urbanized area with a population of at least 200,000, as determined by the 2000 decennial census of population, if—

"(i) the urbanized area had a population of less than 200,000, as determined by the 1990 decennial census of population;

"(ii) a portion of the urbanized area was a separate urbanized area with a population of less than 200,000, as determined by the 1990 decennial census of population;

"(iii) the area was not designated as an urbanized area, as determined by the 1990 decennial census of population; or

"(iv) a portion of the area was not designated as an urbanized area, as determined by the 1990 decennial census, and received assistance under section 5311 in fiscal year 2002.

"(B) MAXIMUM AMOUNTS IN FISCAL YEAR 2005.—In fiscal year 2005—

"(i) amounts made available to any urbanized area under clause (i) or (ii) of subparagraph (A) shall be not more than the amount apportioned in fiscal year 2002 to the urbanized area with a population of less than 200,000, as determined in the 1990 decennial census of population;

"(ii) amounts made available to any urbanized area under subparagraph (A)(iii) shall be not more than the amount apportioned to the urbanized area under this section for fiscal year 2003; and

"(iii) each portion of any area not designated as an urbanized area, as determined by the 1990 decennial census, and eligible to receive funds under subparagraph (A)(iv), shall receive an amount of funds to carry out this section that is not less than the

amount the portion of the area received under section 5311 for fiscal year 2002.

"(C) MAXIMUM AMOUNTS IN FISCAL YEAR 2006.—In fiscal year 2006—

"(i) amounts made available to any urbanized area under clause (i) or (ii) of subparagraph (A) shall be not more than 50 percent of the amount apportioned in fiscal year 2002 to the urbanized area with a population of less than 200,000, as determined in the 1990 decennial census of population;

"(ii) amounts made available to any urbanized area under subparagraph (A)(iii) shall be not more than 50 percent of the amount apportioned to the urbanized area under this section for fiscal year 2003; and

"(iii) each portion of any area not designated as an urbanized area, as determined by the 1990 decennial census, and eligible to receive funds under subparagraph (A)(iv), shall receive an amount of funds to carry out this section that is not less than 50 percent of the amount the portion of the area received under section 5311 for fiscal year 2002.

"(D) MAXIMUM AMOUNTS IN FISCAL YEAR 2007.—In fiscal year 2007—

"(i) amounts made available to any urbanized area under clause (i) or (ii) of subparagraph (A) shall be not more than 25 percent of the amount apportioned in fiscal year 2002 to the urbanized area with a population of less than 200,000, as determined in the 1990 decennial census of population;

"(ii) amounts made available to any urbanized area under subparagraph (A)(iii) shall be not more than 25 percent of the amount apportioned to the urbanized area under this section for fiscal year 2003; and

"(iii) each portion of any area not designated as an urbanized area, as determined by the 1990 decennial census, and eligible to receive funds under subparagraph (A)(iv), shall receive an amount of funds to carry out this section that is not less than 25 percent of the amount the portion of the area received under section 5311 in fiscal year 2002."; and

(3) by striking paragraph (4).

(d) GRANT RECIPIENT REQUIREMENTS.—Section 5307(d)(1) is amended—

(1) in subparagraph (A) by inserting ", including safety and security aspects of the program" after "program";

(2) in subparagraph (E)—

(A) by striking "and" at the end of clause (ii);

(B) by inserting "and" at the end of clause (iii); and

(C) by adding at the end the following:

"(iv) will comply with sections 5323 and 5325;";

(3) in subparagraph (H) by striking "sections 5301(a) and (d), 5303–5306, and 5310(a)–(d) of this title" and inserting "section 5301(a), section 5301(d), and sections 5303 through 5306";

(4) in subparagraph (I) by striking "and" at the end;

(5) by adding at the end the following:

"(K) in the case of a recipient for an urbanized area with a population of at least 200,000—

"(i) will expend not less than 1 percent of the amount the recipient receives each fiscal year under this section for transit enhancements, as defined in section 5302(a); and

"(ii) will submit an annual report listing projects carried out in the preceding fiscal year with those funds; and".

(e) GOVERNMENT'S SHARE OF COSTS.—Section 5307(e) is amended to read as follows:

"(e) GOVERNMENT'S SHARE OF COSTS.—

"(1) CAPITAL PROJECTS.—A grant for a capital project (including associated capital maintenance items) under this section shall be for 80 percent of the net project cost of the project. The recipient may provide additional local matching amounts.

"(2) OPERATING EXPENSES.—A grant for operating expenses under this section may not exceed 50 percent of the net project cost of the project.

"(3) REMAINING COSTS.—Subject to paragraph (4), the remainder of the net project cost shall be provided—

"(A) in cash from non-Government sources other than revenues from providing public transportation services;

"(B) from revenues derived from the sale of advertising and concessions;

"(C) from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital; and

"(D) from amounts received under a service agreement with a State or local social service agency or private social service organization.

"(4) USE OF CERTAIN FUNDS.—The prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) shall not apply to the remainder.".

(f) UNDERTAKING PROJECTS IN ADVANCE.—Section 5307(g) is amended by striking paragraph (4).

(g) RELATIONSHIP TO OTHER LAWS.—Section 5307(k) (as redesignated by subsection (a)(2) of this section) is amended to read as follows:

"(k) RELATIONSHIP TO OTHER LAWS.—

"(1) APPLICABLE PROVISIONS.—Sections 5301, 5302, 5303, 5304, 5306, 5315(c), 5318, 5319, 5323, 5325, 5327, 5329, 5330, 5331, 5332, 5333, and 5335 apply to this section and to any grant made under this section.

"(2) INAPPLICABLE PROVISIONS.—

"(A) IN GENERAL.—Except as provided by this section, no other provision of this chapter applies to this section or to a grant made under this section.

"(B) TITLE 5.—The provision of assistance under this chapter shall not be construed as bringing within the application of chapter 15 of title 5 any nonsupervisory employee of a public transportation system (or any other agency or entity performing related functions) to which such chapter is otherwise inapplicable.".

(h) TREATMENT.—Section 5307 is amended by adding at the end the following:

"(l) TREATMENT.—For the purposes of this section, the United States Virgin Islands shall be treated as an urbanized area, as defined in section 5302.".

(i) CONTRACTED PARATRANSIT PILOT.—

(1) IN GENERAL.—Notwithstanding section 5302(a)(1)(I) of title 49, United States Code, for fiscal years 2005 through 2009, a recipient of assistance under section 5307 of such title in urbanized areas with a population of 558,329 or 747,003 according to the 2000 decennial census of population may use not more than 20 percent of such recipient's annual formula apportionment under section 5307 of such title for the provision of nonfixed route paratransit services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), but only if the grant recipient is in compliance with applicable requirements of that Act, including both fixed route and demand responsive service and the service is acquired by contract.

(2) REPORT.—Not later than January 1, 2009, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the implementation of this subsection and any recommendations of the Secretary regarding the application of this subsection.

**SEC. 3010. CLEAN FUELS GRANT PROGRAM.**

(a) IN GENERAL.—Section 5308 is amended to read as follows:

**"§ 5308. Clean fuels grant program**

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

"(1) CLEAN FUEL BUS.—The term 'clean fuel bus' means a passenger vehicle used to provide public transportation that—

"(A) is powered by—

"(i) compressed natural gas;

"(ii) liquefied natural gas;

"(iii) biodiesel fuels;

"(iv) batteries;

"(v) alcohol-based fuels;

"(vi) hybrid electric;

"(vii) fuel cell;

"(viii) clean diesel, to the extent allowed under this section; or

"(ix) other low or zero emissions technology; and

"(B) the Administrator of the Environmental Protection Agency has certified sufficiently reduces harmful emissions.

"(2) ELIGIBLE PROJECT.—The term 'eligible project'—

"(A) means a project in a nonattainment or maintenance area described in paragraph (4)(A) for—

"(i) purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure;

"(ii) constructing or leasing clean fuel buses or electrical recharging facilities and related equipment for such buses; or

"(iii) constructing new or improving existing public transportation facilities to accommodate clean fuel buses; and

"(B) at the discretion of the Secretary, may include a project located in a nonattainment or maintenance area described in paragraph (4)(A) relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.

"(3) MAINTENANCE AREA.—The term 'maintenance area' has the meaning such term has under section 101 of title 23.

"(4) RECIPIENT.—

"(A) IN GENERAL.—The term 'recipient' means a designated recipient (as defined in section 5307(a)(2)) for an area that, and a recipient for an urbanized area with a population of less than 200,000 that—

"(i) is designated as a nonattainment area for ozone or carbon monoxide under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)); or

"(ii) is a maintenance area for ozone or carbon monoxide.

"(B) SMALLER URBANIZED AREAS.—In the case of an urbanized area with a population of less than 200,000, the State in which the area is located shall act as the recipient for the area under this section.

"(b) AUTHORITY.—The Secretary shall make grants in accordance with this section to recipients to finance eligible projects.

"(c) CLEAN DIESEL BUSES.—Not more than 25 percent of the amount made available by or appropriated under section 5338 in each fiscal year to carry out this section may be made available to fund clean diesel buses.

"(d) GRANT REQUIREMENTS.—

"(1) IN GENERAL.—A grant under this section shall be subject to the requirements of section 5307.

"(2) GOVERNMENT'S SHARE OF COSTS FOR CERTAIN PROJECTS.—Section 5323(i) applies to projects carried out under this section. Applicability.

"(e) AVAILABILITY OF FUNDS.—Any amount made available or appropriated under this section—

"(1) shall remain available to a project for 2 years after the fiscal year for which the amount is made available or appropriated; and

"(2) that remains unobligated at the end of the period described in paragraph (1) shall be added to the amount made available in the following fiscal year.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by striking the item relating to section 5308 and inserting the following:

"5308. Clean fuels grant program.".

**SEC. 3011. CAPITAL INVESTMENT GRANTS.**

(a) IN GENERAL.—Section 5309 is amended to read as follows:

### "§ 5309. Capital investment grants

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

"(1) ALTERNATIVES ANALYSIS.—The term 'alternatives analysis' means a study conducted as part of the transportation planning process required under sections 5303 and 5304, which includes—

"(A) an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea;

"(B) sufficient information to enable the Secretary to make the findings of project justification and local financial commitment required under this section;

"(C) the selection of a locally preferred alternative; and

"(D) the adoption of the locally preferred alternative as part of the long-range transportation plan required under section 5303.

"(2) MAJOR NEW FIXED GUIDEWAY CAPITAL PROJECT.—The term 'major new fixed guideway capital project' means a new fixed guideway capital project for which the Federal assistance provided or to be provided under this section is $75,000,000 or more.

"(3) NEW FIXED GUIDEWAY CAPITAL PROJECT.—The term 'new fixed guideway capital project' means a minimum operable segment of a capital project for a new fixed guideway system or extension to an existing fixed guideway system.

"(b) GENERAL AUTHORITY.—The Secretary may make grants under this section to assist State and local governmental authorities in financing—

"(1) new fixed guideway capital projects under subsections (d) and (e), including the acquisition of real property, the initial acquisition of rolling stock for the systems, the acquisition of rights-of-way, and relocation, for fixed guideway corridor development for projects in the advanced stages of alternatives analysis or preliminary engineering;

"(2) capital projects to modernize existing fixed guideway systems;

"(3) capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private nonprofit organizations; and

"(4) the development of corridors to support new fixed guideway capital projects under subsections (d) and (e), including protecting rights-of-way through acquisition, construction of dedicated bus and high occupancy vehicle lanes and park and ride lots, and other nonvehicular capital improvements that the Secretary may decide would result in increased public transportation usage in the corridor.

"(c) GRANT REQUIREMENTS.—

"(1) IN GENERAL.—The Secretary may not approve a grant for a project under this section unless the Secretary determines that—

"(A) the project is part of an approved transportation plan and program of projects required under sections 5303, 5304, and 5306; and

"(B) the applicant has, or will have—

"(i) the legal, financial, and technical capacity to carry out the project, including safety and security aspects of the project;

"(ii) satisfactory continuing control over the use of the equipment or facilities; and

"(iii) the capability and willingness to maintain the equipment or facilities.

"(2) CERTIFICATION.—An applicant that has submitted the certifications required under subparagraphs (A), (B), (C), and (H) of section 5307(d)(1) shall be deemed to have provided sufficient information upon which the Secretary may make the determinations required under this subsection.

"(3) GRANTEE REQUIREMENTS.—The Secretary shall require that any grant awarded under this section to a recipient be subject to all terms, conditions, requirements, and provisions that the Secretary determines to be necessary or appropriate for the purposes of this section, including requirements for the disposition of net increases in the value of real property resulting from the project assisted under this section.

"(d) MAJOR CAPITAL INVESTMENT GRANTS OF $75,000,000 OR MORE.—

"(1) FULL FUNDING GRANT AGREEMENT.—

"(A) IN GENERAL.—A major new fixed guideway capital project shall be carried out through a full funding grant agreement.

"(B) CRITERIA.—The Secretary shall enter into a full funding grant agreement, based on the evaluations and ratings required under this subsection, with each grantee receiving assistance for a major new fixed guideway capital project that—

"(i) is authorized for final design and construction; and

"(ii) has been rated as medium, medium-high, or high, in accordance with paragraph (5)(B).

"(2) APPROVAL OF GRANTS.—The Secretary may approve a grant under this section for a major new fixed guideway capital project only if the Secretary, based upon evaluations and considerations set forth in paragraph (3), determines that the project is—

"(A) based on the results of an alternatives analysis and preliminary engineering;

"(B) justified based on a comprehensive review of its mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, economic development effects, and public transportation supportive land use policies and future patterns; and

"(C) supported by an acceptable degree of local financial commitment (including evidence of stable and dependable financing sources) to construct, maintain, and operate the system or extension, and maintain and operate the entire public transportation system without requiring a reduction in existing public transportation services or level of service to operate the proposed project.

"(3) EVALUATION OF PROJECT JUSTIFICATION.—In making the determinations under paragraph (2)(B) for a major capital investment grant, the Secretary shall analyze, evaluate, and consider—

"(A) the results of the alternatives analysis and preliminary engineering for the proposed project;

"(B) the reliability of the forecasting methods used to estimate costs and utilization made by the recipient and the contractors to the recipient;

"(C) the direct and indirect costs of relevant alternatives;

"(D) factors such as—

"(i) congestion relief;

"(ii) improved mobility;

"(iii) air pollution;

"(iv) noise pollution;

"(v) energy consumption; and

"(vi) all associated ancillary and mitigation costs necessary to carry out each alternative analyzed;

"(E) reductions in local infrastructure costs and other benefits achieved through compact land use development, such as positive impacts on the capacity, utilization, or longevity of other surface transportation assets and facilities;

"(F) the cost of suburban sprawl;

"(G) the degree to which the project increases the mobility of the public transportation dependent population or promotes economic development;

"(H) population density and current transit ridership in the transportation corridor;

"(I) the technical capability of the grant recipient to construct the project;

"(J) any adjustment to the project justification necessary to reflect differences in local land, construction, and operating costs; and

"(K) other factors that the Secretary determines to be appropriate to carry out this subsection.

"(4) EVALUATION OF LOCAL FINANCIAL COMMITMENT.—

"(A) IN GENERAL.—In evaluating a project under paragraph (2)(C), the Secretary shall require that—

"(i) the proposed project plan provides for the availability of contingency amounts that the Secretary determines to be reasonable to cover unanticipated cost increases;

"(ii) each proposed local source of capital and operating financing is stable, reliable, and available within the proposed project timetable; and

"(iii) local resources are available to recapitalize and operate the overall proposed public transportation system, including essential feeder bus and other services necessary to achieve the projected ridership levels without requiring a reduction in existing public transportation services or level of service to operate the proposed project.

"(B) EVALUATION CRITERIA.—In assessing the stability, reliability, and availability of proposed sources of local financing under paragraph (2)(C), the Secretary shall consider—

"(i) the reliability of the forecasting methods used to estimate costs and utilization made by the recipient and the contractors to the recipient;

"(ii) existing grant commitments;

"(iii) the degree to which financing sources are dedicated to the proposed purposes;

"(iv) any debt obligation that exists, or is proposed by the recipient, for the proposed project or other public transportation purpose; and

"(v) the extent to which the project has a local financial commitment that exceeds the required non-Federal share of the cost of the project.

"(C) CONSIDERATION OF FISCAL CAPACITY OF STATE AND LOCAL GOVERNMENTS.—If the Secretary gives priority to financing projects under this subsection that include more than the non-Federal share required under subsection (h), the Secretary shall give equal consideration to differences in the fiscal capacity of State and local governments.

"(5) PROJECT ADVANCEMENT AND RATINGS.—

"(A) PROJECT ADVANCEMENT.—A proposed project under this subsection shall not advance from alternatives analysis to preliminary engineering or from preliminary engineering to final design and construction unless the Secretary determines that the project meets the requirements of this section and there is a reasonable likelihood that the project will continue to meet such requirements.

"(B) RATINGS.—In making a determination under subparagraph (A), the Secretary shall evaluate and rate the project on a 5-point scale (high, medium-high, medium, medium-low, or low) based on the results of the alternatives analysis, the project justification criteria, and the degree of local financial commitment, as required under this subsection. In rating the projects, the Secretary shall provide, in addition to the overall project rating, individual ratings for each of the criteria established by regulation.

"(6) POLICY GUIDANCE.—

"(A) PUBLICATION.—The Secretary shall publish policy guidance regarding the new fixed guideway capital project review and evaluation process and criteria—

"(i) not later than 120 days after the date of enactment of the Federal Public Transportation Act of 2005; and

"(ii) each time significant changes are made by the Secretary to the process and criteria, but not less frequently than once every 2 years.

"(B) PUBLIC COMMENT AND RESPONSE.—The Secretary shall—

"(i) invite public comment to the policy guidance published under subparagraph (A); and

"(ii) publish a response to the comments received under clause (i). Publication.

"(e) CAPITAL INVESTMENT GRANTS LESS THAN $75,000,000.—

"(1) IN GENERAL.—

"(A) APPLICABILITY OF REQUIREMENTS.—Except as provided by subparagraph (B), a new fixed guideway capital project shall be subject to the requirements of this subsection if the Federal assistance provided or to be provided under this section for the project is less than $75,000,000 and the total estimated net capital cost of the project is less than $250,000,000.

"(B) PROJECTS RECEIVING LESS THAN $25,000,000 IN FEDERAL ASSISTANCE.—If the assistance provided under this section with respect to a new fixed guideway capital project is less than $25,000,000, the requirements of this subsection shall not apply to the project until such date as the final regulation to be issued under paragraph (9) takes effect.

"(2) SELECTION CRITERIA.—The Secretary may provide Federal assistance under this subsection with respect to a proposed project only if the Secretary finds that the project is—

"(A) based on the results of planning and alternatives analysis;

"(B) justified based on a review of its public transportation supportive land use policies, cost effectiveness, and effect on local economic development; and

"(C) supported by an acceptable degree of local financial commitment.

"(3) PLANNING AND ALTERNATIVES.—In evaluating a project under paragraph (2)(A), the Secretary shall analyze and consider the results of planning and alternatives analysis for the project.

"(4) PROJECT JUSTIFICATION.—For purposes of making the finding under paragraph (2)(B), the Secretary shall—

"(A) determine the degree to which the project is consistent with local land use policies and is likely to achieve local developmental goals;

"(B) determine the cost effectiveness of the project at the time of the initiation of revenue service;

"(C) determine the degree to which the project will have a positive effect on local economic development;

"(D) consider the reliability of the forecasting methods used to estimate costs and ridership associated with the project; and

"(E) consider other factors that the Secretary determines appropriate to carry out this subsection.

"(5) LOCAL FINANCIAL COMMITMENT.—

"(A) IN GENERAL.—For purposes of paragraph (2)(C), the Secretary shall require that each proposed local source of capital and operating financing is stable, reliable, and available within the proposed project timetable.

"(B) CONSIDERATION OF FISCAL CAPACITY OF STATE AND LOCAL GOVERNMENTS.—If the Secretary gives priority to financing projects under this subsection that include more than the non-Federal share required under subsection (h), the Secretary shall give equal consideration to differences in the fiscal capacity of State and local governments.

"(6) ADVANCEMENT OF PROJECT TO DEVELOPMENT AND CONSTRUCTION.—

"(A) GENERAL RULE.—A proposed project under this subsection may advance from planning and alternatives analysis to project development and construction only if the Secretary finds that the project meets the requirements of this subsection and there is a reasonable likelihood that the project will continue to meet such requirements.

"(B) EVALUATION.—In making the findings under subparagraph (A), the Secretary shall evaluate and rate the project as high, medium-high, medium, medium-low,

or low based on the results of the analysis of the project justification criteria and the degree of local financial commitment, as required by this subsection.

"(7) CONTENTS OF PROJECT CONSTRUCTION GRANT AGREEMENT.—A project construction grant agreement under this subsection shall specify the scope of the project to be constructed, the estimated net project cost of the project, the schedule under which the project shall be constructed, the maximum amount of funding to be obtained under this subsection, the proposed schedule for obligation of future Federal grants, and the sources of funding from other than the Government. The agreement may include a commitment on the part of the Secretary to provide funding for the project in future fiscal years.

"(8) LIMITATION ON ENTRY INTO CONSTRUCTION GRANT AGREEMENT.—The Secretary may enter into a project construction grant agreement for a project under this subsection only if the project is authorized for construction and has been rated as high, medium-high, or medium under this subsection.

"(9) REGULATIONS.—Not later than 240 days after the date of enactment of the Federal Public Transportation Act of 2005, the Secretary shall issue regulations establishing an evaluation and rating process for proposed projects under this subsection that is based on the results of project justification and local financial commitment, as required under this subsection. Deadline.

"(10) FIXED GUIDEWAY CAPITAL PROJECT.—In this subsection, the term 'fixed guideway capital project' includes a corridor-based bus capital project if—

"(A) a substantial portion of the project operates in a separate right-of-way dedicated for public transit use during peak hour operations; or

"(B) the project represents a substantial investment in a defined corridor as demonstrated by features such as park-and-ride lots, transit stations, bus arrival and departure signage, intelligent transportation systems technology, traffic signal priority, off-board fare collection, advanced bus technology, and other features that support the long-term corridor investment.

"(11) IMPACT REPORT.—

"(A) IN GENERAL.—Not later than 120 days after the date of enactment of the Federal Public Transportation Act of 2005, the Federal Transit Administration shall submit to the Committee on Banking, Housing, and Urban Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the methodology to be used in evaluating the land use and economic development impacts of non-fixed guideway or partial fixed guideway projects.

"(B) CONTENTS.—The report submitted under subparagraph (A) shall address any qualitative and quantitative differences between fixed guideway and non-fixed guideway projects with respect to land use and economic development impacts.

"(f) PREVIOUSLY ISSUED LETTER OF INTENT OR FULL FUNDING GRANT AGREEMENT.—Subsections (d) and (e) do not apply to projects for which the Secretary has issued a letter of intent or entered into a full funding grant agreement before the date of enactment of the Federal Public Transportation Act of 2005. Subsection (e)

also does not apply to projects for which the Secretary has received an application for final design before such date of enactment.

"(g) LETTERS OF INTENT, FULL FUNDING GRANT AGREEMENTS, AND EARLY SYSTEMS WORK AGREEMENTS.—

"(1) LETTERS OF INTENT.—

"(A) AMOUNTS INTENDED TO BE OBLIGATED.—The Secretary may issue a letter of intent to an applicant announcing an intention to obligate, for a capital project under this section, an amount from future available budget authority specified in law that is not more than the amount stipulated as the financial participation of the Secretary in the project. When a letter is issued for fixed guideway projects, the amount shall be sufficient to complete at least an operable segment.

"(B) TREATMENT.—The issuance of a letter under subparagraph (A) is deemed not to be an obligation under sections 1108(c), 1108(d), 1501, and 1502(a) of title 31 or an administrative commitment.

"(2) FULL FUNDING GRANT AGREEMENTS.—

"(A) TERMS.—The Secretary may make a full funding grant agreement with an applicant. The agreement shall—

"(i) establish the terms of participation by the Government in a project under this section;

"(ii) establish the maximum amount of Government financial assistance for the project;

"(iii) cover the period of time for completing the project, including a period extending beyond the period of an authorization; and

"(iv) make timely and efficient management of the project easier according to the law of the United States.

"(B) SPECIAL FINANCIAL RULES.—

"(i) IN GENERAL.—A full funding grant agreement under this paragraph obligates an amount of available budget authority specified in law and may include a commitment, contingent on amounts to be specified in law in advance for commitments under this paragraph, to obligate an additional amount from future available budget authority specified in law.

"(ii) STATEMENT OF CONTINGENT COMMITMENT.—The agreement shall state that the contingent commitment is not an obligation of the Government.

"(iii) INTEREST AND OTHER FINANCING COSTS.—Interest and other financing costs of efficiently carrying out a part of the project within a reasonable time are a cost of carrying out the project under a full funding grant agreement, except that eligible costs may not be more than the cost of the most favorable financing terms reasonably available for the project at the time of borrowing. The applicant shall certify, in a way satisfactory to the Secretary, that the applicant has shown reasonable diligence in seeking the most favorable financing terms.

"(iv) COMPLETION OF OPERABLE SEGMENT.—The amount stipulated in an agreement under this paragraph for a fixed guideway project shall be sufficient to complete at least an operable segment.

"(C) BEFORE AND AFTER STUDY.—

"(i) IN GENERAL.—A full funding grant agreement under this paragraph shall require the applicant to conduct a study that—

"(I) describes and analyzes the impacts of the new fixed guideway capital project on transit services and transit ridership;

"(II) evaluates the consistency of predicted and actual project characteristics and performance; and

"(III) identifies sources of differences between predicted and actual outcomes.

"(ii) INFORMATION COLLECTION AND ANALYSIS PLAN.—

"(I) SUBMISSION OF PLAN.—Applicants seeking an agreement under this paragraph shall submit a complete plan for the collection and analysis of information to identify the impacts of the new fixed guideway capital project and the accuracy of the forecasts prepared during the development of the project. Preparation of this plan shall be included in the full funding grant agreement as an eligible activity.

"(II) CONTENTS OF PLAN.—The plan submitted under subclause (I) shall provide for—

"(aa) the collection of data on the current transit system regarding transit service levels and ridership patterns, including origins and destinations, access modes, trip purposes, and rider characteristics;

"(bb) documentation of the predicted scope, service levels, capital costs, operating costs, and ridership of the project;

"(cc) collection of data on the transit system 2 years after the opening of the new fixed guideway capital project, including analogous information on transit service levels and ridership patterns and information on the as-built scope and capital costs of the project; and

"(dd) analysis of the consistency of predicted project characteristics with the after data.

"(D) COLLECTION OF DATA ON CURRENT SYSTEM.—To be eligible for a full funding grant agreement under this paragraph, recipients shall have collected data on the current system, according to the plan required, before the beginning of construction of the proposed new start project. Collection of this data shall be included in the full funding grant agreement as an eligible activity.

"(3) EARLY SYSTEM WORK AGREEMENTS.—

"(A) CONDITIONS.—The Secretary may make an early systems work agreement with an applicant if a record of decision under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) has been issued on the project and the Secretary finds there is reason to believe—

"(i) a full funding grant agreement for the project will be made; and

"(ii) the terms of the work agreement will promote ultimate completion of the project more rapidly and at less cost.

"(B) CONTENTS.—

"(i) IN GENERAL.—A work agreement under this paragraph obligates an amount of available budget authority specified in law and shall provide for reimbursement of preliminary costs of carrying out the project, including land acquisition, timely procurement of system elements for which specifications are decided, and other activities the Secretary decides are appropriate to make efficient, long-term project management easier.

"(ii) PERIOD COVERED.—A work agreement under this paragraph shall cover the period of time the Secretary considers appropriate. The period may extend beyond the period of current authorization.

"(iii) INTEREST AND OTHER FINANCING COSTS.—Interest and other financing costs of efficiently carrying out the work agreement within a reasonable time are a cost of carrying out the agreement, except that eligible costs may not be more than the cost of the most favorable financing terms reasonably available for the project at the time of borrowing. The applicant shall certify, in a way satisfactory to the Secretary, that the applicant has shown reasonable diligence in seeking the most favorable financing terms.

"(iv) FAILURE TO CARRY OUT PROJECT.—If an applicant does not carry out the project for reasons within the control of the applicant, the applicant shall repay all Government payments made under the work agreement plus reasonable interest and penalty charges the Secretary establishes in the agreement.

"(4) LIMITATION ON AMOUNTS.—

"(A) MAJOR CAPITAL INVESTMENT GRANTS CONTINGENT COMMITMENT AUTHORITY.—The total estimated amount of future obligations of the Government and contingent commitments to incur obligations covered by all outstanding letters of intent, full funding grant agreements, and early systems work agreements under this subsection for major new fixed guideway capital projects may be not more than the greater of the amount authorized under sections 5338(a)(3) and 5338(c) for such projects or an amount equivalent to the last 3 fiscal years of funding allocated under subsections (m)(1)(A) and (m)(2)(A)(ii) for such projects, less an amount the Secretary reasonably estimates is necessary for grants under this section for those of such projects that are not covered by a letter or agreement. The total amount covered by new letters and contingent commitments included in full funding grant agreements and early systems work agreements for such projects may be not more than a limitation specified in law.

"(B) OTHER CONTINGENT COMMITMENT AUTHORITY.—The total estimated amount of future obligations of the Government and contingent commitments to incur obligations covered by all project construction grant agreements

and early system work agreements under this subsection for small capital projects described in subsection (e) may be not more than the greater of the amount allocated under subsection (m)(2)(A)(i) for such projects or an amount equivalent to the last fiscal year of funding allocated under such subsection for such projects, less an amount the Secretary reasonably estimates is necessary for grants under this section for those of such projects that are not covered by an agreement. The total amount covered by new contingent commitments included in project construction grant agreements and early systems work agreements for such projects may be not more than a limitation specified in law.

"(C) INCLUSION OF CERTAIN COMMITMENTS.—Future obligations of the Government and contingent commitments made against the contingent commitment authority under section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 (106 Stat. 2125) for the San Francisco BART to the Airport project for fiscal years 2002, 2003, 2004, 2005, and 2006 shall be charged against section 3032(g)(2) of that Act.

"(D) APPROPRIATION REQUIRED.—An obligation may be made under this subsection only when amounts are appropriated for the obligation.

"(5) NOTIFICATION OF CONGRESS.—At least 60 days before issuing a letter of intent or entering into a full funding grant agreement or project construction grant agreement under this section, the Secretary shall notify, in writing, the Committees on Transportation and Infrastructure and Appropriations of the House of Representatives and the Committees on Banking, Housing, and Urban Affairs and Appropriations of the Senate of the proposed letter or agreement. The Secretary shall include with the notification a copy of the proposed letter or agreement as well as the evaluations and ratings for the project. Deadline.

"(h) GOVERNMENT'S SHARE OF NET PROJECT COST.—

"(1) IN GENERAL.—Based on engineering studies, studies of economic feasibility, and information on the expected use of equipment or facilities, the Secretary shall estimate the net project cost. A grant for the project shall be for 80 percent of the net capital project cost, unless the grant recipient requests a lower grant percentage.

"(2) ADJUSTMENT FOR COMPLETION UNDER BUDGET.—The Secretary may adjust the final net project cost of a new fixed guideway capital project evaluated under subsections (d) and (e) to include the cost of eligible activities not included in the originally defined project if the Secretary determines that the originally defined project has been completed at a cost that is significantly below the original estimate.

"(3) MAXIMUM GOVERNMENT SHARE.—The Secretary may provide a higher grant percentage than requested by the grant recipient if—

"(A) the Secretary determines that the net project cost of the project is not more than 10 percent higher than the net project cost estimated at the time the project was approved for advancement into preliminary engineering; and

"(B) the ridership estimated for the project is not less than 90 percent of the ridership estimated for the project at the time the project was approved for advancement into preliminary engineering.

"(4) REMAINDER OF NET PROJECT COST.—The remainder of net project costs shall be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital.

"(5) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section, including paragraph (1) and subsections (d)(4)(B)(v) and (e)(5), shall be construed as authorizing the Secretary to require a non-Federal financial commitment for a project that is more than 20 percent of the net capital project cost.

"(6) SPECIAL RULE FOR ROLLING STOCK COSTS.—In addition to amounts allowed pursuant to paragraph (1), a planned extension to a fixed guideway system may include the cost of rolling stock previously purchased if the applicant satisfies the Secretary that only amounts other than amounts of the Government were used and that the purchase was made for use on the extension. A refund or reduction of the remainder may be made only if a refund of a proportional amount of the grant of the Government is made at the same time.

"(7) LIMITATION ON APPLICABILITY.—This subsection does not apply to projects for which the Secretary has entered into a full funding grant agreement before the date of enactment of the Federal Public Transportation Act of 2005.

"(i) UNDERTAKING PROJECTS IN ADVANCE.—

"(1) IN GENERAL.—The Secretary may pay the Government's share of the net capital project cost to a State or local governmental authority that carries out any part of a project described in this section without the aid of amounts of the Government and according to all applicable procedures and requirements if—

"(A) the State or local governmental authority applies for the payment;

"(B) the Secretary approves the payment; and

"(C) before carrying out the part of the project, the Secretary approves the plans and specifications for the part in the same way as other projects under this section.

"(2) FINANCING COSTS.—

"(A) IN GENERAL.—The cost of carrying out part of a project includes the amount of interest earned and payable on bonds issued by the State or local governmental authority to the extent proceeds of the bonds are expended in carrying out the part.

"(B) LIMITATION ON AMOUNT OF INTEREST.—The amount of interest under this paragraph may not be more than the most favorable interest terms reasonably available for the project at the time of borrowing.

"(C) CERTIFICATION.—The applicant shall certify, in a manner satisfactory to the Secretary, that the applicant has shown reasonable diligence in seeking the most favorable financial terms.

"(j) AVAILABILITY OF AMOUNTS.—

"(1) IN GENERAL.—An amount made available or appropriated under section 5338(a)(3)(C)(iii), 5338(a)(3)(C)(iv),

5338(b)(2)(E), or 5338(c) for replacement, rehabilitation, and purchase of buses and related equipment and construction of bus-related facilities or for new fixed guideway capital projects shall remain available for 3 fiscal years, including the fiscal year in which the amount is made available or appropriated. Any of such amounts that are unobligated at the end of the 3-fiscal-year period may be used by the Secretary for any purpose under this section.

"(2) USE OF DEOBLIGATED AMOUNTS.—An amount available under this section that is deobligated may be used for any purpose under this section.

"(k) REPORTS ON NEW STARTS.—

"(1) ANNUAL REPORT ON FUNDING RECOMMENDATIONS.—Not later than the first Monday in February of each year, the Secretary shall submit to the Committees on Transportation and Infrastructure and Appropriations of the House of Representatives and the Committees on Banking, Housing, and Urban Affairs and Appropriations of the Senate a report that includes—

"(A) a proposal of allocations of amounts to be available to finance grants for new fixed guideway capital projects among applicants for these amounts;

"(B) evaluations and ratings, as required under subsections (d) and (e), for each such project that is authorized by the Federal Public Transportation Act of 2005; and

"(C) recommendations of such projects for funding based on the evaluations and ratings and on existing commitments and anticipated funding levels for the next 3 fiscal years based on information currently available to the Secretary.

"(2) ANNUAL GAO REVIEW.—The Comptroller General shall—

"(A) conduct an annual review of—

"(i) the processes and procedures for evaluating, rating, and recommending new fixed guideway capital projects; and

"(ii) the Secretary's implementation of such processes and procedures; and

"(B) report to Congress on the results of such review by May 31 of each year.

"(l) OTHER REPORTS.—

"(1) BEFORE AND AFTER STUDY REPORTS.—Not later than the first Monday of August of each year, the Secretary shall submit to the committees referred to in subsection (k)(1) a report containing a summary of the results of the studies conducted under subsection (g)(2)(C).

"(2) CONTRACTOR PERFORMANCE ASSESSMENT REPORT.—

"(A) IN GENERAL.—Not later than 180 days after the enactment of the Federal Public Transportation Act of 2005, and each year thereafter, the Secretary shall submit to the committees referred to in subsection (k)(1) a report analyzing the consistency and accuracy of cost and ridership estimates made by each contractor to public transportation agencies developing new fixed guideway capital projects.

"(B) CONTENTS.—The report submitted under subparagraph (A) shall compare the cost and ridership estimates

made at the time projects are approved for entrance into preliminary engineering with—

"(i) estimates made at the time projects are approved for entrance into final design;

"(ii) costs and ridership when the project commences revenue operation; and

"(iii) costs and ridership when the project has been in operation for 2 years.

"(C) CONSIDERATIONS.—In making comparisons under subparagraph (B), the Secretary shall consider factors having an impact on costs and ridership not under the control of the contractor. The Secretary shall also consider the role taken by each contractor in the development of the project.

"(3) CONTRACTOR PERFORMANCE INCENTIVE REPORT.—Not later than 180 days after the enactment of the Federal Public Transportation Act of 2005, the Secretary shall submit to the committees referred to in subsection (k)(1) a report on the suitability of allowing contractors to public transportation agencies that undertake new fixed guideway capital projects under this section to receive performance incentive awards if a project is completed for less than the original estimated cost.

"(m) ALLOCATING AMOUNTS.—

"(1) FISCAL YEAR 2005.—Of the amounts made available or appropriated for fiscal year 2005 under section 5338(a)(3)—

"(A) $1,437,829,600 shall be allocated for new fixed capital projects under subsection (d);

"(B) $1,204,684,800 shall be allocated for capital projects for fixed guideway modernization; and

"(C) $669,600,000 shall be allocated for capital projects for buses and bus-related equipment and facilities.

"(2) FISCAL YEARS 2006 THROUGH 2009.—The amounts made available or appropriated for fiscal years 2006 through 2009 under sections 5338(b) and 5338(c) shall be allocated as follows:

"(A) MAJOR CAPITAL INVESTMENT GRANTS.—Of the amounts appropriated under section 5338(c)—

"(i) $200,000,000 for each of fiscal years 2007 through 2009 shall be allocated for projects for new fixed guideway capital projects of less than $75,000,000 in accordance with subsection (e); and

"(ii) the remainder shall be allocated for major new fixed guideway capital projects in accordance with subsection (d).

"(B) FIXED GUIDEWAY MODERNIZATION.—The amounts made available under section 5338(b)(2)(D) shall be allocated for capital projects for fixed guideway modernization.

"(C) BUSES AND BUS-RELATED EQUIPMENT AND FACILITIES.—The amounts made available under section 5338(b)(2)(E) shall be allocated for capital projects for buses and bus-related equipment and facilities.

"(3) FIXED GUIDEWAY MODERNIZATION.—The amounts made available for fixed guideway modernization under section 5338(b)(2)(D) for fiscal year 2006 and each fiscal year thereafter shall be allocated in accordance with section 5337.

"(4) PRELIMINARY ENGINEERING AND ALTERNATIVES ANALYSIS.—Not more that 8 percent of the allocation described in

paragraph (1)(A) may be expended on alternatives analysis and preliminary engineering.

"(5) PRELIMINARY ENGINEERING.—Not more than 8 percent of the allocation described in paragraph (2)(A) may be expended on preliminary engineering.

"(6) FUNDING FOR FERRY BOATS.—Of the amounts described in paragraphs (1)(A) and (2)(A)—

"(A) $10,400,000 shall be available in fiscal year 2005 for capital projects in Alaska and Hawaii for new fixed guideway systems and extension projects utilizing ferry boats, ferry boat terminals, or approaches to ferry boat terminals;

"(B) $15,000,000 shall be available in each of fiscal years 2006 through 2009 for capital projects in Alaska and Hawaii for new fixed guideway ferry systems and extension projects utilizing ferry boats, ferry boat terminals, or approaches to ferry boat terminals; and

"(C) $5,000,000 shall be available for each of fiscal years 2006 though 2009 for payments to the Denali Commission under the terms of section 307(e) of the Denali Commission Act of 1998 (42 U.S.C. 3121 note) for docks, waterfront development projects, and related transportation infrastructure.

"(7) BUS AND BUS FACILITY GRANTS.—The amounts made available under paragraphs (1)(C) and (2)(C) shall be allocated as follows:

"(A) FERRY BOAT SYSTEMS.—$10,000,000 shall be available in each of fiscal years 2006 through 2009 for ferry boats or ferry terminal facilities. Of such funds, the following amounts shall be set aside for each fiscal year:

"(i) $2,500,000 for the San Francisco Water Transit Authority.

"(ii) $2,500,000 for the Massachusetts Bay Transportation Authority Ferry System.

"(iii) $1,000,000 for the Camden, New Jersey Ferry System.

"(iv) $1,000,000 for the Governor's Island, New York Ferry System

"(v) $1,000,000 for the Philadelphia Penn's Landing Ferry Terminal.

"(vi) $1,000,000 for the Staten Island Ferry.

"(vii) $650,000 for the Maine State Ferry Service, Rockland.

"(viii) $350,000 for the Swans Island, Maine Ferry Service.

"(B) FUEL CELL BUS PROGRAM.—The following amounts shall be set aside for the national fuel cell bus technology development program under section 3039 of the Federal Public Transportation Act of 2005:

"(i) $11,250,000 for fiscal year 2006.

"(ii) $11,500,000 for fiscal year 2007.

"(iii) $12,750,000 for fiscal year 2008.

"(iv) $13,500,000 for fiscal year 2009.

"(C) PROJECTS NOT IN URBANIZED AREAS.—Not less than 5.5 percent shall be available in each fiscal year for projects that are not in urbanized areas.

"(D) INTERMODAL TERMINALS.—Not less than $35,000,000 shall be available in each fiscal year for intermodal terminal projects, including the intercity bus portion of such projects.

"(E) BUS TESTING.—$3,000,000 shall be available in each fiscal year for bus testing under section 5318.

"(8) BUS AND BUS FACILITY GRANT CONSIDERATIONS.—In making grants under paragraphs (1)(C) and (2)(C), the Secretary shall consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities.".

49 USC 5301.

(b) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5309 and inserting the following:

"5309. Capital investment grants.".

49 USC 5309 note.

(c) PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.—

(1) ESTABLISHMENT.—The Secretary may establish and implement a pilot program to demonstrate the advantages and disadvantages of public-private partnerships for certain new fixed guideway capital projects.

(2) LIMITATION ON THE NUMBER OF FACILITIES.—The Secretary may permit the establishment of 3 public-private partnerships for new fixed guideway capital projects.

(3) ELIGIBILITY.—To be eligible to participate in the public-private partnership program, a recipient shall submit to the Secretary an application that contains, at a minimum, the following:

(A) An identification of the new fixed guideway capital project that has not entered into a full funding grant agreement or project construction grant agreement with the Federal Transit Administration.

(B) A schedule and finance plan for the construction of and operation of the proposed project.

(C) An analysis of the costs, benefits, and efficiencies of the proposed public-private partnership agreement.

(4) SELECTION CRITERIA.—The Secretary may approve the application of a recipient under this subsection if the Secretary determines that—

(A) State and local laws permit public-private agreements for all phases of project development, construction, and operation of the project;

(B) the recipient is unable to advance the project due to fiscal constraints; and

(C) the plan implementing the public-private partnership is justified.

(5) PROGRAM TERM.—The Secretary may approve an application of a recipient for a public-private partnership for fiscal years 2006 through 2009.

(6) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate, a report containing an assessment of the costs, benefits, and efficiencies of a public-private partnership program for new fixed guideway capital projects.

(d) RESTRICTIONS ON USE OF BUS CATEGORY FUNDS FOR FIXED GUIDEWAY PROJECTS.—Funds provided to grantees under the bus and bus facility category for fixed guideway ferry and gondola projects in the Department of Transportation and Related Agencies Appropriations Acts for any of fiscal years 1998 through 2005, or accompanying committee reports, that remain available and unobligated may be used for new fixed guideway capital projects under section 5309 of title 49, United States Code. Funds made available to the same grantees for similar projects under the bus and bus facility category of section 5309 of title 49, United States Code, in fiscal years 2006 through 2009 may be used for fixed guideway projects under that section.

(e) MIAMI METRORAIL.—The Secretary shall credit funds provided by the Florida department of transportation for the extension of the Miami Metrorail System from Earlington Heights to the Miami Intermodal Center to satisfy the matching requirements of section 5309(h)(4) of title 49, United Stated Code, for the Miami North Corridor and Miami East-West Corridor projects.

(f) ADJUSTMENTS.—The adjustments made in the Federal Transit Administrator's Dear Colleague letter of April 29, 2005, to require a "medium" for the cost-effectiveness rating, in order for fixed guideway projects to be recommended for funding by the Federal Transit Administration, shall not apply to the following:

(1) San Francisco Muni—Third Street LRT Phase I/II.

(2) Santa Clara Valley Transit Authority—Silicon Valley Rapid Transit Corridor.

(3) Washington County, Oregon—Wilsonville to Beaverton Commuter Rail.

(4) Dulles Corridor Metrorail Project—Extension to Wiehle Avenue.

**SEC. 3012. FORMULA GRANTS FOR SPECIAL NEEDS OF ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES.**

(a) IN GENERAL.—Section 5310 is amended to read as follows:

**"§ 5310. Formula grants for special needs of elderly individuals and individuals with disabilities**

"(a) GENERAL AUTHORITY.—

"(1) GRANTS.—The Secretary may make grants to States and local governmental authorities under this section for public transportation capital projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities.

"(2) SUBRECIPIENTS.—A State that receives a grant under this section may allocate the amounts provided under the grant to—

"(A) a private nonprofit organization, if the public transportation service provided under paragraph (1) is unavailable, insufficient, or inappropriate; or

"(B) a governmental authority that—

"(i) is approved by the State to coordinate services for elderly individuals and individuals with disabilities; or

"(ii) certifies that there are not any nonprofit organizations readily available in the area to provide the services described under paragraph (1). Certification.

"(3) ACQUIRING PUBLIC TRANSPORTATION SERVICES.—A public transportation capital project under this section may include acquisition of public transportation services as an eligible capital expense.

"(4) ADMINISTRATIVE EXPENSES.—A State or local governmental authority may use not more than 10 percent of the amounts apportioned to the State under this section to administer, plan, and provide technical assistance for a project funded under this section.

"(b) APPORTIONMENT AND TRANSFERS.—

"(1) FORMULA.—The Secretary shall apportion amounts made available to carry out this section under a formula the Secretary administers that considers the number of elderly individuals and individuals with disabilities in each State.

"(2) TRANSFER OF FUNDS.—Any funds apportioned to a State under paragraph (1) may be transferred by the State to the apportionments made under sections 5311(c) and 5336 if such funds are only used for eligible projects selected under this section.

"(c) GOVERNMENT'S SHARE OF COSTS.—

"(1) CAPITAL PROJECTS.—

"(A) IN GENERAL.—A grant for a capital project under this section shall be for 80 percent of the net capital costs of the project, as determined by the Secretary.

"(B) EXCEPTION.—A State described in section 120(b) of title 23 shall receive an increased Government share in accordance with the formula under that section.

"(2) REMAINDER.—The remainder of the net project costs—

"(A) may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital;

"(B) may be derived from amounts appropriated or otherwise made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation; and

"(C) notwithstanding subparagraph (B), may be derived from amounts made available to carry out the Federal lands highway program established by section 204 of title 23.

"(3) USE OF CERTAIN FUNDS.—For purposes of paragraph (2)(B), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) shall not apply to Federal or State funds to be used for transportation purposes.

"(d) GRANT REQUIREMENTS.—

"(1) IN GENERAL.—A grant under this section shall be subject to all requirements of a grant under section 5307 to the extent the Secretary determines appropriate.

"(2) CERTIFICATION REQUIREMENTS.—

"(A) FUND TRANSFERS.—A grant recipient under this section that transfers funds to a project funded under section 5336 in accordance with subsection (b)(2) shall certify that the project for which the funds are requested has

been coordinated with private nonprofit providers of services under this section.

"(B) PROJECT SELECTION AND PLAN DEVELOPMENT.—Beginning in fiscal year 2007, each grant recipient under this section shall certify that— Certification.

"(i) the projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and

"(ii) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

"(C) ALLOCATIONS TO SUBRECIPIENTS.—Each grant recipient under this section shall certify that allocations of the grant to subrecipients, if any, are distributed on a fair and equitable basis.

"(e) STATE PROGRAM OF PROJECTS.—

"(1) IN GENERAL.—Amounts made available to carry out this section may be used for transportation projects to assist in providing transportation services for elderly individuals and individuals with disabilities that are included in a State program of projects.

"(2) SUBMISSION AND APPROVAL.—A State shall submit to the Secretary annually for approval a program of projects. The program shall contain an assurance that the program provides for maximum feasible coordination of transportation services assisted under this section with transportation services assisted by other Government sources.

"(f) LEASING VEHICLES.—Vehicles acquired under this section may be leased to local governmental authorities to improve transportation services designed to meet the special needs of elderly individuals and individuals with disabilities.

"(g) MEAL DELIVERY FOR HOMEBOUND INDIVIDUALS.—Public transportation service providers receiving assistance under this section or section 5311(c) may coordinate and assist in regularly providing meal delivery service for homebound individuals if the delivery service does not conflict with providing public transportation service or reduce service to public transportation passengers.

"(h) TRANSFERS OF FACILITIES AND EQUIPMENT.—With the consent of the recipient in possession of a facility or equipment acquired with a grant under this section, a State may transfer the facility or equipment to any recipient eligible to receive assistance under this chapter if the facility or equipment will continue to be used as required under this section.".

(b) ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES PILOT PROGRAM.— 49 USC 5310 note.

(1) IN GENERAL.—In fiscal year 2006, the Secretary shall establish a pilot program that will allow Wisconsin, Alaska, Minnesota, Oregon, and 3 other States selected by the Secretary to use not more than 33 percent of the funds apportioned to each State to carry out section 5310 of title 49, United States Code, for operating costs associated with public transportation projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities under such section. The Secretary may base the selection of participating States on a State's exemplary coordination of public transit-human services transportation. The Secretary Establishment.

may require participants to collect data necessary to support the report to Congress required by paragraph (7).

(2) PLANNING COORDINATION.—Recipients of funds made available consistent with this subsection shall certify that—

(A) the projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and

(B) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

(3) GOVERNMENT'S SHARE OF COSTS.—Operating assistance under this subsection may not exceed 50 percent of the net operating costs of the project, as determined by the Secretary. The credit for any non-Federal share provided under this subsection shall not reduce nor replace State funds required to match Federal funds for formula grants for the special needs of elderly individuals and individuals with disabilities program authorized under section 5310 of title 49, United States Code.

(4) REMAINDER.—The remainder of the net project costs—

(A) may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital; and

(B) may be derived from amounts appropriated to or made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation.

(5) USE OF CERTAIN FUNDS.—For purposes of paragraph (4)(B), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) shall not apply to Federal or State funds to be used for transportation purposes.

(6) ELIGIBLE ACTIVITIES.—Projects eligible under the pilot program may include the collection of data necessary to support the report to Congress required by paragraph (7).

(7) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the pilot program, which may include—

(A) the extent to which funds were used to subsidize existing paratransit service provided in compliance with the Americans with Disabilities Act of 1990;

(B) whether States participating in the pilot program use the funds to provide services to persons with disabilities that exceed those services required by the Americans with Disabilities Act of 1990 differently than States not in the pilot program;

(C) whether States participating in this pilot program use the funds to provide services to individuals with disabilities that exceed those services required by the Americans with Disabilities Act of 1990 to the detriment of other eligible projects;

(D) the percentage of funds used to assist elderly individuals;

(E) the percentage of funds used to assist individuals with disabilities;

(F) the extent to which States participating in this pilot program serve a wider range of elderly, low income, and persons with disabilities populations;

(G) whether the pilot program improves services to elderly individuals and individuals with disabilities;

(H) the extent to which States participating in the pilot program were able to expand the range of transportation alternatives available to elderly individuals and individuals with disabilities; and

(I) whether the pilot program facilitates or discourages coordination with or integration of other funding sources.

(8) SUNSET.—This subsection shall cease to be effective on September 30, 2009.

(c) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5310 and inserting the following:

"5310. Formula grants for special needs of elderly individuals and individuals with disabilities.".

**SEC. 3013. FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS.**

(a) DEFINITIONS.—Section 5311(a) is amended to read as follows:

"(a) DEFINITIONS.—As used in this section, the following definitions shall apply:

"(1) RECIPIENT.—The term 'recipient' means a State or Indian tribe that receives a Federal transit program grant directly from the Federal Government.

"(2) SUBRECIPIENT.—The term 'subrecipient' means a State or local governmental authority, a nonprofit organization, or an operator of public transportation or intercity bus service that receives Federal transit program grant funds indirectly through a recipient.".

(b) GENERAL AUTHORITY.—Section 5311(b) is amended to read as follows:

"(b) GENERAL AUTHORITY.—

"(1) GRANTS AUTHORIZED.—Except as provided by paragraph (2), the Secretary may award grants under this section to recipients located in areas other than urbanized areas for—

"(A) public transportation capital projects;

"(B) operating costs of equipment and facilities for use in public transportation; and

"(C) the acquisition of public transportation services, including service agreements with private providers of public transportation services.

"(2) STATE PROGRAM.—

"(A) IN GENERAL.—A project eligible for a grant under this section shall be included in a State program for public transportation service projects, including agreements with private providers of public transportation service.

"(B) SUBMISSION TO SECRETARY.—Each State shall submit to the Secretary annually the program described in subparagraph (A).

"(C) APPROVAL.—The Secretary may not approve the program unless the Secretary determines that—

"(i) the program provides a fair distribution of amounts in the State, including Indian reservations; and

"(ii) the program provides the maximum feasible coordination of public transportation service assisted under this section with transportation service assisted by other Federal sources.

"(3) RURAL TRANSPORTATION ASSISTANCE PROGRAM.—

"(A) IN GENERAL.—The Secretary shall carry out a rural transportation assistance program in other than urbanized areas.

"(B) GRANTS AND CONTRACTS.—In carrying out this paragraph, the Secretary may use not more than 2 percent of the amount made available to carry out this section to make grants and contracts for transportation research, technical assistance, training, and related support services in other than urbanized areas.

"(C) PROJECTS OF A NATIONAL SCOPE.—Not more than 15 percent of the amounts available under subparagraph (B) may be used by the Secretary to carry out projects of a national scope, with the remaining balance provided to the States.

"(4) DATA COLLECTION.—Each recipient under this section shall submit an annual report to the Secretary containing information on capital investment, operations, and service provided with funds received under this section, including—

"(A) total annual revenue;

"(B) sources of revenue;

"(C) total annual operating costs;

"(D) total annual capital costs;

"(E) fleet size and type, and related facilities;

"(F) revenue vehicle miles; and

"(G) ridership.".

(c) APPORTIONMENTS.—Section 5311(c) is amended to read as follows:

"(c) APPORTIONMENTS.—

"(1) PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS.—Of the amounts made available or appropriated for each fiscal year pursuant to subsections (a)(1)(C)(v) and (b)(2)(G) of section 5338, the following amounts shall be apportioned for grants to Indian tribes for any purpose eligible under this section, under such terms and conditions as may be established by the Secretary:

"(A) $8,000,000 for fiscal year 2006.

"(B) $10,000,000 for fiscal year 2007.

"(C) $12,000,000 for fiscal year 2008.

"(D) $15,000,000 for fiscal year 2009.

"(2) REMAINING AMOUNTS.—Of the amounts made available or appropriated for each fiscal year pursuant to subsections (a)(1)(C)(v) and (b)(2)(G) of section 5338 that are not apportioned under paragraph (1)—

"(A) 20 percent shall be apportioned to the States in accordance with paragraph (3); and

"(B) 80 percent shall be apportioned to the States in accordance with paragraph (4).

"(3) APPORTIONMENTS BASED ON LAND AREA IN NONURBANIZED AREAS.—

"(A) IN GENERAL.—Subject to subparagraph (B), each State shall receive an amount that is equal to the amount apportioned under paragraph (2)(A) multiplied by the ratio of the land area in areas other than urbanized areas in that State and divided by the land area in all areas other than urbanized areas in the United States, as shown by the most recent decennial census of population.

"(B) MAXIMUM APPORTIONMENT.—No State shall receive more than 5 percent of the amount apportioned under this paragraph.

"(4) APPORTIONMENTS BASED ON POPULATION IN NONURBANIZED AREAS.—Each State shall receive an amount equal to the amount apportioned under paragraph (2)(B) multiplied by the ratio of the population of areas other than urbanized areas in that State divided by the population of all areas other than urbanized areas in the United States, as shown by the most recent decennial census of population.".

(d) USE FOR ADMINISTRATION, PLANNING, AND TECHNICAL ASSISTANCE.—Section 5311(e) is amended—

(1) in the subsection heading by inserting ", PLANNING," after "ADMINISTRATION";

(2) by striking "(1) The Secretary" and inserting "The Secretary";

(3) by striking paragraph (2); and

(4) by striking "recipient" and inserting "subrecipient".

(e) INTERCITY BUS TRANSPORTATION.—Section 5311(f) is amended—

(1) in paragraph (1)—

(A) by striking "(1) A State" and inserting the following: "(1) IN GENERAL.—A State";

(B) by striking "after September 30, 1993,"; and

(C) by moving subparagraphs (A) through (D) 2 ems to the right; and

(2) in paragraph (2)—

(A) by striking "(2) A State" and inserting the following: "(2) CERTIFICATION.—A State"; and

(B) by striking "Secretary of Transportation" and inserting "Secretary, after consultation with affected intercity bus service providers,".

(f) GOVERNMENT SHARE OF COSTS.—Section 5311(g) is amended to read as follows:

"(g) GOVERNMENT SHARE OF COSTS.—

"(1) CAPITAL PROJECTS.—

"(A) IN GENERAL.—Except as provided by subparagraph (B), a grant awarded under this section for any purpose other than operating assistance shall be for 80 percent of the net capital costs of the project, as determined by the Secretary.

"(B) EXCEPTION.—A State described in section 120(b) of title 23 shall receive a Government share of the net capital costs in accordance with the formula under that section.

"(2) OPERATING ASSISTANCE.—

"(A) IN GENERAL.—Except as provided by subparagraph (B), a grant made under this section for operating assistance may not exceed 50 percent of the net operating costs of the project, as determined by the Secretary.

"(B) EXCEPTION.—A State described in section 120(b) of title 23 shall receive a Government share of the net operating costs equal to 62.5 percent of the Government share provided for under paragraph (1)(B).

"(3) REMAINDER.—The remainder of net project costs—

"(A) may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital;

"(B) may be derived from amounts appropriated or otherwise made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation; and

"(C) notwithstanding subparagraph (B), may be derived from amounts made available to carry out the Federal lands highway program established by section 204 of title 23.

"(4) USE OF CERTAIN FUNDS.—For purposes of paragraph (3)(B), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) shall not apply to Federal or State funds to be used for transportation purposes.

"(5) LIMITATION ON OPERATING ASSISTANCE.—A State carrying out a program of operating assistance under this section may not limit the level or extent of use of the Government grant for the payment of operating expenses.".

(g) RELATIONSHIP TO OTHER LAWS.—Section 5311 is amended—

(1) by striking subsection (h); and

(2) by redesignating subsections (i) and (j) as subsections (h) and (i), respectively.

(h) WAIVER CONDITION.—Section 5311(j)(1) is amended by striking "but the Secretary of Labor may waive the application of section 5333(b)" and inserting "if the Secretary of Labor utilizes a special warranty that provides a fair and equitable arrangement to protect the interests of employees".

(i) CORRECTION TO CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5311 and inserting the following:

"5311. Formula grants for other than urbanized areas.".

**SEC. 3014. RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT PROJECTS.**

(a) IN GENERAL.—Section 5312(a) is amended to read as follows:

"(a) RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT PROJECTS.—

"(1) IN GENERAL.—The Secretary may make grants, contracts, cooperative agreements, and other agreements (including agreements with departments, agencies, and instrumentalities of the United States Government) for research, development, demonstration, and deployment projects, and evaluation of technology of national significance to public transportation, that

the Secretary determines will improve public transportation service or help public transportation service meet the total transportation needs at a minimum cost.

"(2) INFORMATION.—The Secretary may request and receive appropriate information from any source.

"(3) SAVINGS PROVISION.—This subsection does not limit the authority of the Secretary under any other law.".

(b) JOINT PARTNERSHIP PROGRAM FOR DEPLOYMENT OF INNOVATION.—Section 5312 is amended by striking subsections (b) and (c) and redesignating subsections (d) and (e) as subsections (b) and (c), respectively.

(c) INTERNATIONAL MASS TRANSPORTATION PROGRAM.—Section 5312(c)(2) (as redesignated by subsection (b) of this section) is amended by striking "public and private" and inserting "public or private".

(d) FUNDING.—Section 5312(c)(3) (as redesignated by subsection (b) of this section) is amended by striking "shall be accounted for separately within the Mass Transit Account of the Highway Trust Fund and".

(e) CONFORMING AMENDMENTS.—

(1) SECTION HEADING.—Section 5312 is amended by striking the section heading and inserting the following:

**"§ 5312. Research, development, demonstration, and deployment projects".**

(2) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5312 and inserting the following:

"5312. Research, development, demonstration, and deployment projects.".

**SEC. 3015. TRANSIT COOPERATIVE RESEARCH PROGRAM.**

(a) IN GENERAL.—Section 5313 is amended—

(1) by striking subsection (b);

(2) in subsection (a)—

(A) in paragraph (1) by striking "(1) The amounts made available under paragraphs (1) and (2)(C)(ii) of section 5338(c) of this title" and inserting "The amounts made available under subsections (a)(5)(C)(iii) and (d)(1) of section 5338"; and

(B) in paragraph (2) by striking "(2) The Secretary" and inserting the following:

"(b) FEDERAL ASSISTANCE.—The Secretary"; and

(3) by striking subsection (c) and inserting the following:

"(c) GOVERNMENT'S SHARE.—If there would be a clear and direct financial benefit to an entity under a grant or contract financed under this section, the Secretary shall establish a Government share consistent with that benefit.".

(b) CONFORMING AMENDMENTS.—

(1) SECTION HEADING.—Section 5313 is amended by striking the section heading and inserting the following:

**"§ 5313. Transit cooperative research program".**

(2) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5313 and inserting the following:

"5313. Transit cooperative research program.".

**SEC. 3016. NATIONAL RESEARCH AND TECHNOLOGY PROGRAMS.**

(a) IN GENERAL.—Section 5314 is amended—

(1) by striking the section heading and inserting the following:

**"§ 5314. National research programs";**

(2) in subsection (a)(1)—

(A) by striking "subsections (d) and (h)(7) of section 5338 of this title" and inserting "section 5338(d)";

(B) by striking "and contracts" and inserting ", contracts, cooperative agreements, or other agreements";

(C) by striking "5303–5306,"; and

(D) by striking "5317,";

(3) in subsection (a)(2) by striking "Of the amounts" and all that follows through "$3,000,000 to" and inserting "The Secretary shall";

(4) by striking subsection (a)(4)(B);

(5) by redesignating subsection (a)(4)(C) as subsection (a)(4)(B);

(6) by adding at the end of subsection (a) the following:

"(6) MEDICAL TRANSPORTATION DEMONSTRATION GRANTS.—

"(A) GRANTS AUTHORIZED.—The Secretary may award demonstration grants, from funds made available under paragraph (1), to eligible entities to provide transportation services to individuals to access dialysis treatments and other medical treatments for renal disease.

"(B) ELIGIBLE ENTITIES.—An entity shall be eligible to receive a grant under this paragraph if the entity—

"(i) meets the conditions described in section 501(c)(3) of the Internal Revenue Code of 1986; or

"(ii) is an agency of a State or unit of local government.

"(C) USE OF FUNDS.—Grant funds received under this paragraph may be used to provide transportation services to individuals to access dialysis treatments and other medical treatments for renal disease.

"(D) APPLICATION.—

"(i) IN GENERAL.—Each eligible entity desiring a grant under this paragraph shall submit an application to the Secretary at such time, at such place, and containing such information as the Secretary may reasonably require.

"(ii) SELECTION OF GRANTEES.—In awarding grants under this paragraph, the Secretary shall give preference to eligible entities from communities with—

"(I) high incidence of renal disease; and

"(II) limited access to dialysis facilities.

"(E) RULEMAKING.—The Secretary shall issue regulations to implement and administer the grant program established under this paragraph.

"(F) REPORT.—The Secretary shall submit a report on the results of the demonstration projects funded under this paragraph to the Committee on Banking, Housing, and Urban Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.".

(7) in subsection (b) by striking "or contract" and all that follows through "section," and inserting ", contract, cooperative agreement, or other agreement under subsection (a) or section 5312,"; and

(b) NATIONAL TECHNICAL ASSISTANCE CENTER FOR SENIOR TRANSPORTATION.—Section 5314 is amended by adding at the end the following:

"(c) NATIONAL TECHNICAL ASSISTANCE CENTER FOR SENIOR TRANSPORTATION.—

"(1) ESTABLISHMENT.—The Secretary shall award grants to a national not-for-profit organization for the establishment and maintenance of a national technical assistance center.

"(2) ELIGIBILITY.—An organization shall be eligible to receive a grant under paragraph (1) if the organization—

"(A) focuses significantly on serving the needs of the elderly;

"(B) has demonstrated knowledge and expertise in senior transportation policy and planning issues;

"(C) has affiliates in a majority of the States;

"(D) has the capacity to convene local groups to consult on operation and development of senior transportation programs; and

"(E) has established close working relationships with the Federal Transit Administration and the Administration on Aging.

"(3) USE OF FUNDS.—The national technical assistance center established under this section shall—

"(A) gather best practices from throughout the Nation and provide such practices to local communities that are implementing senior transportation programs;

"(B) work with teams from local communities to identify how the communities are successfully meeting the transportation needs of senior citizens and any gaps in services in order to create a plan for an integrated senior transportation program;

"(C) provide resources on ways to pay for senior transportation services;

"(D) create a web site to publicize and circulate information on senior transportation programs;

"(E) establish a clearinghouse for print, video, and audio resources on senior mobility; and

"(F) administer the demonstration grant program established under paragraph (4).

"(4) GRANTS AUTHORIZED.—

"(A) IN GENERAL.—The national technical assistance center established under this section, in consultation with the Federal Transit Administration, shall award senior transportation demonstration grants to—

"(i) local transportation organizations;

"(ii) State agencies;

"(iii) units of local government; and

"(iv) nonprofit organizations.

"(B) USE OF FUNDS.—Grant funds received under this paragraph may be used to—

"(i) evaluate the state of transportation services for senior citizens;

"(ii) recognize barriers to mobility that senior citizens encounter in their communities;

"(iii) establish partnerships and promote coordination among community stakeholders, including public, not-for-profit, and for-profit providers of transportation services for senior citizens;

"(iv) identify future transportation needs of senior citizens within local communities; and

"(v) establish strategies to meet the unique needs of healthy and frail senior citizens.

"(C) SELECTION OF GRANTEES.—The Secretary shall select grantees under this paragraph based on a fair representation of various geographical locations throughout the United States.".

(c) ALTERNATIVE FUELS STUDY.—

(1) STUDY.—The Secretary shall conduct a study of the actions necessary to facilitate the purchase of increased volumes of alternative fuels (as defined in section 301 of the Energy Policy Act of 1992 (42 U.S.C. 13211)) for use in public transit vehicles.

(2) SCOPE OF STUDY.—The study conducted under this subsection shall focus on the incentives necessary to increase the use of alternative fuels in public transit vehicles, including buses, fixed guideway vehicles, and ferries.

(3) CONTENTS.—The study shall consider—

(A) the environmental benefits of increased use of alternative fuels in transit vehicles;

(B) existing opportunities available to transit system operators that encourage the purchase of alternative fuels for transit vehicle operation;

(C) existing barriers to transit system operators that discourage the purchase of alternative fuels for transit vehicle operation, including situations where alternative fuels that do not require capital improvements to transit vehicles are disadvantaged over fuels that do require such improvements; and

(D) the necessary levels and type of support necessary to encourage additional use of alternative fuels for transit vehicle operation.

(4) RECOMMENDATIONS.—The study shall recommend regulatory and legislative alternatives that will result in the increased use of alternative fuels in transit vehicles.

(5) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Banking, Housing, and Urban Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report containing the results of the study completed under this subsection.

(d) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by striking the item relating to section 5314 and inserting the following:

"5314. National research programs.".

**SEC. 3017. NATIONAL TRANSIT INSTITUTE.**

(a) ESTABLISHMENT AND DUTIES.—Section 5315 is amended by striking subsections (a) and (b) and inserting the following:

"(a) ESTABLISHMENT.—The Secretary shall award grants to Rutgers University to conduct a national transit institute.

"(b) DUTIES.—

"(1) IN GENERAL.—In cooperation with the Federal Transit Administration, State transportation departments, public transportation authorities, and national and international entities, the institute established under subsection (a) shall develop and conduct training and educational programs for Federal, State, and local transportation employees, United States citizens, and foreign nationals engaged or to be engaged in Government-aid public transportation work.

"(2) TRAINING AND EDUCATIONAL PROGRAMS.—The training and educational programs developed under paragraph (1) may include courses in recent developments, techniques, and procedures related to—

"(A) intermodal and public transportation planning;

"(B) management;

"(C) environmental factors;

"(D) acquisition and joint use rights-of-way;

"(E) engineering and architectural design;

"(F) procurement strategies for public transportation systems;

"(G) turnkey approaches to delivering public transportation systems;

"(H) new technologies;

"(I) emission reduction technologies;

"(J) ways to make public transportation accessible to individuals with disabilities;

"(K) construction, construction management, insurance, and risk management;

"(L) maintenance;

"(M) contract administration;

"(N) inspection;

"(O) innovative finance;

"(P) workplace safety; and

"(Q) public transportation security.".

(b) AVAILABILITY OF AMOUNTS.—Section 5315(d) is amended by striking "mass" each place it appears.

**SEC. 3018. JOB ACCESS AND REVERSE COMMUTE FORMULA GRANTS.**

(a) IN GENERAL.—Chapter 53 is amended by inserting after section 5315 the following:

### "§ 5316. Job access and reverse commute formula grants

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

"(1) ACCESS TO JOBS PROJECT.—The term 'access to jobs project' means a project relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including—

"(A) transportation projects to finance planning, capital, and operating costs of providing access to jobs under this chapter;

"(B) promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;

"(C) promoting the use of transit vouchers for welfare recipients and eligible low-income individuals; and

"(D) promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986.

"(2) ELIGIBLE LOW-INCOME INDIVIDUAL.—The term 'eligible low-income individual' means an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2)), including any revision required by that section) for a family of the size involved.

"(3) RECIPIENT.—The term 'recipient' means a designated recipient (as defined in section 5307(a)(2)) and a State that receives a grant under this section directly.

"(4) REVERSE COMMUTE PROJECT.—The term 'reverse commute project' means a public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities, including any projects to—

"(A) subsidize the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;

"(B) subsidize the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; or

"(C) otherwise facilitate the provision of public transportation services to suburban employment opportunities.

"(5) SUBRECIPIENT.—The term 'subrecipient' means a State or local governmental authority, nonprofit organization, or operator of public transportation services that receives a grant under this section indirectly through a recipient.

"(6) WELFARE RECIPIENT.—The term 'welfare recipient' means an individual who has received assistance under a State or tribal program funded under part A of title IV of the Social Security Act at any time during the 3-year period before the date on which the applicant applies for a grant under this section.

"(b) GENERAL AUTHORITY.—

"(1) GRANTS.—The Secretary may make grants under this section to a recipient for access to jobs and reverse commute projects carried out by the recipient or a subrecipient.

"(2) ADMINISTRATIVE EXPENSES.—A recipient may use not more than 10 percent of the amounts apportioned to the recipient under this section to administer, plan, and provide technical assistance for a project funded under this section.

"(c) APPORTIONMENTS.—

"(1) FORMULA.—The Secretary shall apportion amounts made available for a fiscal year to carry out this section as follows:

"(A) 60 percent of the funds shall be apportioned among designated recipients (as defined in section 5307(a)(2)) for

urbanized areas with a population of 200,000 or more in the ratio that—

"(i) the number of eligible low-income individuals and welfare recipients in each such urbanized area; bears to

"(ii) the number of eligible low-income individuals and welfare recipients in all such urbanized areas.

"(B) 20 percent of the funds shall be apportioned among the States in the ratio that—

"(i) the number of eligible low-income individuals and welfare recipients in urbanized areas with a population of less than 200,000 in each State; bears to

"(ii) the number of eligible low-income individuals and welfare recipients in urbanized areas with a population of less than 200,000 in all States.

"(C) 20 percent of the funds shall be apportioned among the States in the ratio that—

"(i) the number of eligible low-income individuals and welfare recipients in other than urbanized areas in each State; bears to

"(ii) the number of eligible low-income individuals and welfare recipients in other than urbanized areas in all States.

"(2) USE OF APPORTIONED FUNDS.—Except as provided in paragraph (3)—

"(A) funds apportioned under paragraph (1)(A) shall be used for projects serving urbanized areas with a population of 200,000 or more;

"(B) funds apportioned under paragraph (1)(B) shall be used for projects serving urbanized areas with a population of less than 200,000; and

"(C) funds apportioned under paragraph (1)(C) shall be used for projects serving other than urbanized areas.

"(3) EXCEPTIONS.—A State may use funds apportioned under paragraphs (1)(B) and (1)(C)—

"(A) for projects serving areas other than the area specified in paragraph (2)(B) or (2)(C), as the case may be, if the Governor of the State certifies that all of the objectives of this section are being met in the specified area; or

"(B) for projects anywhere in the State if the State has established a statewide program for meeting the objectives of this section.

"(d) COMPETITIVE PROCESS FOR GRANTS TO SUBRECIPIENTS.—

"(1) AREAWIDE SOLICITATIONS.—A recipient of funds apportioned under subsection (c)(1)(A) shall conduct, in cooperation with the appropriate metropolitan planning organization, an areawide solicitation for applications for grants to the recipient and subrecipients under this section.

"(2) STATEWIDE SOLICITATION.—A recipient of funds apportioned under subsection (c)(1)(B) or (c)(1)(C) shall conduct a statewide solicitation for applications for grants to the recipient and subrecipients under this section.

"(3) APPLICATION.—Recipients and subrecipients seeking to receive a grant from funds apportioned under subsection (c) shall submit to the recipient an application in the form and

in accordance with such requirements as the recipient shall establish.

"(4) GRANT AWARDS.—The recipient shall award grants under paragraphs (1) and (2) on a competitive basis.

"(e) TRANSFERS.—

"(1) IN GENERAL.—A State may transfer any funds apportioned to it under subsection (c)(1)(B) or (c)(1)(C), or both, to an apportionment under section 5311(c) or 5336, or both.

"(2) LIMITED TO ELIGIBLE PROJECTS.—Any apportionment transferred under this subsection shall be made available only for eligible job access and reverse commute projects as described in this section.

"(3) CONSULTATION.—A State may make a transfer of an amount under this subsection only after consulting with responsible local officials and publicly owned operators of public transportation in each area for which the amount originally was awarded under subsection (d)(4).

"(f) GRANT REQUIREMENTS.—

"(1) IN GENERAL.—A grant under this section shall be subject to the requirements of section 5307.

"(2) FAIR AND EQUITABLE DISTRIBUTION.—A recipient of a grant under this section shall certify to the Secretary that allocations of the grant to subrecipients are distributed on a fair and equitable basis.

"(g) COORDINATION.—

"(1) IN GENERAL.—The Secretary shall coordinate activities under this section with related activities under programs of other Federal departments and agencies.

"(2) WITH NONPROFIT PROVIDERS.—A State that transfers funds to an apportionment under section 5336 pursuant to subsection (e) shall certify to the Secretary that any project for which the funds are requested under this section has been coordinated with nonprofit providers of services.

"(3) PROJECT SELECTION AND PLANNING.—A recipient of funds under this section shall certify to the Secretary that—

"(A) the projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and

"(B) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

"(h) GOVERNMENT'S SHARE OF COSTS.—

"(1) CAPITAL PROJECTS.—A grant for a capital project under this section may not exceed 80 percent of the net capital costs of the project, as determined by the Secretary.

"(2) OPERATING ASSISTANCE.—A grant made under this section for operating assistance may not exceed 50 percent of the net operating costs of the project, as determined by the Secretary.

"(3) REMAINDER.—The remainder of the net project costs—

"(A) may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital; and

"(B) may be derived from amounts appropriated to or made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation.

"(4) USE OF CERTAIN FUNDS.—For purposes of paragraph (3)(B), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) shall not apply to Federal or State funds to be used for transportation purposes.

"(5) LIMITATION ON OPERATING ASSISTANCE.—A recipient carrying out a program of operating assistance under this section may not limit the level or extent of use of the Government grant for the payment of operating expenses.

"(i) PROGRAM EVALUATION.—

"(1) COMPTROLLER GENERAL.—Beginning one year after the date of enactment of the Federal Public Transportation Act of 2005, and every 2 years thereafter, the Comptroller General shall—

"(A) conduct a study to evaluate the grant program authorized by this section; and

"(B) transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report describing the results of the study under subparagraph (A).

"(2) DEPARTMENT OF TRANSPORTATION.—Not later than 3 years after the date of enactment of Federal Public Transportation Act of 2005, the Secretary shall— Deadline.

"(A) conduct a study to evaluate the effectiveness of the grant program authorized by this section and the effectiveness of recipients making grants to subrecipients under this section; and

"(B) transmit to the committees referred to in paragraph (1)(B) a report describing the results of the study under subparagraph (A).". Reports.

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by inserting after the item relating to section 5315 the following:

"5316. Job access and reverse commute formula grants.".

(c) REPEAL.—Effective October 1, 2005, section 3037 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5309 note; 112 Stat. 387) is repealed. 49 USC 5309 note.

**SEC. 3019. NEW FREEDOM PROGRAM.**

(a) IN GENERAL.—Chapter 53 is amended by inserting after section 5316 the following:

**"§ 5317. New freedom program**

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

"(1) RECIPIENT.—The term 'recipient' means a designated recipient (as defined in section 5307(a)(2)) and a State that receives a grant under this section directly.

"(2) SUBRECIPIENT.—The term 'subrecipient' means a State or local governmental authority, nonprofit organization, or operator of public transportation services that receives a grant under this section indirectly through a recipient.

"(b) GENERAL AUTHORITY.—

"(1) GRANTS.—The Secretary may make grants under this section to a recipient for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

"(2) ADMINISTRATIVE EXPENSES.—A recipient may use not more than 10 percent of the amounts apportioned to the recipient under this section to administer, plan, and provide technical assistance for a project funded under this section.

"(c) APPORTIONMENTS.—

"(1) FORMULA.—The Secretary shall apportion amounts made available to carry out this section as follows:

"(A) 60 percent of the funds shall be apportioned among designated recipients (as defined in section 5307(a)(2)) for urbanized areas with a population of 200,000 or more in the ratio that—

"(i) the number of individuals with disabilities in each such urbanized area; bears to

"(ii) the number of individuals with disabilities in all such urbanized areas.

"(B) 20 percent of the funds shall be apportioned among the States in the ratio that—

"(i) the number of individuals with disabilities in urbanized areas with a population of less than 200,000 in each State; bears to

"(ii) the number of individuals with disabilities in urbanized areas with a population of less than 200,000 in all States.

"(C) 20 percent of the funds shall be apportioned among the States in the ratio that—

"(i) the number of individuals with disabilities in other than urbanized areas in each State; bears to

"(ii) the number of individuals with disabilities in other than urbanized areas in all States.

"(2) USE OF APPORTIONED FUNDS.—Funds apportioned under paragraph (1) shall be used for projects as follows:

"(A) Funds apportioned under paragraph (1)(A) shall be used for projects serving urbanized areas with a population of 200,000 or more.

"(B) Funds apportioned under paragraph (1)(B) shall be used for projects serving urbanized areas with a population of less than 200,000.

"(C) Funds apportioned under paragraph (1)(C) shall be used for projects serving other than urbanized areas.

"(3) TRANSFERS.—

"(A) IN GENERAL.—A State may transfer any funds apportioned to it under paragraph (1)(B) or (1)(C), or both, to an apportionment under section 5311(c) or 5336, or both.

"(B) LIMITED TO ELIGIBLE PROJECTS.—Any funds transferred pursuant to this paragraph shall be made available only for eligible projects selected under this section.

"(C) CONSULTATION.—A State may make a transfer of an amount under this subsection only after consulting

with responsible local officials and publicly owned operators of public transportation in each area for which the amount originally was awarded under subsection (d)(4).

"(d) COMPETITIVE PROCESS FOR GRANTS TO SUBRECIPIENTS.—

"(1) AREAWIDE SOLICITATIONS.—A recipient of funds apportioned under subsection (c)(1)(A) shall conduct, in cooperation with the appropriate metropolitan planning organization, an areawide solicitation for applications for grants to the recipient and subrecipients under this section.

"(2) STATEWIDE SOLICITATION.—A recipient of funds apportioned under subsection (c)(1)(B) or (c)(1)(C) shall conduct a statewide solicitation for applications for grants to the recipient and subrecipients under this section.

"(3) APPLICATION.—Recipients and subrecipients seeking to receive a grant from funds apportioned under subsection (c) shall submit to the recipient an application in the form and in accordance with such requirements as the recipient shall establish.

"(4) GRANT AWARDS.—The recipient shall award grants under paragraphs (1) and (2) on a competitive basis.

"(e) GRANT REQUIREMENTS.—

"(1) IN GENERAL.—A grant under this section shall be subject to all the requirements of section 5310 to the extent the Secretary considers appropriate.

"(2) FAIR AND EQUITABLE DISTRIBUTION.—A recipient of a grant under this section shall certify that allocations of the grant to subrecipients are distributed on a fair and equitable basis.

"(f) COORDINATION.—

"(1) IN GENERAL.—The Secretary shall coordinate activities under this section with related activities under programs of other Federal departments and agencies.

"(2) WITH NONPROFIT PROVIDERS.—A recipient that transfers funds to an apportionment under section 5336 pursuant to subsection (c)(2) shall certify that the project for which the funds are requested under this section has been coordinated with nonprofit providers of services.

Certification.

"(3) PROJECT SELECTION AND PLANNING.—Beginning in fiscal year 2007, a recipient of funds under this section shall certify that—

"(A) the projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and

"(B) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

"(g) GOVERNMENT'S SHARE OF COSTS.—

"(1) CAPITAL PROJECTS.—A grant for a capital project under this section may not exceed 80 percent of the net capital costs of the project, as determined by the Secretary.

"(2) OPERATING ASSISTANCE.—A grant made under this section for operating assistance may not exceed 50 percent of the net operating costs of the project, as determined by the Secretary.

"(3) REMAINDER.—The remainder of the net project costs—

"(A) may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital; and

"(B) may be derived from amounts appropriated to or made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation.

"(4) USE OF CERTAIN FUNDS.—For purposes of paragraph (3)(B), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) shall not apply to Federal or State funds to be used for transportation purposes.

"(5) LIMITATION ON OPERATING ASSISTANCE.—A recipient carrying out a program of operating assistance under this section may not limit the level or extent of use of the Government grant for the payment of operating expenses.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by inserting after the item relating to section 5316 the following:

"5317. New freedom program.".

**SEC. 3020. BUS TESTING FACILITY.**

(a) FACILITY.—Section 5318(a) is amended to read as follows:

"(a) FACILITY.—The Secretary shall maintain one facility for testing a new bus model for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise.".

(b) AVAILABILITY OF AMOUNTS TO PAY FOR TESTING.—Section 5318(d) is amended by striking "under section 5309(m)(1)(C) of this title" and inserting "to carry out this section".

(c) ACQUIRING NEW BUS MODELS.—Section 5318(e) is amended to read as follows:

"(e) ACQUIRING NEW BUS MODELS.—Amounts appropriated or made available under this chapter may be obligated or expended to acquire a new bus model only if a bus of that model has been tested at the facility maintained by the Secretary under subsection (a).".

**SEC. 3021. ALTERNATIVE TRANSPORTATION IN PARKS AND PUBLIC LANDS.**

(a) IN GENERAL.—Chapter 53 is amended by striking section 5320 and inserting the following:

**"§ 5320. Alternative transportation in parks and public lands**

"(a) IN GENERAL.—

"(1) AUTHORIZATION.—

"(A) IN GENERAL.—The Secretary, in consultation with the Secretary of the Interior, may award a grant or enter into a contract, cooperative agreement, interagency agreement, intra—agency agreement, or other agreement to carry out a qualified project under this section to enhance the protection of national parks and public lands and increase the enjoyment of those visiting the parks and public lands by—

"(i) ensuring access to all, including persons with disabilities;

"(ii) improving conservation and park and public land opportunities in urban areas through partnering with State and local governments; and

"(iii) improving park and public land transportation infrastructure.

"(B) CONSULTATION WITH OTHER AGENCIES.—To the extent that projects are proposed or funded in eligible areas that are not within the jurisdiction of the Department of the Interior, the Secretary of the Interior shall consult with the heads of the relevant Federal land management agencies in carrying out the responsibilities under this section.

"(2) USE OF FUNDS.—A grant, cooperative agreement, interagency agreement, intra—agency agreement, or other agreement for a qualified project under this section shall be available to finance the leasing of equipment and facilities for use in public transportation, subject to any regulation that the Secretary may prescribe limiting the grant or agreement to leasing arrangements that are more cost-effective than purchase or construction.

"(3) ALTERNATIVE TRANSPORTATION FACILITIES AND SERVICES.—Projects receiving assistance under this section shall provide alternative transportation facilities and services that complement and enhance existing transportation services in national parks and public lands in a manner that is consistent with Department of Interior and other public land management policies regarding private automobile access to and in such parks and lands.

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

"(1) ELIGIBLE AREA.—The term 'eligible area' means any federally owned or managed park, refuge, or recreational area that is open to the general public, including—

"(A) a unit of the National Park System;

"(B) a unit of the National Wildlife Refuge System;

"(C) a recreational area managed by the Bureau of Land Management;

"(D) a recreation area managed by the Bureau of Reclamation; and

"(E) a unit of the National Forest System.

"(2) FEDERAL LAND MANAGEMENT AGENCY.—The term 'Federal land management agency' means a Federal agency that manages an eligible area.

"(3) ALTERNATIVE TRANSPORTATION.—The term 'alternative transportation' means transportation by bus, rail, or any other publicly or privately owned conveyance that provides to the public general or special service on a regular basis, including sightseeing service. Such term also includes a nonmotorized transportation system (including the provision of facilities for pedestrians, bicycles, and nonmotorized watercraft).

"(4) QUALIFIED PARTICIPANT.—The term 'qualified participant' means—

"(A) a Federal land management agency; or

"(B) a State, tribal, or local governmental authority with jurisdiction over land in the vicinity of an eligible

area acting with the consent of the Federal land management agency, alone or in partnership with a Federal land management agency or other governmental or nongovernmental participant.

"(5) QUALIFIED PROJECT.—The term 'qualified project' means a planning or capital project in or in the vicinity of an eligible area that—

"(A) is an activity described in section 5302(a)(1)(A), 5303, 5304, 5305, or 5309(b);

"(B) involves—

"(i) the purchase of rolling stock that incorporates clean fuel technology or the replacement of buses of a type in use on the date of enactment of the Federal Public Transportation Act of 2005 with clean fuel vehicles; or

"(ii) the deployment of alternative transportation vehicles that introduce innovative technologies or methods;

"(C) relates to the capital costs of coordinating the Federal land management agency public transportation systems with other public transportation systems;

"(D) provides a nonmotorized transportation system (including the provision of facilities for pedestrians, bicycles, and nonmotorized watercraft);

"(E) provides waterborne access within or in the vicinity of an eligible area, as appropriate to and consistent with this section; or

"(F) is any other alternative transportation project that—

"(i) enhances the environment;

"(ii) prevents or mitigates an adverse impact on a natural resource;

"(iii) improves Federal land management agency resource management;

"(iv) improves visitor mobility and accessibility and the visitor experience;

"(v) reduces congestion and pollution (including noise pollution and visual pollution); or

"(vi) conserves a natural, historical, or cultural resource (excluding rehabilitation or restoration of a non-transportation facility).

"(c) FEDERAL AGENCY COOPERATIVE ARRANGEMENTS.—The Secretary shall develop cooperative arrangements with the Secretary of the Interior that provide for—

"(1) technical assistance in alternative transportation;

"(2) interagency and multidisciplinary teams to develop Federal land management agency alternative transportation policy, procedures, and coordination; and

"(3) the development of procedures and criteria relating to the planning, selection, and funding of qualified projects and the implementation and oversight of the program of projects in accordance with this section.

"(d) LIMITATION ON USE OF AVAILABLE AMOUNTS.—

"(1) IN GENERAL.—The Secretary, in consultation with the Secretary of the Interior, may use not more than 10 percent of the amount made available for a fiscal year under section 5338(b)(2)(J) to carry out planning, research, and technical

assistance under this section, including the development of technology appropriate for use in a qualified project.

"(2) ADDITIONAL AMOUNTS.—Amounts made available under this subsection are in addition to amounts otherwise available to the Secretary to carry out planning, research, and technical assistance under this chapter or any other provision of law.

"(3) MAXIMUM AMOUNT.—No qualified project shall receive more than 25 percent of the total amount made available to carry out this section under section 5338(b)(2)(J) for any fiscal year.

"(e) PLANNING PROCESS.—In undertaking a qualified project under this section—

"(1) if the qualified participant is a Federal land management agency—

"(A) the Secretary, in cooperation with the Secretary of the Interior, shall develop transportation planning procedures that are consistent with—

"(i) the metropolitan planning provisions under section 5303;

"(ii) the statewide planning provisions under section 5304; and

"(iii) the public participation requirements under section 5307(d); and

"(B) in the case of a qualified project that is at a unit of the National Park System, the planning process shall be consistent with the general management plans of the unit of the National Park System; and

"(2) if the qualified participant is a State or local governmental authority, or more than one State or local governmental authority in more than one State, the qualified participant shall—

"(A) comply with the metropolitan planning provisions under section 5303;

"(B) comply with the statewide planning provisions under section 5304;

"(C) comply with the public participation requirements under section 5307(d); and

"(D) consult with the appropriate Federal land management agency during the planning process.

"(f) COST SHARING.—

"(1) GOVERNMENT'S SHARE.—The Secretary, in cooperation with the Secretary of the Interior, shall establish the Government's share of the net project cost to be provided to a qualified participant under this section.

"(2) CONSIDERATIONS.—In establishing the Government's share of the net project cost to be provided under this section, the Secretary shall consider—

"(A) visitation levels and the revenue derived from user fees in the eligible area in which the qualified project is carried out;

"(B) the extent to which the qualified participant coordinates with a public transportation authority or private entity engaged in public transportation;

"(C) private investment in the qualified project, including the provision of contract services, joint development activities, and the use of innovative financing mechanisms;

"(D) the clear and direct benefit to the qualified participant; and

"(E) any other matters that the Secretary considers appropriate to carry out this section.

"(3) SPECIAL RULE.—Notwithstanding any other provision of law, funds appropriated to any Federal land management agency may be counted toward the remainder of the net project cost.

"(g) SELECTION OF QUALIFIED PROJECTS.—

"(1) IN GENERAL.—The Secretary of the Interior, after consultation with and in cooperation with the Secretary, shall determine the final selection and funding of an annual program of qualified projects in accordance with this section.

"(2) CONSIDERATIONS.—In determining whether to include a project in the annual program of qualified projects, the Secretary of the Interior shall consider—

"(A) the justification for the qualified project, including the extent to which the qualified project would conserve resources, prevent or mitigate adverse impact, and enhance the environment;

"(B) the location of the qualified project, to ensure that the selected qualified projects—

"(i) are geographically diverse nationwide; and

"(ii) include qualified projects in eligible areas located in both urban areas and rural areas;

"(C) the size of the qualified project, to ensure that there is a balanced distribution;

"(D) the historical and cultural significance of a qualified project;

"(E) safety;

"(F) the extent to which the qualified project would—

"(i) enhance livable communities;

"(ii) reduce pollution (including noise pollution, air pollution, and visual pollution);

"(iii) reduce congestion; and

"(iv) improve the mobility of people in the most efficient manner; and

"(G) any other matters that the Secretary of the Interior considers appropriate to carry out this section, including—

"(i) visitation levels;

"(ii) the use of innovative financing or joint development strategies; and

"(iii) coordination with gateway communities.

"(h) QUALIFIED PROJECTS CARRIED OUT IN ADVANCE.—

"(1) IN GENERAL.—When a qualified participant carries out any part of a qualified project without assistance under this section in accordance with all applicable procedures and requirements, the Secretary, in consultation with the Secretary of the Interior, may pay the share of the net capital project cost of a qualified project if—

"(A) the qualified participant applies for the payment;

"(B) the Secretary approves the payment; and

"(C) before carrying out that part of the qualified project, the Secretary approves the plans and specifications in the same manner as plans and specifications are approved for other projects assisted under this section.

"(2) FINANCING COSTS.—

"(A) IN GENERAL.—The cost of carrying out part of a qualified project under paragraph (1) includes the amount of interest earned and payable on bonds issued by a State or local governmental authority, to the extent that proceeds of the bond are expended in carrying out that part.

"(B) LIMITATION ON AMOUNT OF INTEREST.—The rate of interest under this paragraph may not exceed the most favorable rate reasonably available for the qualified project at the time of borrowing.

"(C) CERTIFICATION.—The qualified participant shall certify, in a manner satisfactory to the Secretary, that the qualified participant has exercised reasonable diligence in seeking the most favorable interest rate.

"(i) RELATIONSHIP TO OTHER LAWS.—

"(1) SECTION 5307.—A qualified participant under this section shall be subject to the requirements of sections 5307 and 5333(a) to the extent the Secretary determines to be appropriate.

"(2) OTHER REQUIREMENTS.—A qualified participant under this section shall be subject to any other requirements that the Secretary determines to be appropriate to carry out this section, including requirements for the distribution of proceeds on disposition of real property and equipment resulting from a qualified project assisted under this section.

"(3) PROJECT MANAGEMENT PLAN.—If the amount of assistance anticipated to be required for a qualified project under this section is not less than $25,000,000—

"(A) the qualified project shall, to the extent the Secretary considers appropriate, be carried out through a full funding grant agreement in accordance with section 5309(g); and

"(B) the qualified participant shall prepare a project management plan in accordance with section 5327(a).

"(j) ASSET MANAGEMENT.—The Secretary, in consultation with the Secretary of the Interior, may transfer the interest of the Department of Transportation in, and control over, all facilities and equipment acquired under this section to a qualified participant for use and disposition in accordance with any property management regulations that the Secretary determines to be appropriate.

"(k) COORDINATION OF RESEARCH AND DEPLOYMENT OF NEW TECHNOLOGIES.—

"(1) GRANTS AND OTHER ASSISTANCE.—The Secretary, in cooperation with the Secretary of the Interior, may undertake, or make grants, cooperative agreements, contracts (including agreements with departments, agencies, and instrumentalities of the Federal Government) or other agreements for research, development, and deployment of new technologies in eligible areas that will—

"(A) conserve resources;

"(B) prevent or mitigate adverse environmental impact;

"(C) improve visitor mobility, accessibility, and enjoyment; and

"(D) reduce pollution (including noise pollution and visual pollution).

"(2) INFORMATION.—The Secretary may request and receive appropriate information from any source.

"(3) FUNDING.—Grants, cooperative agreements, contracts, and other agreements under paragraph (1) shall be awarded from amounts allocated under subsection (d)(1).

"(l) INNOVATIVE FINANCING.—A qualified project receiving financial assistance under this section shall be eligible for funding through a State infrastructure bank or other innovative financing mechanism available to finance an eligible project under this chapter.

"(m) REPORTS.—

"(1) IN GENERAL.—The Secretary, in consultation with the Secretary of the Interior, shall annually submit a report on the allocation of amounts made available to assist qualified projects under this section to—

"(A) the Committee on Banking, Housing, and Urban Affairs of the Senate;

"(B) the Committee on Transportation and Infrastructure of the House of Representatives; and

"(C) the Committee on Resources of the House of Representatives and the Committee on Energy and Natural Resources of the Senate.

"(2) ANNUAL REPORTS.—The report required under paragraph (1) shall be included in the report submitted under section 5309(k)(1).".

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by striking the item relating to section 5320 and inserting the following:

"5320. Alternative transportation in parks and public lands.".

**SEC. 3022. HUMAN RESOURCES PROGRAMS.**

Section 5322 is amended—

(1) by inserting "(a) IN GENERAL.—" before "The Secretary"; and

(2) by adding at the end the following:

"(b) FELLOWSHIPS.—

"(1) AUTHORITY TO MAKE GRANTS.—The Secretary may make grants to States, local governmental authorities, and operators of public transportation systems to provide fellowships to train personnel employed in managerial, technical, and professional positions in the public transportation field.

"(2) TERMS.—

"(A) PERIOD OF TRAINING.—A fellowship under this subsection may not be for more than 1 year of training in an institution that offers a program applicable to the public transportation industry.

"(B) SELECTION OF INDIVIDUALS.—A recipient of a grant for a fellowship under this subsection shall select an individual on the basis of demonstrated ability and for the contribution the individual reasonably can be expected to make to an efficient public transportation operation.

"(C) AMOUNT.—A grant for a fellowship under this subsection may not be more than the lesser of $65,000 or 75 percent of the sum of—

"(i) tuition and other charges to the fellowship recipient;

"(ii) additional costs incurred by the training institution and billed to the grant recipient; and

"(iii) the regular salary of the fellowship recipient for the period of the fellowship to the extent the salary is actually paid or reimbursed by the grant recipient.".

**SEC. 3023. GENERAL PROVISIONS ON ASSISTANCE.**

(a) INTERESTS IN PROPERTY.—Section 5323(a) is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) IN GENERAL.—Financial assistance provided under this chapter to a State or a local governmental authority may be used to acquire an interest in, or to buy property of, a private company engaged in public transportation, for a capital project for property acquired from a private company engaged in public transportation after July 9, 1964, or to operate a public transportation facility or equipment in competition with, or in addition to, transportation service provided by an existing public transportation company, only if—

"(A) the Secretary determines that such financial assistance is essential to a program of projects required under sections 5303, 5304, and 5306;

"(B) the Secretary determines that the program provides for the participation of private companies engaged in public transportation to the maximum extent feasible; and

"(C) just compensation under State or local law will be paid to the company for its franchise or property."; and

(2) in paragraph (2) by striking "(2) A governmental authority" and inserting the following:

"(2) LIMITATION.—A governmental authority".

(b) NOTICE AND PUBLIC HEARING.—Section 5323(b) is amended to read as follows:

"(b) NOTICE AND PUBLIC HEARING.—

"(1) IN GENERAL.—For a capital project that will substantially affect a community, or the public transportation service of a community, an applicant shall—

"(A) provide an adequate opportunity for public review and comment on the project;

"(B) after providing notice, hold a public hearing on the project if the project affects significant economic, social, or environmental interests;

"(C) consider the economic, social, and environmental effects of the project; and

"(D) find that the project is consistent with official plans for developing the community.

"(2) NOTICE.—Notice of a hearing under this subsection—

"(A) shall include a concise description of the proposed project; and

"(B) shall be published in a newspaper of general circulation in the geographic area the project will serve.

"(3) APPLICATION REQUIREMENTS.—An application for a grant under this chapter for a capital project described in paragraph (1) shall include—

"(A) a certification that the applicant has complied with the requirements of this subsection; and Certification.

"(B) in the environmental record for the project, evidence that the applicant has complied with the requirements of this subsection.".

(c) FARES NOT REQUIRED.—Section 5323(c) is amended to read as follows:

"(c) FARES NOT REQUIRED.—This chapter does not require that elderly individuals and individuals with disabilities be charged a fare.".

(d) CONDITION ON CHARTER BUS TRANSPORTATION SERVICE.—Section 5323(d) is amended—

(1) by striking "(1) Financial assistance" and inserting the following:

"(1) AGREEMENTS.—Financial assistance"; and

(2) by striking paragraph (2) and inserting the following:

"(2) VIOLATIONS.—

"(A) INVESTIGATIONS.—On receiving a complaint about a violation of the agreement required under paragraph (1), the Secretary shall investigate and decide whether a violation has occurred.

"(B) ENFORCEMENT OF AGREEMENTS.—If the Secretary decides that a violation has occurred, the Secretary shall correct the violation under terms of the agreement.

"(C) ADDITIONAL REMEDIES.—In addition to any remedy specified in the agreement, the Secretary shall bar a recipient or an operator from receiving Federal transit assistance in an amount the Secretary considers appropriate if the Secretary finds a pattern of violations of the agreement.".

(e) BOND PROCEEDS ELIGIBLE FOR LOCAL SHARE.—Section 5323(e) is amended to read as follows:

"(e) BOND PROCEEDS ELIGIBLE FOR LOCAL SHARE.—

"(1) USE AS LOCAL MATCHING FUNDS.—Notwithstanding any other provision of law, a recipient of assistance under section 5307 or 5309 may use the proceeds from the issuance of revenue bonds as part of the local matching funds for a capital project.

"(2) MAINTENANCE OF EFFORT.—The Secretary shall approve of the use of the proceeds from the issuance of revenue bonds for the remainder of the net project cost only if the Secretary finds that the aggregate amount of financial support for public transportation in the urbanized area provided by the State and affected local governmental authorities during the next 3 fiscal years, as programmed in the State transportation improvement program under section 5304, is not less than the aggregate amount provided by the State and affected local governmental authorities in the urbanized area during the preceding 3 fiscal years.

"(3) DEBT SERVICE RESERVE.—The Secretary may reimburse an eligible recipient for deposits of bond proceeds in a debt service reserve that the recipient establishes pursuant to section 5302(a)(1)(K) from amounts made available to the recipient under section 5309.

"(4) PILOT PROGRAM FOR URBANIZED AREAS.—

Establishment.

"(A) IN GENERAL.—The Secretary shall establish a pilot program to reimburse not to exceed 10 eligible recipients for deposits of bond proceeds in a debt service reserve that the recipient establishes pursuant to section 5302(a)(1)(K) from amounts made available to the recipient under section 5307.

"(B) REPORT.—Not later than July 31, 2008, the Secretary shall submit to the Committee on Banking, Housing,

and Urban Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the status and effectiveness of the pilot program established under subparagraph (A).".

(f) SCHOOLBUS TRANSPORTATION.—Section 5323(f) is amended—

(1) by striking "(1) Financial assistance" and inserting the following:

"(1) AGREEMENTS.—Financial assistance";

(2) in paragraph (1) by moving subparagraphs (A), (B), and (C) 2 ems to the right; and

(3) by striking paragraph (2) and inserting the following:

"(2) VIOLATIONS.—If the Secretary finds that an applicant, governmental authority, or publicly owned operator has violated the agreement required under paragraph (1), the Secretary shall bar a recipient or an operator from receiving Federal transit assistance in an amount the Secretary considers appropriate.".

(g) BUYING BUSES UNDER OTHER LAWS.—Section 5323(g) is amended by striking "103(e)(4) and 142(a) or (c)" each place it appears and inserting "133 and 142".

(h) GOVERNMENT'S SHARE OF COSTS FOR CERTAIN PROJECTS.—Section 5323(i) is amended—

(1) in the subsection heading by striking "GOVERNMENT" and inserting "GOVERNMENT'S";

(2) by striking "A grant" and inserting the following:

"(1) EQUIPMENT FOR ADA AND CLEAN AIR ACT COMPLIANCE.—A grant";

(3) by inserting "or facilities" after "equipment" each place it appears; and

(4) by adding at the end the following:

"(2) CERTAIN STATE OWNED RAILROADS.—The Government share for financial assistance under this chapter to a State-owned railroad (as defined in section 603 of the Rail Safety and Service Improvement Act of 1982 (45 U.S.C. 1202)) shall be the same as the Government share under section 120(b) of title 23 for Federal-aid highway funds apportioned to the State in which the railroad operates.".

(i) BUY AMERICA.—

(1) PUBLIC INTEREST WAIVER.—Section 5323(j) is amended—

(A) by redesignating paragraphs (3) through (7) as paragraphs (4) through (8), respectively; and

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

"(3) WRITTEN JUSTIFICATION FOR PUBLIC INTEREST WAIVER.—When issuing a waiver based on a public interest determination under paragraph (2)(A), the Secretary shall issue a detailed written justification as to why the waiver is in the public interest. The Secretary shall publish such justification in the Federal Register and provide the public with a reasonable period of time for notice and comment.".

Federal Register, publication.

(2) INELIGIBILITY FOR CONTRACTS.—Section 5323(j)(6) (as so redesignated) is amended by striking "Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240, 105 Stat. 1914)" and inserting "Federal Public Transportation Act of 2005".

(3) ADMINISTRATIVE REVIEW.—Section 5323(j) is amended by adding at the end the following:

"(9) ADMINISTRATIVE REVIEW.—A party adversely affected by an agency action under this subsection shall have the right to seek review under section 702 of title 5.".

Effective date.

(4) REPEAL OF GENERAL WAIVER.—Subsections (b) and (c) of Appendix A of section 661.7 of title 49, Code of Federal Regulations, shall cease to be in effect beginning on the date of enactment of this Act.

Deadline.
49 USC 5323 note.

(5) RULEMAKING.—Not later than 180 days after the date of enactment of this Act, the Secretary shall issue a final rule on implementation of the requirements of section 5323(j) of title 49, United States Code (in this paragraph referred to as the "Buy America requirements"). The purposes of the regulations shall be as follows:

(A) MICROPROCESSOR WAIVER.—To clarify that any waiver from the Buy America requirements issued under section 5323(j)(2) of such title for a microprocessor, computer, or microcomputer applies only to a device used solely for the purpose of processing or storing data and does not extend to a product containing a microprocessor, computer, or microcomputer.

(B) DEFINITIONS.—To define the terms "end product", "negotiated procurement", and "contractor" for purposes of part 661 of title 49, Code of Federal Regulations. In defining the terms, the Secretary shall develop a list of representative items that are subject to the Buy America requirements, and shall address the procurement of systems under the definition to ensure that major system procurements are not used to circumvent the Buy America requirements.

(C) POST-AWARD WAIVERS.—To permit a grantee to request a non-availability waiver from the Buy America requirements under section 661.7c of title 49, Code of Federal Regulations, after contract award in any case in which the contractor has made a certification of compliance with the requirements in good faith.

(D) CERTIFICATION UNDER NEGOTIATED PROCUREMENT PROCESS.—In any case in which a negotiated procurement process is used, compliance with the Buy America requirements shall be determined on the basis of the certification submitted with the final offer.

(j) RELATIONSHIP TO OTHER LAWS.—Section 5323(l) is amended to read as follows:

Applicability.

"(l) RELATIONSHIP TO OTHER LAWS.—Section 1001 of title 18 applies to a certificate, submission, or statement provided under this chapter. The Secretary may terminate financial assistance under this chapter and seek reimbursement directly, or by offsetting amounts, available under this chapter if the Secretary determines that a recipient of such financial assistance has made a false or fraudulent statement or related act in connection with a Federal transit program.".

(k) PREAWARD AND POSTDELIVERY REVIEW OF ROLLING STOCK PURCHASES.—Section 5323(m) is amended by adding at the end the following: "Rolling stock procurements of 20 vehicles or fewer made for the purpose of serving other than urbanized areas and urbanized areas with populations of 200,000 or fewer shall be subject to the same requirements as established for procurements

of 10 or fewer buses under the post-delivery purchaser's requirements certification process under section 663.37(c) of title 49, Code of Federal Regulations.".

(l) GRANT REQUIREMENTS.—Section 5323(o) is amended by striking "the Transportation Infrastructure Finance and Innovation Act of 1998" and inserting "chapter 6 (other than section 609) of title 23".

(m) ALTERNATIVE FUELING FACILITIES.—Section 5323 is amended by adding at the end the following:

"(p) ALTERNATIVE FUELING FACILITIES.—A recipient of assistance under this chapter may allow the incidental use of federally funded alternative fueling facilities and equipment by nontransit public entities and private entities if—

"(1) the incidental use does not interfere with the recipient's public transportation operations;

"(2) all costs related to the incidental use are fully recaptured by the recipient from the nontransit public entity or private entity;

"(3) the recipient uses revenues received from the incidental use in excess of costs for planning, capital, and operating expenses that are incurred in providing public transportation; and

"(4) private entities pay all applicable excise taxes on fuel.".

**SEC. 3024. SPECIAL PROVISIONS FOR CAPITAL PROJECTS.**

(a) IN GENERAL.—Section 5324 is amended to read as follows:

**"§ 5324. Special provisions for capital projects**

"(a) RELOCATION AND REAL PROPERTY REQUIREMENTS.—The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) shall apply to financial assistance for capital projects under this chapter. Applicability.

"(b) CONSIDERATION OF ECONOMIC, SOCIAL, AND ENVIRONMENTAL INTERESTS.—

"(1) COOPERATION AND CONSULTATION.—In carrying out the policy of section 5301(e), the Secretary shall cooperate and consult with the Secretary of the Interior and the Administrator of the Environmental Protection Agency on each project that may have a substantial impact on the environment.

"(2) PUBLIC PARTICIPATION IN ENVIRONMENTAL REVIEWS.—In performing environmental reviews, the Secretary shall review each transcript of a hearing submitted under section 5323(b) to establish that an adequate opportunity to present views was given to all parties having a significant economic, social, or environmental interest in the project, and that the project application includes a record of—

"(A) the environmental impact of the proposal;

"(B) adverse environmental effects that cannot be avoided;

"(C) alternatives to the proposal; and

"(D) irreversible and irretrievable impacts on the environment.

"(3) APPROVAL OF APPLICATIONS FOR ASSISTANCE.—

"(A) FINDINGS BY THE SECRETARY.—The Secretary may approve an application for financial assistance for a capital project in accordance with this chapter only if the Secretary makes written findings, after reviewing the application

and the transcript of any hearing held before a State or local governmental authority under section 5323(b), that—

"(i) an adequate opportunity to present views was given to all parties having a significant economic, social, or environmental interest;

"(ii) the preservation and enhancement of the environment and the interest of the community in which the project is located were considered; and

"(iii) no adverse environmental effect is likely to result from the project, or no feasible and prudent alternative to the effect exists and all reasonable steps have been taken to minimize the effect.

"(B) HEARING.—If a hearing has not been conducted or the Secretary decides that the record of the hearing is inadequate for making the findings required by this subsection, the Secretary shall conduct a hearing on an environmental issue raised by the application after giving adequate notice to interested persons.

"(C) AVAILABILITY OF FINDINGS.—The Secretary's findings under subparagraph (A) shall be made a matter of public record.

"(c) RAILROAD CORRIDOR PRESERVATION.—

"(1) IN GENERAL.—The Secretary may assist an applicant to acquire railroad right-of-way before the completion of the environmental reviews for any project that may use the right-of-way if the acquisition is otherwise permitted under Federal law. The Secretary may establish restrictions on such an acquisition as the Secretary determines to be necessary and appropriate.

"(2) ENVIRONMENTAL REVIEWS.—Railroad right-of-way acquired under this subsection may not be developed in anticipation of the project until all required environmental reviews for the project have been completed.".

(b) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5324 and inserting the following:

"5324. Special provisions for capital projects.".

**SEC. 3025. CONTRACT REQUIREMENTS.**

(a) IN GENERAL.—Section 5325 is amended to read as follows:

**"§ 5325. Contract requirements**

"(a) COMPETITION.—Recipients of assistance under this chapter shall conduct all procurement transactions in a manner that provides full and open competition as determined by the Secretary.

"(b) ARCHITECTURAL, ENGINEERING, AND DESIGN CONTRACTS.—

"(1) PROCEDURES FOR AWARDING CONTRACT.—A contract or requirement for program management, architectural engineering, construction management, a feasibility study, and preliminary engineering, design, architectural, engineering, surveying, mapping, or related services for a project for which Federal assistance is provided under this chapter shall be awarded in the same way as a contract for architectural and engineering services is negotiated under chapter 11 of title 40 or an equivalent qualifications-based requirement of a State.

"(2) EFFECT OF STATE LAWS.—Paragraph (1) does not apply to the extent a State has adopted by law, before the date

of enactment of the Federal Public Transportation Act of 2005, an equivalent State qualifications-based requirement for contracting for architectural, engineering, and design services.

"(3) ADDITIONAL REQUIREMENTS.—When awarding a contract described in paragraph (1), recipients of assistance under this chapter shall comply with the following requirements:

"(A) PERFORMANCE OF AUDITS.—Any contract or subcontract awarded under this chapter shall be performed and audited in compliance with cost principles contained in part 31 of title 48, Code of Federal Regulations (commonly known as the Federal Acquisition Regulation).

"(B) INDIRECT COST RATES.—A recipient of funds under a contract or subcontract awarded under this chapter shall accept indirect cost rates established in accordance with the Federal Acquisition Regulation for 1-year applicable accounting periods by a cognizant Federal or State government agency, if such rates are not currently under dispute.

"(C) APPLICATION OF RATES.—After a firm's indirect cost rates are accepted under subparagraph (B), the recipient of the funds shall apply such rates for the purposes of contract estimation, negotiation, administration, reporting, and contract payment, and shall not be limited by administrative or de facto ceilings.

"(D) PRENOTIFICATION; CONFIDENTIALITY OF DATA.—A recipient requesting or using the cost and rate data described in subparagraph (C) shall notify any affected firm before such request or use. Such data shall be confidential and shall not be accessible or provided by the group of agencies sharing cost data under this subparagraph, except by written permission of the audited firm. If prohibited by law, such cost and rate data shall not be disclosed under any circumstances.

"(c) EFFICIENT PROCUREMENT.—A recipient may award a procurement contract under this chapter to other than the lowest bidder if the award furthers an objective consistent with the purposes of this chapter, including improved long-term operating efficiency and lower long-term costs.

"(d) DESIGN-BUILD PROJECTS.—

"(1) TERM DEFINED.—In this subsection, the term 'design-build project'—

"(A) means a project under which a recipient enters into a contract with a seller, firm, or consortium of firms to design and build a public transportation system, or an operable segment of such system, that meets specific performance criteria; and

"(B) may include an option to finance, or operate for a period of time, the system or segment or any combination of designing, building, operating, or maintaining such system or segment.

"(2) FINANCIAL ASSISTANCE FOR CAPITAL COSTS.—Federal financial assistance under this chapter may be provided for the capital costs of a design-build project after the recipient complies with Government requirements.

"(e) MULTIYEAR ROLLING STOCK.—

"(1) CONTRACTS.—A recipient procuring rolling stock with Government financial assistance under this chapter may make a multiyear contract to buy the rolling stock and replacement

parts under which the recipient has an option to buy additional rolling stock or replacement parts for not more than 5 years after the date of the original contract.

"(2) COOPERATION AMONG RECIPIENTS.—The Secretary shall allow at least two recipients to act on a cooperative basis to procure rolling stock in compliance with this subsection and other Government procurement requirements.

"(f) ACQUIRING ROLLING STOCK.—A recipient of financial assistance under this chapter may enter into a contract to expend that assistance to acquire rolling stock—

"(1) based on—

"(A) initial capital costs; or

"(B) performance, standardization, life cycle costs, and other factors; or

"(2) with a party selected through a competitive procurement process.

"(g) EXAMINATION OF RECORDS.—Upon request, the Secretary and the Comptroller General, or any of their representatives, shall have access to and the right to examine and inspect all records, documents, and papers, including contracts, related to a project for which a grant is made under this chapter.

"(h) GRANT PROHIBITION.—A grant awarded under this chapter or the Federal Public Transportation Act of 2005 may not be used to support a procurement that uses an exclusionary or discriminatory specification.

Applicability.

"(i) BUS DEALER REQUIREMENTS.—No State law requiring buses to be purchased through in-State dealers shall apply to vehicles purchased with a grant under this chapter.

"(j) AWARDS TO RESPONSIBLE CONTRACTORS.—

"(1) IN GENERAL.—Federal financial assistance under this chapter may be provided for contracts only if a recipient awards such contracts to responsible contractors possessing the ability to successfully perform under the terms and conditions of a proposed procurement.

"(2) CRITERIA.—Before making an award to a contractor under paragraph (1), a recipient shall consider—

"(A) the integrity of the contractor;

"(B) the contractor's compliance with public policy;

"(C) the contractor's past performance, including the performance reported in the Contractor Performance Assessment Reports required under section 5309(l)(2); and

"(D) the contractor's financial and technical resources.".

(b) CONFORMING AMENDMENT.—Section 5326 and the item relating to section 5326 in the analysis for chapter 53 are repealed.

**SEC. 3026. PROJECT MANAGEMENT OVERSIGHT AND REVIEW.**

(a) PROJECT MANAGEMENT PLAN REQUIREMENTS.—Section 5327(a) is amended—

(1) in paragraph (11) by striking "and" at the end;

(2) in paragraph (12) by striking the period at the end and inserting "; and"; and

(3) by adding at the end the following:

"(13) safety and security management.".

(b) LIMITATIONS.—Section 5327(c) is amended to read as follows:

"(c) LIMITATIONS.—

"(1) LIMITATIONS ON USE OF AVAILABLE AMOUNTS.—Of the amounts made available to carry out this chapter for a fiscal

year, the Secretary may use not more than the following amounts to make contracts for the activities described in paragraph (2):

"(A) 0.5 percent of amounts made available to carry out section 5305.

"(B) 0.75 percent of amounts made available to carry out section 5307.

"(C) 1 percent of amounts made available to carry out section 5309.

"(D) 0.5 percent of amounts made available to carry out section 5310.

"(E) 0.5 percent of amounts made available to carry out section 5311.

"(F) 0.5 percent of amounts made available to carry out section 5320.

"(2) ACTIVITIES.—Paragraph (1) shall apply to the following: Applicability.

"(A) Activities to oversee the construction of a major project.

"(B) Activities to review and audit the safety and security, procurement, management, and financial compliance of a recipient or subrecipient of funds under sections 5305, 5307, 5309, 5310, 5311, and 5320.

"(C) Activities to provide technical assistance to correct deficiencies identified in compliance reviews and audits carried out under this section.

"(3) LIMITATIONS ON APPLICABILITY.—Subsections (a), (b), and (e) do not apply to contracts under this section for activities described in paragraphs (2)(B) and (2)(C).

"(4) GOVERNMENT'S SHARE OF COSTS.—The Government shall pay the entire cost of carrying out a contract under this subsection.

"(5) AVAILABILITY OF CERTAIN FUNDS.—Beginning in fiscal year 2006, funds available under paragraph (1)(C) shall be made available to the Secretary before allocating the funds appropriated to carry out any project under a full funding grant agreement or project construction grant agreement.".

**SEC. 3027. PROJECT REVIEW.**

Section 5328(a) is amended—

(1) in paragraph (1) by striking "(1) When the Secretary of Transportation allows a new fixed guideway project to advance into the alternatives analysis stage of project review, the Secretary shall cooperate with the applicant in" and inserting the following:

"(1) ALTERNATIVES ANALYSIS.—The Secretary shall cooperate with an applicant undertaking an alternatives analysis required by subsections (d) and (e) of section 5309 in the"; and

(2) in paragraph (2)—

(A) by striking "(2) After" and inserting the following: "(2) ADVANCEMENT TO PRELIMINARY ENGINEERING STAGE.—After"; and

(B) by striking "is consistent with section 5309(e)" and inserting "meets the requirements of subsection (d) or (e) of section 5309";

(3) in paragraph (3)—

(A) by striking "(3) The Secretary" and inserting the following:

"(3) RECORD OF DECISION.—The Secretary";

(B) by striking "of construction"; and

(C) by adding before the period at the end the following: "if the Secretary determines that the project meets the requirements of subsection (d) or (e) of section 5309"; and

(4) by striking paragraph (4) and inserting the following:

"(4) FUNDING AGREEMENTS.—The Secretary shall enter into a full funding grant agreement or project construction grant agreement, as appropriate, between the Government and the project sponsor if the Secretary determines that the project meets the requirements of subsection (d) or (e) of section 5309.".

**SEC. 3028. INVESTIGATIONS OF SAFETY HAZARDS AND SECURITY RISKS.**

(a) IN GENERAL.—Section 5329 is amended to read as follows:

**"§ 5329. Investigations of safety hazards and security risks**

"(a) IN GENERAL.—The Secretary may conduct investigations into safety hazards and security risks associated with a condition in equipment, a facility, or an operation financed under this chapter to establish the nature and extent of the condition and how to eliminate, mitigate, or correct it.

"(b) SUBMISSION OF CORRECTIVE PLAN.—If the Secretary establishes that a safety hazard or security risk warrants further protective measures, the Secretary shall require the local governmental authority receiving amounts under this chapter to submit a plan for eliminating, mitigating, or correcting it.

"(c) WITHHOLDING FINANCIAL ASSISTANCE.—Financial assistance under this chapter, in an amount to be determined by the Secretary, may be withheld until a plan is approved and carried out.".

49 USC 5321 note. Deadline. Memorandum.

(b) PUBLIC TRANSPORTATION SECURITY.—

(1) IN GENERAL.—Not later than 45 days after the date of enactment of this Act, the Secretary shall execute an annex to the memorandum of understanding between the Secretary and the Secretary of Homeland Security, dated September 28, 2004, to define and clarify the respective roles and responsibilities of the Department of Transportation and the Department of Homeland Security relating to public transportation security.

(2) CONTENTS.—The annex to be executed under paragraph (1) shall—

(A) establish a process to develop security standards for public transportation agencies;

(B) create a method of direct coordination with public transportation agencies on security matters;

(C) address any other issues determined to be appropriate by the Secretary and the Secretary of Homeland Security; and

(D) include a formal and permanent mechanism to ensure coordination and involvement by the Department of Transportation, as appropriate, in public transportation security.

Deadline. 49 USC 5321 note.

(c) RULEMAKING.—Not later than 180 days after the date of enactment of this Act, the Secretary and the Secretary of Homeland Security shall issue jointly final regulations to establish the

characteristics of and requirements for public transportation security grants, including funding priorities, eligible activities, methods for awarding grants, and limitations on administrative expenses.

(d) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5329 and inserting the following:

"5329. Investigations of safety hazards and security risks.".

**SEC. 3029. STATE SAFETY OVERSIGHT.**

(a) IN GENERAL.—Section 5330 is amended—

(1) by striking the section heading and all that follows through subsection (a) and inserting the following:

**"§ 5330. State safety oversight**

"(a) APPLICATION.—This section shall only apply to—

"(1) States that have rail fixed guideway public transportation systems that are not subject to regulation by the Federal Railroad Administration; and

"(2) States that are designing rail fixed guideway public transportation systems that will not be subject to regulation by the Federal Railroad Administration.";

(2) in subsection (d) by striking "may" and inserting "shall ensure uniform safety standards and enforcement or shall"; and

(3) by striking subsection (f).

(b) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5330 and inserting the following:

"5330. State safety oversight.".

**SEC. 3030. CONTROLLED SUBSTANCES AND ALCOHOL MISUSE TESTING.**

(a) DEFINITIONS.—Section 5331(a)(3) is amended by striking the period at the end and inserting the following: "or section 2303a, 7101(i), or 7302(e) of title 46. The Secretary may also decide that a form of public transportation is covered adequately, for employee alcohol and controlled substances testing purposes, under the alcohol and controlled substance statutes or regulations of an agency within the Department of Transportation or the Coast Guard.".

(b) TECHNICAL CORRECTIONS.—Subsections (b)(1) and (g) of section 5331 are each amended by striking "or section 103(e)(4) of title 23".

(c) REGULATIONS.—Section 5331(f) is amended by striking paragraph (3).

**SEC. 3031. EMPLOYEE PROTECTIVE ARRANGEMENTS.**

Section 5333(b) is amended—

(1) in paragraph (1) by striking "5318(d), 5323(a)(1), (b), (d), and (e), 5328, 5337, and 5338(b)" each place it appears and inserting "5316, 5318, 5323(a)(1), 5323(b), 5323(d), 5328, 5337, and 5338(b)"; and

(2) by adding at the end the following:

"(4) Fair and equitable arrangements to protect the interests of employees utilized by the Secretary of Labor for assistance to purchase like-kind equipment or facilities, and grant amendments which do not materially revise or amend existing assistance agreements, shall be certified without referral.

"(5) When the Secretary is called upon to issue fair and equitable determinations involving assurances of employment when one private transit bus service contractor replaces another through competitive bidding, such decisions shall be based on the principles set forth in the Department of Labor's decision of September 21, 1994, as clarified by the supplemental ruling of November 7, 1994, with respect to grant NV–90–X021. This paragraph shall not serve as a basis for objections under section 215.3(d) of title 29, Code of Federal Regulations.".

**SEC. 3032. ADMINISTRATIVE PROCEDURES.**

Section 5334 is amended—

(1) in subsection (a)—

(A) in paragraph (9) by striking "and" at the end;

(B) in paragraph (10) by striking the period at the end and inserting "; and"; and

(C) by adding at the end the following:

"(11) issue regulations as necessary to carry out the purposes of this chapter.";

(2) by striking subsection (i);

(3) by redesignating subsections (b) through (h) as subsections (c) through (i), respectively;

(4) by inserting after subsection (a) the following:

"(b) PROHIBITIONS AGAINST REGULATING OPERATIONS AND CHARGES.—

"(1) IN GENERAL.—Except for purposes of national defense or in the event of a national or regional emergency, the Secretary may not regulate the operation, routes, or schedules of a public transportation system for which a grant is made under this chapter, nor may the Secretary regulate the rates, fares, tolls, rentals, or other charges prescribed by any provider of public transportation.

"(2) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this subsection shall be construed to prevent the Secretary from requiring a recipient of funds under this chapter to comply with the terms and conditions of its Federal assistance agreement."; and

(5) by striking subsection (c)(4) (as redesignated by paragraph (3) of this subsection) and inserting the following:

"(4) The Secretary of Transportation shall comply with this section (except subsection (i)) and sections 5318(e), 5323(a)(2), 5325(a), 5325(b), and 5325(f) when proposing or carrying out a regulation governing an activity under this chapter, except for a routine matter or a matter with no significant impact."; and

(6) by adding at the end the following:

Deadline.

"(k) NOTIFICATION OF PENDING DISCRETIONARY GRANTS.—Not less than 3 full business days before announcement of award by the Secretary of any discretionary grant, letter of intent, or full funding grant agreement totaling $1,000,000 or more, the Secretary shall notify the Committees on Banking, Housing, and Urban Affairs and Appropriations of the Senate and Committees on Transportation and Infrastructure and Appropriations of the House of Representatives.

"(l) AGENCY STATEMENTS.—

"(1) IN GENERAL.—The Administrator of the Federal Transit Administration shall follow applicable rulemaking procedures

under section 553 of title 5 before the Federal Transit Administration issues a statement that imposes a binding obligation on recipients of Federal assistance under this chapter.

"(2) BINDING OBLIGATION DEFINED.—In this subsection, the term 'binding obligation' means a substantive policy statement, rule, or guidance document issued by the Federal Transit Administration that grants rights, imposes obligations, produces significant effects on private interests, or effects a significant change in existing policy.".

**SEC. 3033. NATIONAL TRANSIT DATABASE.**

(a) IN GENERAL.—Section 5335 is amended—

(1) by striking the section heading and inserting the following:

**"§ 5335. National transit database"**;

(2) by striking subsection (b); and

(3) in subsection (a)—

(A) in paragraph (1), by striking "(1)"; and

(B) in paragraph (2), by striking "(2) The Secretary may make a grant under section 5307 of this title" and inserting the following:

"(b) REPORTING AND UNIFORM SYSTEMS.—The Secretary may award a grant under section 5307 or 5311".

(b) CHAPTER ANALYSIS.—The analysis for chapter 53 is amended by striking the item relating to section 5335 and inserting the following:

"5335. National transit database.".

**SEC. 3034. APPORTIONMENTS OF FORMULA GRANTS.**

(a) APPORTIONMENTS.—Section 5336 is amended—

(1) by striking subsections (d), (h), and (k);

(2) by redesignating subsections (e), (f), (g), (i), and (j) as subsections (d), (e), (f), (g), and (h), respectively;

(3) by adding at the end the following:

"(i) APPORTIONMENTS.—Of the amounts made available for each fiscal year under subsections (a)(1)(C)(vi) and (b)(2)(B) of section 5338—

"(1) one percent shall be apportioned, in fiscal year 2006 and each fiscal year thereafter, to certain urbanized areas with populations of less than 200,000 in accordance with subsection (j); and

"(2) any amount not apportioned under paragraph (1) shall be apportioned to urbanized areas in accordance with subsections (a) through (c).'; and

(4) in subsection (a), by striking "Of the amount made available or appropriated under section 5338(a) of this title" and inserting "Of the amount apportioned under subsection (i)(2)".

(b) SMALL TRANSIT INTENSIVE CITIES FORMULA.—Section 5336 is amended by adding at the end the following:

"(j) SMALL TRANSIT INTENSIVE CITIES FORMULA.—

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

"(A) ELIGIBLE AREA.—The term 'eligible area' means an urbanized area with a population of less than 200,000

that meets or exceeds in one or more performance categories the industry average for all urbanized areas with a population of at least 200,000 but not more than 999,999, as determined by the Secretary in accordance with subsection (c)(2).

"(B) PERFORMANCE CATEGORY.—The term 'performance category' means each of the following:

"(i) Passenger miles traveled per vehicle revenue mile.

"(ii) Passenger miles traveled per vehicle revenue hour.

"(iii) Vehicle revenue miles per capita.

"(iv) Vehicle revenue hours per capita.

"(v) Passenger miles traveled per capita.

"(vi) Passengers per capita.

"(2) APPORTIONMENT.—

"(A) APPORTIONMENT FORMULA.—The amount to be apportioned under subsection (i)(1) shall be apportioned among eligible areas in the ratio that—

"(i) the number of performance categories for which each eligible area meets or exceeds the industry average in urbanized areas with a population of at least 200,000 but not more than 999,999; bears to

"(ii) the aggregate number of performance categories for which all eligible areas meet or exceed the industry average in urbanized areas with a population of at least 200,000 but not more than 999,999.

"(B) DATA USED IN FORMULA.—The Secretary shall calculate apportionments under this subsection for a fiscal year using data from the national transit database used to calculate apportionments for that fiscal year under this section.".

(c) STUDY ON INCENTIVES IN FORMULA PROGRAMS.—Section 5336 is amended by adding at the end the following:

"(c) STUDY ON INCENTIVES IN FORMULA PROGRAMS.—

"(1) STUDY.—The Secretary shall conduct a study to assess the feasibility and appropriateness of developing and implementing an incentive funding system under sections 5307 and 5311 for operators of public transportation.

"(2) REPORT.—

"(A) IN GENERAL.—Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2005, the Secretary shall submit a report on the results of the study conducted under paragraph (1) to the Committee on Banking, Housing, and Urban Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

"(B) CONTENTS.—The report submitted under subparagraph (A) shall include—

"(i) an analysis of the availability of appropriate measures to be used as a basis for the distribution of incentive payments;

"(ii) the optimal number and size of any incentive programs;

"(iii) what types of systems should compete for various incentives;

"(iv) how incentives should be distributed; and

"(v) the likely effects of the incentive funding system.".

(d) TECHNICAL AMENDMENTS.—Section 5336 is amended—

(1) in subsection (a), by striking "of this title" and inserting "to carry out section 5307";

(2) in paragraph (2), by inserting before the period at the end the following: ", except that the amount apportioned to the Anchorage urbanized area under subsection (b) shall be available to the Alaska Railroad for any costs related to its passenger operations";

(3) in subsection (b)(1), by inserting "and, beginning in fiscal year 2006, 60 percent of the directional route miles attributable to the Alaska Railroad passenger operations" after "recipient"; and

(4) in subsection (h), by striking "a grant made under" each place it appears and inserting "a grant made with funds apportioned under".

**SEC. 3035. APPORTIONMENTS BASED ON FIXED GUIDEWAY FACTORS.**

(a) IN GENERAL.—Section 5337 is amended—

(1) by striking the section designation and heading and inserting the following:

**"§ 5337. Apportionment based on fixed guideway factors";**

and

(2) by adding at the end the following:

"(f) ADJUSTMENT.—For purposes of this section, an urbanized area with a population of 55,997, according to the most recent decennial census, shall be treated as an urbanized area eligible for assistance under section 5336(b)(2)(A) to which amounts were apportioned under this section for fiscal year 1997. For the purposes of subsection (e)(1), the number of fixed guideway revenue vehicle miles of service and number of fixed guideway route miles for that urbanized area as of the date of enactment of the Federal Public Transportation Act of 2005 shall be considered to have been used to determine apportionments for fiscal year 1997.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by striking the item relating to section 5337 and inserting the following:

"5337. Apportionment based on fixed guideway factors.".

**SEC. 3036. AUTHORIZATIONS.**

Section 5338 is amended to read as follows:

**"§ 5338. Authorizations**

"(a) FISCAL YEAR 2005.—

"(1) FORMULA GRANTS.—

"(A) TRUST FUND.—For fiscal year 2005, $3,499,927,776 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5307, 5308, 5310, and 5311 and section 3038 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note).

"(B) GENERAL FUND.—In addition to the amounts made available under subparagraph (A), there is authorized to be appropriated $499,989,824 for fiscal year 2005 to carry out sections 5307, 5308, 5310, and 5311 and section 3038

of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note).

"(C) ALLOCATION OF FUNDS.—Of the amounts made available or appropriated under this paragraph—

"(i) $4,811,150 shall be available to the Alaska Railroad for improvements to its passenger operations under section 5307;

"(ii) $5,208,000 shall be available to provide over-the-road bus accessibility grants under section 3038 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note) to operators of intercity, fixed-route over-the-road buses;

"(iii) $1,686,400 shall be available to provide over-the-road bus accessibility grants under section 3038 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note) to operators of over-the-road buses providing other than intercity, fixed-route service;

"(iv) $94,526,689 shall be available to provide transportation services to elderly individuals and individuals with disabilities under section 5310;

"(v) $250,889,588 shall be available to provide financial assistance for other than urbanized areas under section 5311;

"(vi) $3,593,195,773 shall be available to provide financial assistance for urbanized areas under section 5307; and

"(vii) $49,600,000 shall be available to carry out the clean fuels program under section 5308.

"(2) JOB ACCESS AND REVERSE COMMUTE.—

"(A) TRUST FUND.—For fiscal year 2005, $108,500,000 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out section 3037 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5309 note).

"(B) GENERAL FUND.—In addition to the amounts made available under subparagraph (A), there is authorized to be appropriated $15,500,000 for fiscal year 2005 to carry out section 3037 of the Transportation Equity Act of the 21st Century (49 U.S.C. 5309 note).

"(3) CAPITAL PROGRAM GRANTS.—

"(A) TRUST FUND.—For fiscal year 2005, $2,898,100,224 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out section 5309.

"(B) GENERAL FUND.—In addition to the amounts made available under subparagraph (A), there is authorized to be appropriated $414,014,176 for fiscal year 2005 to carry out sections 5308, 5309, and 5318 and section 3015(b) of the Transportation Equity Act for the 21st Century (112 Stat. 361).

"(C) ALLOCATION OF FUNDS.—Of the amounts made available or appropriated under this paragraph—

"(i) $49,600,000 shall be available to carry out the clean fuels program under section 5308;

"(ii) $669,600,000 shall be available for capital projects to replace, rehabilitate, and purchase bus and

related equipment and to construct bus-related facilities under section 5309;

"(iii) $1,204,684,800 shall be available for fixed guideway modernization under section 5309;

"(iv) $1,437,829,600 shall be available for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems under section 5309;

"(v) $10,213,632 shall be available for capital projects in Alaska and Hawaii under section 5309;

"(vi) $2,976,000 shall be available to carry out bus testing under section 5318; and

"(vii) $4,811,200 shall be available to carry out the fuel cell bus and bus facilities program under section 3015(b) of the Transportation Equity Act for the 21st Century (112 Stat. 361).

"(4) PLANNING.—

"(A) TRUST FUND.—For fiscal year 2005, $63,364,000 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5303, 5304, 5305, and 5313(b), as in effect on the day before the date of enactment of the Federal Public Transportation Act of 2005.

"(B) GENERAL FUND.—In addition to the amounts made available under subparagraph (A), there is authorized to be appropriated $9,052,000 for fiscal year 2005 to carry out sections 5303, 5304, 5305, and 5313(b), as in effect on the day before the date of enactment of the Federal Public Transportation Act of 2005.

"(C) ALLOCATION OF FUNDS.—Of the amounts made available or appropriated under this paragraph—

"(i) 82.72 percent shall be allocated for metropolitan planning under section 5305; and

"(ii) 17.28 percent shall be allocated for State planning under section 5305.

"(5) RESEARCH.—

"(A) TRUST FUND.—For fiscal year 2005, $47,740,000 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322.

"(B) GENERAL FUND.—In addition to the amounts made available under subparagraph (A), there is authorized to be appropriated $6,820,000 for fiscal year 2005 to carry out sections 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322.

"(C) ALLOCATION OF FUNDS.—Of the funds made available or appropriated under this paragraph—

"(i) not less than $3,968,000 shall be available to carry out programs under the National Transit Institute under section 5315, of which not more than $992,000 shall be available to carry out section 5315(a)(16);

"(ii) not less than $5,208,000 shall be available to provide rural transportation assistance under section 5311(b)(2);

"(iii) not less than $8,184,000 shall be available to carry out transit cooperative research programs under section 5313(a);

"(iv) not less than $2,976,000 shall be available to carry out Project Action under section 5312; and

"(v) the remainder shall be available to carry out national research and technology programs under sections 5312, 5314, and 5322.

"(6) UNIVERSITY TRANSPORTATION RESEARCH.—

"(A) TRUST FUND.—For fiscal year 2005, $5,208,000 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out section 5505.

"(B) GENERAL FUND.—In addition to amounts made available under subparagraph (A), there is authorized to be appropriated $744,000 for fiscal year 2005 to carry out section 5505.

"(C) ALLOCATION OF FUNDS.—Of the amounts made available or appropriated under this paragraph—

"(i) $1,984,000 shall be available for grants under section 5505(d) to the center identified in section 5505(j)(4)(A), as in effect on the day before the date of enactment of the Federal Public Transportation Act of 2005; and

"(ii) $1,984,000 shall be available for grants under section 5505(d) to the center identified in section 5505(j)(4)(F), as in effect on the day before the date of enactment of the Federal Public Transportation Act of 2005.

"(D) SPECIAL RULE.—Nothing in this paragraph shall be construed to limit the transportation research conducted by the centers receiving financial assistance under this section.

"(7) ADMINISTRATION.—

"(A) TRUST FUND.—For fiscal year 2005, $67,704,000 shall be available from the Mass Transit Account of the Highway Trust Fund to carry out section 5334.

"(B) GENERAL FUND.—In addition to amounts made available under subparagraph (A), there is authorized to be appropriated $9,672,000 for fiscal year 2005 to carry out section 5334.

"(8) AVAILABILITY OF AMOUNTS.—Amounts made available or appropriated under paragraphs (1) through (6) shall remain available until expended.

"(b) FORMULA AND BUS GRANTS.—

"(1) IN GENERAL.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of the Federal Transit Act of 1998 (112 Stat. 387 et seq.)—

"(A) $6,979,931,000 for fiscal year 2006;

"(B) $7,262,775,000 for fiscal year 2007;

"(C) $7,872,893,000 for fiscal year 2008; and

"(D) $8,360,565,000 for fiscal year 2009.

"(2) ALLOCATION OF FUNDS.—Of the amounts made available under paragraph (1)—

"(A) $95,000,000 for fiscal year 2006, $99,000,000 for fiscal year 2007, $107,000,000 for fiscal year 2008, and $113,500,000 for fiscal year 2009 shall be available to carry out section 5305;

"(B) $3,466,681,000 for fiscal year 2006, $3,606,175,000 for fiscal year 2007, $3,910,843,000 for fiscal year 2008, and $4,160,365,000 for fiscal year 2009 shall be allocated in accordance with section 5336 to provide financial assistance for urbanized areas under section 5307;

"(C) $43,000,000 for fiscal year 2006, $45,000,000 for fiscal year 2007, $49,000,000 for fiscal year 2008, and $51,500,000 for fiscal year 2009 shall be available to carry out section 5308;

"(D) $1,391,000,000 for fiscal year 2006, $1,448,000,000 for fiscal year 2007, $1,570,000,000 for fiscal year 2008, and $1,666,500,000 for fiscal year 2009 shall be allocated in accordance with section 5337 to provide financial assistance under section 5309(m)(2)(B);

"(E) $822,250,000 for fiscal year 2006, $855,500,000 for fiscal year 2007, $927,750,000 for fiscal year 2008, and $984,000,000 for fiscal year 2009 shall be available to carry out section 5309(m)(2)(C);

"(F) $112,000,000 for fiscal year 2006, $117,000,000 for fiscal year 2007, $127,000,000 for fiscal year 2008, and $133,500,000 for fiscal year 2009 shall be available to provide financial assistance for services for elderly persons and persons with disabilities under section 5310;

"(G) $388,000,000 for fiscal year 2006, $404,000,000 for fiscal year 2007, $438,000,000 for fiscal year 2008, and $465,000,000 for fiscal year 2009 shall be available to provide financial assistance for other than urbanized areas under section 5311;

"(H) $138,000,000 for fiscal year 2006, $144,000,000 for fiscal year 2007, $156,000,000 for fiscal year 2008, and $164,500,000 for fiscal year 2009 shall be available to carry out section 5316;

"(I) $78,000,000 for fiscal year 2006, $81,000,000 for fiscal year 2007, $87,500,000 for fiscal year 2008, and $92,500,000 for fiscal year 2009 shall be available to carry out section 5317;

"(J) $22,000,000 for fiscal year 2006, $23,000,000 for fiscal year 2007, $25,000,000 for fiscal year 2008, and $26,900,000 for fiscal year 2009 shall be available to carry out section 5320;

"(K) $3,500,000 in fiscal year 2006; $3,500,000 in fiscal year 2007; $3,500,000 in fiscal year 2008; and $3,500,000 in fiscal year 2009 shall be available to carry out section 5335;

"(L) $25,000,000 in fiscal year 2006; $25,000,000 in fiscal year 2007; $25,000,000 in fiscal year 2008; and $25,000,000 in fiscal year 2009 shall be available to carry out section 5339;

"(M) $388,000,000 for fiscal year 2006, $404,000,000 for fiscal year 2007, $438,000,000 for fiscal year 2008, and $465,000,000 for fiscal year 2009 shall be allocated in accordance with section 5340 to provide financial assistance for urbanized areas under section 5307 and other than urbanized areas under section 5311; and

"(N) $7,500,000 for fiscal year 2006, $7,600,000 for fiscal year 2007, $8,300,000 for fiscal year 2008, and $8,800,000 for fiscal year 2009 shall be available to carry

out section 3038 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note).

"(c) CAPITAL INVESTMENT GRANTS.—There are authorized to be appropriated to carry out section 5309(m)(2)(A)—

"(1) $1,503,000,000 for fiscal year 2006;

"(2) $1,566,000,000 for fiscal year 2007;

"(3) $1,700,000,000 for fiscal year 2008; and

"(4) $1,809,250,000 for fiscal year 2009.

"(d) RESEARCH AND UNIVERSITY RESEARCH CENTERS.—

"(1) IN GENERAL.—There is authorized to be appropriated to carry out transit cooperative research programs under section 5313, the National Transit Institute under section 5315, university research centers under section 5506, and national research programs under sections 5312, 5313, 5314, and 5322 $58,000,000 for fiscal year 2006, $61,000,000 for fiscal year 2007, $65,500,000 for fiscal year 2008, and $69,750,000 for fiscal year 2009, of which—

"(A) $9,000,000 for fiscal year 2006, $9,300,000 for fiscal year 2007, $9,600,000 for fiscal year 2008, and $10,000,000 for fiscal year 2009 shall be allocated to carry out transit cooperative research programs under section 5313;

"(B) $4,300,000 shall be allocated for each fiscal year to carry out programs under the National Transit Institute under section 5315, of which not more than $1,000,000 for each fiscal year shall be used to carry out section 5315(a)(16);

"(C) $7,000,000 shall be allocated for each fiscal year to carry out the university centers program under section 5506;

"(D) $3,000,000 shall be allocated for each fiscal year to carry out Project Action under section 5314(a)(2);

"(E) $1,000,000 shall be allocated for each fiscal year to carry out the National Technical Assistance Center under section 5314(c); and

"(F) any funds made available under this paragraph that are not allocated under subparagraphs (A) through (E) shall be allocated to carry out national research programs under sections 5312, 5313, 5314, and 5322.

"(2) UNIVERSITY CENTERS PROGRAM.—

"(A) ALLOCATION.—Of the amounts allocated under paragraph (1)(C), the following amounts shall be available to provide transportation research, training, and curriculum development:

"(i) $2,000,000 for each of fiscal years 2006 through 2009 for the University of Tennessee—Knoxville National Transportation Research Center.

"(ii) $1,500,000 for each of fiscal years 2006 through 2009 for Texas A&M University—Texas Transportation Institute.

"(iii) $1,000,000 for each of fiscal years 2006 through 2009 for Morgan State University.

"(iv) $400,000 for each of fiscal years 2006 and 2007 for the Small Urban and Rural Transit Center at North Dakota State University.

"(v) $550,000 for each of fiscal years 2006 and 2007 and $650,000 for each of fiscal years 2008 and

2009 for the University Transportation Center at the University of Alabama.

"(vi) $450,000 for each of fiscal years 2006 and 2007 and $550,000 for each of fiscal years 2008 and 2009 for the Injury Control Research Center at the University of Alabama Birmingham.

"(vii) $550,000 for each of fiscal years 2006 and 2007 and $650,000 for each of fiscal years 2008 and 2009 for the Jackson State University Intermodal Transportation Institute at the Jackson State University.

"(viii) $550,000 for each of fiscal years 2006 and 2007 and $650,000 for each of fiscal years 2008 and 2009 for the University Transportation Center at the University of Denver/Mississippi State University.

"(B) REQUIREMENTS.—The universities specified in subparagraph (A) shall be considered to be university transportation centers under section 5506 and shall be subject to the requirements of subsections (b), (h), (i), (k), (l), and (m) of such section.

"(e) ADMINISTRATION.—There is authorized to be appropriated to carry out section 5334—

"(1) $82,000,000 for fiscal year 2006;

"(2) $85,000,000 for fiscal year 2007;

"(3) $92,500,000 for fiscal year 2008; and

"(4) $98,500,000 for fiscal year 2009.

"(f) GRANTS AS CONTRACTUAL OBLIGATIONS.—

"(1) GRANTS FINANCED FROM HIGHWAY TRUST FUND.—A grant or contract that is approved by the Secretary and financed with amounts made available from the Mass Transit Account of the Highway Trust Fund pursuant to this section is a contractual obligation of the Government to pay the Federal share of the cost of the project.

"(2) GRANTS FINANCED FROM GENERAL FUND.—A grant or contract that is approved by the Secretary and financed with amounts appropriated in advance from the General Fund of the Treasury pursuant to this section is a contractual obligation of the Government to pay the Federal share of the cost of the project only to the extent that amounts are appropriated for such purpose by an Act of Congress.

"(g) AVAILABILITY OF AMOUNTS.—Amounts made available by or appropriated under subsections (b), (c), and (d) shall remain available until expended.".

**SEC. 3037. ALTERNATIVES ANALYSIS PROGRAM.**

(a) IN GENERAL.—Section 5339 is amended to read as follows:

**"§ 5339. Alternatives analysis program**

"(a) GRANTS AND AGREEMENTS.—Under criteria established by the Secretary, the Secretary may award grants to States, authorities of the States, metropolitan planning organizations, and local governmental authorities to develop alternatives analyses as defined by section 5309(a)(1). Guidelines.

"(b) GOVERNMENT'S SHARE OF COSTS.—The Government's share of the cost of an activity funded using amounts made available under this section may not exceed 80 percent of the cost of the activity.

"(c) AVAILABILITY OF FUNDS.—An amount made available or appropriated under section 5338(b)(2)(L) for this section shall remain available for 3 fiscal years, including the fiscal year in which the amount is made available or appropriated. Any of such amounts that are unobligated at the end of the 3-fiscal-year period may be used by the Secretary for any purpose under this section.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by striking the item relating to section 5339 and inserting the following:

"5339. Alternatives analysis program.".

(c) PROJECTS.—For each of fiscal years 2006 and 2007, of the funds authorized under this section, funds shall be made available to the following projects in not less than the amounts specified:

(1) Minnesota Red Rock Corridor/Rush Line/Central Corridors studies, $2,000,000.

(2) Trans-Hudson Midtown corridor study, $1,500,000.

(3) Lane County, Oregon Bus Rapid Transit Phase II corridor study, $500,000.

(4) Portland Streetcar, Oregon corridor study, $1,500,000.

(5) San Gabriel Valley-Gold Line Foothill Extension corridor study, $1,250,000.

(6) Monmouth-Ocean-Middlesex Counties, New Jersey corridor study, $1,250,000.

(7) Metra BNSF Naperville to Aurora corridor study, $1,250,000.

(8) Madison and Dane Counties, Wisconsin Transport 2020 corridor study, $750,000.

(9) Sound Transit I–90 Long-Range Plan corridor studies, $750,000.

(10) Middle Rio Grande Coalition of governments, Albuquerque to Santa Fe corridor study, $500,000.

(11) Piedmont Authority Regional Transportation East-West corridor study, $1,000,000.

(12) Baltimore Red Line/Green Line Transit Project study, $1,500,000.

(13) Metra-West Line Extension, Elgin to Rockford study, $1,000,000.

(14) Madison-Ridgeland Transportation Commission, Mississippi, Madison Light Rail Transportation Corridor study, $350,000.

(15) South Carolina Department of Transportation Light Rail study, $300,000.

(16) Provo Orem BRT study, $500,000.

(17) Sevierville County Transportation Board, Sevier County BRT study, $500,000.

(18) New Jersey Transit Access to the Region's Core study, $2,500,000.

**SEC. 3038. APPORTIONMENTS BASED ON GROWING STATES FORMULA FACTORS.**

(a) IN GENERAL.—Chapter 53 is amended by adding at the end the following:

**"§ 5340. Apportionments based on growing States and high density States formula factors**

"(a) DEFINITION.—In this section, the term 'State' shall mean each of the 50 States of the United States.

"(b) ALLOCATION.—Of the amounts made available for each fiscal year under section 5338(b)(2)(M), the Secretary shall apportion—

"(1) 50 percent to States and urbanized areas in accordance with subsection (c); and

"(2) 50 percent to States and urbanized areas in accordance with subsection (d).

"(c) GROWING STATE APPORTIONMENTS.—

"(1) APPORTIONMENT AMONG STATES.—The amounts apportioned under subsection (b)(1) shall provide each State with an amount equal to the total amount apportioned multiplied by a ratio equal to the population of that State forecast for the year that is 15 years after the most recent decennial census, divided by the total population of all States forecast for the year that is 15 years after the most recent decennial census. Such forecast shall be based on the population trend for each State between the most recent decennial census and the most recent estimate of population made by the Secretary of Commerce.

"(2) APPORTIONMENTS BETWEEN URBANIZED AREAS AND OTHER THAN URBANIZED AREAS IN EACH STATE.—

"(A) IN GENERAL.—The Secretary shall apportion amounts to each State under paragraph (1) so that urbanized areas in that State receive an amount equal to the amount apportioned to that State multiplied by a ratio equal to the sum of the forecast population of all urbanized areas in that State divided by the total forecast population of that State. In making the apportionment under this subparagraph, the Secretary shall utilize any available forecasts made by the State. If no forecasts are available, the Secretary shall utilize data on urbanized areas and total population from the most recent decennial census.

"(B) REMAINING AMOUNTS.—Amounts remaining for each State after apportionment under subparagraph (A) shall be apportioned to that State and added to the amount made available for grants under section 5311.

"(3) APPORTIONMENTS AMONG URBANIZED AREAS IN EACH STATE.—The Secretary shall apportion amounts made available to urbanized areas in each State under paragraph (2)(A) so that each urbanized area receives an amount equal to the amount apportioned under paragraph (2)(A) multiplied by a ratio equal to the population of each urbanized area divided by the sum of populations of all urbanized areas in the State. Amounts apportioned to each urbanized area shall be added to amounts apportioned to that urbanized area under section 5336, and made available for grants under section 5307.

"(d) HIGH DENSITY STATE APPORTIONMENTS.—Amounts to be apportioned under subsection (b)(2) shall be apportioned as follows:

"(1) ELIGIBLE STATES.—The Secretary shall designate as eligible for an apportionment under this subsection all States with a population density in excess of 370 persons per square mile.

"(2) STATE URBANIZED LAND FACTOR.—For each State qualifying for an apportionment under paragraph (1), the Secretary shall calculate an amount equal to—

"(A) the total land area of the State (in square miles); multiplied by

"(B) 370; multiplied by

"(C)(i) the population of the State in urbanized areas; divided by

"(ii) the total population of the State.

"(3) STATE APPORTIONMENT FACTOR.—For each State qualifying for an apportionment under paragraph (1), the Secretary shall calculate an amount equal to the difference between the total population of the State less the amount calculated in paragraph (2).

"(4) STATE APPORTIONMENT.—Each State qualifying for an apportionment under paragraph (1) shall receive an amount equal to the amount to be apportioned under this subsection multiplied by the amount calculated for the State under paragraph (3) divided by the sum of the amounts calculated under paragraph (3) for all States qualifying for an apportionment under paragraph (1).

"(5) APPORTIONMENTS AMONG URBANIZED AREAS IN EACH STATE.—The Secretary shall apportion amounts made available to each State under paragraph (4) so that each urbanized area receives an amount equal to the amount apportioned under paragraph (4) multiplied by a ratio equal to the population of each urbanized area divided by the sum of populations of all urbanized areas in the State. Amounts apportioned to each urbanized area shall be added to amounts apportioned to that urbanized area under section 5336, and made available for grants under section 5307.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 53 is amended by adding at the end the following:

"5340. Apportionments based on growing States and high density States formula factors.".

**SEC. 3039. OVER-THE-ROAD BUS ACCESSIBILITY PROGRAM.**

(a) IN GENERAL.—Section 3038 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note; 112 Stat. 392) is amended—

(1) by striking the section heading and inserting the following:

**"SEC. 3038. OVER-THE-ROAD BUS ACCESSIBILITY PROGRAM.";**

(2) by striking subsection (e) and inserting the following:

"(e) FEDERAL SHARE OF COSTS.—The Federal share of costs under this section shall be provided from funds made available to carry out this section and shall be determined in accordance with section 5323(i) of title 49, United States Code."; and

(3) by striking subsection (g) and inserting the following:

"(g) FUNDING.—

"(1) INTERCITY, FIXED ROUTE OVER-THE-ROAD BUS SERVICE.—Of the amounts made available to carry out this section in each fiscal year, 75 percent shall be available for operators of over-the-road buses used substantially or exclusively in intercity, fixed-route over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses. Such amounts shall remain available until expended.

"(2) OTHER OVER-THE-ROAD BUS SERVICE.—Of the amounts made available to carry out this section in each fiscal year,

25 percent shall be available for operators of other over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses. Such amounts shall remain available until expended.".

(b) CONFORMING AMENDMENTS.—The table of contents contained in section 1(b) of the Transportation Equity Act for the 21st Century (112 Stat. 107) is amended by striking the item relating to section 3038 and inserting the following:

"3038. Over-the-road bus accessibility program.".

**SEC. 3040. OBLIGATION CEILING.**

Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Mass Transit Account of the Highway Trust Fund by, and amounts appropriated under, subsections (a) through (f) of section 5338 of title 49, United States Code, shall not exceed—

(1) $7,646,336,000 for fiscal year 2005, of which not more than $6,690,544,000 shall be from the Mass Transit Account;

(2) $8,622,931,000 for fiscal year 2006, of which not more than $6,979,931,000 shall be from the Mass Transit Account;

(3) $8,974,775,000 for fiscal year 2007, of which not more than $7,262,775,000 shall be from the Mass Transit Account;

(4) $9,730,893,000 for fiscal year 2008, of which not more than $7,871,895,000 shall be from the Mass Transit Account; and

(5) $10,338,065,000 for fiscal year 2009, of which not more than $8,360,565,000 shall be from the Mass Transit Account.

**SEC. 3041. ADJUSTMENTS FOR FISCAL YEAR 2005.**

(a) IN GENERAL.—Notwithstanding any other provision of law, the Secretary shall ensure that the total apportionments and allocations made for fiscal year 2005 to each grant recipient under the Federal Transit Administration programs shall not exceed the amount made available under section 5338 of title 49, United States Code, as amended by this title, for fiscal year 2005 plus prior year balances.

(b) FIXED GUIDEWAY MODERNIZATION ADJUSTMENT.—In making the apportionments described in subsection (a), the Secretary shall adjust the amount apportioned for fiscal year 2005 to each urbanized area for fixed guideway modernization to reflect the apportionment method set forth in section 5337(a) of title 49, United States Code.

(c) RECONCILIATION.—Funds authorized by or made available under section 5338, as amended by this title, for fiscal year 2005—

(1) shall not be subject to the across-the-board rescissions in section 122 of division J of Public Law 108–477;

(2) shall be transferred or made available for the purposes as indicated in division H of Public Law 108–477, as amended by Public Law 109–13; and

(3) shall be administered consistent with the applicable formula authorized under Public Law 105–178, as amended.

**SEC. 3042. TERRORIST ATTACKS AND OTHER ACTS OF VIOLENCE AGAINST PUBLIC TRANSPORTATION SYSTEMS.**

(a) IN GENERAL.—Section 1993 of title 18, United States Code, is amended—

(1) in the section heading by striking "**mass**" and inserting "**public**";

(2) by striking "mass" each place the term appears and inserting "public";

(3) in subsection (a)(5) by inserting "controlling," after "operating,"; and

(4) in subsection (c)(5) by striking "5302(a)(7) of title 49, United States Code," and inserting "5302(a) of title 49,".

(b) CHAPTER ANALYSIS.—The analysis for chapter 97 of title 18, United States Code, is amended by striking the item relating to section 1993 and inserting the following:

"1993. Terrorist attacks and other acts of violence against public transportation systems.".

**SEC. 3043. PROJECT AUTHORIZATIONS FOR NEW FIXED GUIDEWAY CAPITAL PROJECTS.**

(a) EXISTING FULL FUNDING GRANT AGREEMENTS.—The following projects are authorized for final design and construction for existing full funding grant agreements in not less than the amount specified for each fiscal year:

(1) Atlanta—North Springs Extension $263,287 for fiscal year 2005.

(2) Baltimore—Central LRT Double Tracking $28,777,920 for fiscal year 2005 and $12,655,664 for fiscal year 2006.

(3) Charlotte—South Corridor LRT $29,760,000 for fiscal year 2005, $55,000,000 for fiscal year 2006, and $69,405,565 for fiscal year 2007.

(4) Chicago—Chicago Transit Authority Douglas Branch Reconstruction $84,320,000 for fiscal year 2005 and $45,825,190 for fiscal year 2006.

(5) Chicago—Chicago Transit Authority Ravenswood Expansion Project $39,680,000 for fiscal year 2005, $40,000,000 for fiscal year 2006, $40,000,000 for fiscal year 2007, $40,000,000 for fiscal year 2008, and $65,152,615 for fiscal year 2009.

(6) Cleveland—Euclid Corridor Transportation Project $24,800,000 for fiscal year 2005 and $24,774,513 for fiscal year 2006.

(7) Denver Southeast Corridor LRT $79,360,000 for fiscal year 2005, $80,000,000 for fiscal year 2006, $80,000,000 for fiscal year 2007, and $77,192,758 for fiscal year 2008.

(8) Fort Lauderdale—Tri-Rail Commuter Rail Upgrade $11,210,695 for fiscal year 2005.

(9) Los Angeles—Metro Gold Line Eastside Extension $59,520,000 for fiscal year 2005, $80,000,000 for fiscal year 2006, $100,000,000 for fiscal year 2007, $80,000,000 for fiscal year 2008, and $80,000,000 for fiscal year 2009.

(10) Los Angeles—North Hollywood MOS–3 $663,339 in fiscal year 2005.

(11) Metra North Central Corridor Commuter Rail $24,084,000 for fiscal year 2005 and $16,529,452 for fiscal year 2006.

(12) Metra South West Corridor Commuter Rail $15,500,000 for fiscal year 2005 and $11,781,395 for fiscal year 2006.

(13) Metra Union Pacific West Line Extension $12,000,000 for fiscal year 2005 and $14,285,749 for fiscal year 2006.

(14) Minneapolis—Hiawatha Corridor LRT $33,111,257 for fiscal year 2005.

(15) New Jersey Urban Core—Hudson-Bergen LRT $313,896.

(16) New Jersey Urban Core—Hudson-Bergen LRT MOS–2 $99,200,000 for fiscal year 2005, $100,000,000 for fiscal year 2006, $100,000,000 for fiscal year 2007, and $53,202,995 for fiscal year 2008.

(17) New Jersey Urban Core—Newark-Elizabeth Rail Link MOS–1 $1,342,076 for fiscal year 2005.

(18) New Orleans MOS–1 Canal Street $16,455,206 for fiscal year 2005.

(19) Phoenix—Central Phoenix/East Valley LRT $74,400,000 for fiscal year 2005, $90,000,000 for fiscal year 2006, $90,000,000 for fiscal year 2007, $90,000,000 for fiscal year 2008, and $90,000,000 for fiscal year 2009.

(20) Pittsburgh—North Shore LRT Connector $54,560,000 in fiscal year 2005, $55,000,000 in fiscal year 2006, $55,000,000 in fiscal year 2007, and $14,421,944 in fiscal year 2008.

(21) Pittsburgh—Stage II LRT Reconstruction $1,120,854 for fiscal year 2005.

(22) Portland—Interstate MAX LRT Extension $23,292,160 fiscal year 2005 and $18,292,550 for fiscal year 2006.

(23) St. Louis—Metrolink Extension St. Clair County, IL $53,383 for fiscal year 2005.

(24) Salt Lake City—CBD to University LRT $1,127,405 for fiscal year 2005.

(25) Salt Lake City—Medical Center $8,682,141 for fiscal year 2005.

(26) San Diego—Mission Valley East LRT Extension $80,986,880 for fiscal year 2005 and $8,353,424 for fiscal year 2006.

(27) San Diego—Oceanside Escondido Rail Corridor $54,560,000 fiscal year 2005 and $12,651,061 for fiscal year 2006.

(28) San Francisco—BART Extension to San Francisco Airport $99,200,000 fiscal year 2005 and $82,655,680 for fiscal year 2006.

(29) San Juan—Tren Urbano $44,263,040 fiscal year 2005 and $10,555,900 for fiscal year 2006.

(30) Seattle—Central Link Initial Segment LRT $79,360,000 for fiscal year 2005, $80,000,000 for fiscal year 2006, $80,000,000 for fiscal year 2007, $70,000,000 for fiscal year 2008, and $24,028,149 for fiscal year 2009.

(31) Washington DC/MD—Largo Metrorail Extension $75,432,887 for fiscal year 2005.

(b) FINAL DESIGN AND CONSTRUCTION.—The following projects are authorized for final design and construction for fiscal years 2005 through 2009 under paragraphs (1)(A) and (2)(A) of section 5309(m) of title 49, United States Code:

(1) Baltimore—MARC Commuter Rail Improvements.

(2) Boston—Silver Line BRT Phase III.

(3) Central Florida Commuter Rail System.

(4) Charlotte—South Corridor LRT.

(5) Dallas Area Rapid Transit—Northwest-Southeast LRT Extension.

(6) Delaware—Wilmington-Newark Commuter Rail Improvements.

(7) Denver—West Corridor LRT.

(8) El Paso—Rapid Transit (SMART) Starter Line.

(9) Harrisburg—Corridor One Commuter Rail (MOS–1).

(10) Houston Advanced Transit Program Light Rail.

(11) Kansas City, Missouri—Southtown BRT.

(12) Las Vegas—Resort Corridor Downtown Extension Project.

(13) Los Angeles MTA—Exposition LRT.

(14) Miami-Dade Transit—North Corridor.

(15) Minneapolis—North Star Corridor.

(16) Nashua—Commuter Rail.

(17) Nashville, Tennessee Commuter Rail.

(18) New Britain-Hartford Busway Project.

(19) New Orleans—Desire Corridor Streetcar.

(20) New York—Long Island Railroad East Side Access Project.

(21) New York—Second Avenue Subway.

(22) Norfolk Light Rail.

(23) Northern Virginia—Dulles Corridor Extension to Wiehle Avenue (Phase 1).

(24) Orange County, California—Rapid Transit Project.

(25) Philadelphia—Schuylkill Valley MetroRail.

(26) Pittsburgh—North Shore Connector.

(27) Portland, Oregon—South Corridor I–205/Portland Mall LRT.

(28) Providence—South County Commuter Rail.

(29) Sacramento—South Corridor LRT Extension (Phase 2), Meadowview to Consumnes River College.

(30) Salt Lake City—Weber County to Salt Lake City Commuter Rail.

(31) San Diego—Mid-Coast Extension.

(32) San Francisco Muni—Third Street LRT-Phase I/II.

(33) San Gabriel Valley—Gold Line Foothill Extension Phase I/Phase II, Los Angeles to Montclair.

(34) Santa Clara Valley Transit Authority—Silicon Valley Rapid Transit Corridor.

(35) Tampa Bay—Regional Rail.

(36) Triangle Transit Authority, North Carolina—Regional Rail Project.

(37) Washington County, Oregon—Wilsonville to Beaverton Commuter Rail.

(38) Wasilla-Girdwood, Alaska—Commuter Rail.

(c) PRELIMINARY ENGINEERING.—The following projects are authorized for preliminary engineering for fiscal years 2005 through 2009 under paragraphs (1)(A) and (2)(A) of section 5309(m) of title 49, United States Code:

(1) Alameda, California—Fixed Guideway Corridor Project.

(2) Alameda, California—Transit Improvements and Multimodal Center.

(3) Albuquerque—High Capacity Corridor.

(4) Ann Arbor/Downtown Detroit—Transit Improvement Project.

(5) Atlanta—East Line 1–20 Corridor Project.

(6) Atlanta—MARTA Memorial Drive Bus Rapid Transit.

(7) Atlanta—GRTA I–75 Corridor, Downtown Atlanta—Cherokee County.
(8) Atlanta—Interstate 285 Transit Corridor.
(9) Atlanta—Georgia 400 North Line Corridor Project.
(10) Atlanta—Belt Line C–Loop.
(11) Atlanta—I–20 East Line I–20 Corridor Project.
(12) Atlanta—West Line I–20 Corridor Project.
(13) Austin—San Antonio I–35 Commuter Rail.
(14) Austin—Rapid Bus Project.
(15) Austin—Urban Commuter Rail.
(16) Baltimore Red Line/Green Line Transit Project.
(17) Baton Rouge—Bus Rapid Transit.
(18) Bayonne, New Jersey—Hudson Bergen LRT Extension to NY Harbor.
(19) Bernalillo-Santa Fe—New Mexico Commuter Rail.
(20) Birmingham, Alabama—Transit Corridor.
(21) Boise—Downtown Circulator.
(22) Boise, Idaho—Valley Regional Transit Rail Corridor Preservation.
(23) Boston—Assembly Square Orange Line Station.
(24) Boston—Lechmere Transit Improvement to Somerville and Medford.
(25) Boston—North Shore Corridor and Blue Line Extension.
(26) Boston—North/South Rail Link.
(27) Boston—Urban Ring BRT.
(28) Bridgeport, Connecticut—Bridgeport Intermodal Facility.
(29) Broward County, Florida—Bus Rapid Transit.
(30) Camden, New Jersey—North Ferry Terminal.
(31) Carrollton, Texas—Regional Intermodal Passenger Rail Facility Project.
(32) Cedar Rapids, Iowa—River Rail Project.
(33) Central Phoenix—East Valley Corridor LRT Extensions.
(34) Charlotte—Charlotte Multimodal Station.
(35) Charlotte—North Corridor Project.
(36) Charlotte—Northeast Corridor Project.
(37) Charlotte—South Corridor LRT Extension to Rock Hill, South Carolina.
(38) Charlotte—Southeast Corridor Project.
(39) Charlotte—West Corridor Project.
(40) Charlotte—Center City Streetcar Project.
(41) Chicago—Cermack Road BRT.
(42) Chicago CTA—Red Line Extension.
(43) Chicago CTA—Chicago Transit Hub (Circle Line-Ogden Streetcar).
(44) Chicago CTA—Orange Line Extension (Midway Airport to Ford City).
(45) Chicago CTA—Yellow Line Extension (Dempster-Old Orchard).
(46) Chicago—Ogden Avenue Corridor.
(47) Chicago—Pace Golf Road Bus Rapid Transit.
(48) Chula Vista, California—Bus Rapid Transit.
(49) Clark County, Washington—MAX Extension.
(50) Cleveland-Akron-Canton (Northeast Ohio) Commuter Rail.

(51) Columbia, South Carolina—Light Rail.
(52) Columbus—North Corridor LRT Project.
(53) Contra-Costa—BART Extension.
(54) Corpus Christi—Downtown Rail Trolley.
(55) Dallas Area Rapid Transit—Dallas Central Business District.
(56) Dallas Area Rapid Transit—Rowlett LRT Extension.
(57) Dallas Area Rapid Transit—Beltline to DFW Airport.
(58) Dayton—Aviation Heritage Corridor Streetcar Project.
(59) Dayton—Aviation Heritage Corridor Streetcar Project Phase I.
(60) Denton County Transportation Authority, Texas—Fixed Guideway Project.
(61) Denver—Gold Line Extension to Arvada.
(62) Denver—RR Right-of-Way Acquisition.
(63) Denver—United States Route 36 Transit Corridor.
(64) Denver—North Metro Corridor to Thornton.
(65) Denver—East Corridor to DIA Airport.
(66) Denver—I–225 Transit Corridor.
(67) Denver—Southeast Corridor Extension to Lone-Tree/Ridgegate.
(68) Denver—Southwest Corridor Extension to C470/Lucent Boulevard.
(69) Detroit—Center City Loop.
(70) Detroit—Woodward Corridor.
(71) District of Columbia—Light Rail Starter Line.
(72) Erie, Pennsylvania—Ferry Acquisition.
(73) Fitchburg, Massachusetts—Commuter Rail Extensions and Improvements.
(74) Florence-Myrtle Beach, South Carolina—Transit Corridor.
(75) Fort Lauderdale—Downtown Rail Link.
(76) Fort Lauderdale—Transit Project from NW 215th and 79th Streets.
(77) Fort Worth—Cottonbelt Commuter Rail to DFW.
(78) Fort Worth—Trinity Railway Express Commuter Rail Extensions.
(79) Galveston—Rail Trolley Extension.
(80) Glendale, California—Downtown Streetcar.
(81) Grand Rapids—Fixed Guideway Corridor Project.
(82) Guam—Tumon Bay-Airport Light Rail.
(83) Harrisburg, Pennsylvania—Corridor One MOS–2 (East Mechanicsburg to Carlisle).
(84) Harrison County, Mississippi—Canal Road Intermodal Connector.
(85) Henderson-Las Vegas-North Las Vegas—Regional Fixed Guideway Project.
(86) Honolulu—Rapid Transit Project.
(87) Houston—Commuter Rail Service in Harris & Fort Bend Counties.
(88) Houston—Advanced Transportation Technology System.
(89) Indianapolis—System of Metropolitan Area Rapid Transit.
(90) Jacksonville—East-Southwest BRT.
(91) Jacksonville—North-Southeast BRT.

(92) Kansas City, Missouri-Lawrence, Kansas—Commuter Rail.

(93) Kenosha-Racine-Milwaukee Metra Commuter Rail Extension (Wisconsin).

(94) Kenosha, Wisconsin Streetcar Expansion Project.

(95) King County, Washington—I–405 Corridor Bus Rapid Transit.

(96) Lake Tahoe—Passenger Ferry Service.

(97) Lakeville, Minnesota—Cedar Avenue Corridor Bus Rapid Transit.

(98) Lane County, Oregon—Bus Rapid Transit, Phase 2.

(99) Las Vegas—Boulder Highway MAX Bus Rapid Transit.

(100) Little Rock—River Rail Streetcar Extensions.

(101) Little Rock—West Little Rock Commuter Rail.

(102) Livermore, California—BART Rail Extension to Livermore.

(103) Long Island Railroad—Nassau Hub.

(104) Lorain-Cleveland Commuter Rail.

(105) LOSSAN Del Mar-San Diego—Rail Corridor Improvements.

(106) Lovejoy to Griffin, Georgia Commuter Rail.

(107) Madison, Wisconsin—Madison Streetcar.

(108) Madison, Wisconsin—Light Rail Transportation.

(109) Madison and Dane Counties, Wisconsin—Transport 2020 Commuter Rail.

(110) Maryland—I–270 Corridor Cities Transitway.

(111) Maryland—Route 5 Corridor to Waldorf.

(112) Maryland—Silver Spring Capacity Improvements.

(113) Massachusetts—Commuter Rail Extensions to Worcester and New Bedford.

(114) Memphis—Downtown Airport Corridor.

(115) Memphis—Intermodal Terminal.

(116) Memphis Regional Rail Plan.

(117) Metra BNSF Naperville to Aurora Corridor Extension and Improvements.

(118) Metra South Suburban Airport Commuter Rail Extension.

(119) Metra SouthEast Service Line Commuter Rail.

(120) Metra STAR Line Inter-Suburban Commuter Rail.

(121) Metra UP Northwest Line Core Capacity Upgrades.

(122) Metra UP West Line Core Capacity Upgrades.

(123) Metra-West Line Extension, Elgin to Rockford.

(124) Miami-Dade Transit—Douglas Road Extension.

(125) Miami-Dade Transit—East-West Corridor.

(126) Miami-Dade Transit—Kendall Corridor.

(127) Miami-Dade Transit—Northeast Corridor.

(128) Miami-Dade Transit—South Dade Corridor.

(129) Miami-Dade Transit—Miami Intermodal Center to Earlington Heights.

(130) Miami—Downtown Streetcar Project.

(131) Middletown-South Fallsburg, New York, Passenger Rail.

(132) Milwaukee—Downtown Dedicated Guideway Transit Connector.

(133) Minneapolis—Northwest Corridor Busway.

(134) Minneapolis-St. Paul—Central Corridor Transit Project.

(135) Minneapolis-St. Paul-Hinckley, Minnesota—Rush Line Corridor.

(136) Missouri/Kansas—Interstate 35 Transit Corridor.

(137) Monterey County, California—Commuter Rail.

(138) Montgomery and Prince George's Counties, Maryland—Bi-County Transitway (Purple Line).

(139) Nashua-Manchester—Commuter Rail Extension.

(140) Nashville—Area Transit Corridors.

(141) Nashville—Southeast Rail Corridor.

(142) Nashville Tennessee Commuter Rail.

(143) Nassau and Queens Counties, New York—LIRR Main Line Third Track Project.

(144) New Bedford-Fall River, Massachusetts—Commuter Rail Extension.

(145) New Haven, Connecticut-Hartford, Connecticut-Springfield, Massachusetts Commuter Line.

(146) New Jersey Trans-Hudson Midtown Corridor.

(147) New Jersey Transit—Northeast Corridor Trans-Hudson Commuter Rail Improvements.

(148) New Jersey Transit—Morris/Essex/Boonton Trans-Hudson Commuter Rail Improvements.

(149) New Jersey Transit—New York Susquehanna and Western RR Commuter Extension.

(150) New Jersey Transit—Phillipsburg Extension.

(151) New Jersey Transit—West Trenton Line Commuter Line Service Extension.

(152) New Jersey-Pennsylvania Lackawanna Cutoff Rail Restoration.

(153) New Jersey Urban Core.

(154) New Orleans—Airport-CBD Commuter Rail.

(155) New Orleans—Riverfront Streetcar Downriver Extension.

(156) New Orleans—Riverfront Streetcar Upriver Extension.

(157) New York—Governors Island Transportation Access.

(158) New York—Long Island Sound (Long Island) Ferry Service.

(159) New York—Long Island Sound (Westchester) Ferry Service.

(160) New York—NYC Bus Rapid Transit.

(161) New York—NYC Highline.

(162) New York—Penn Station Access Project.

(163) New York—Rockaway-Brooklyn Army Terminal-Manhattan Ferry Service.

(164) New York—Staten Island to Manhattan High-Speed Ferry Service Extension.

(165) New York—Stewart Airport Rail Access.

(166) New York—Tappan Zee I–287 Corridor.

(167) New York—West Harlem Waterfront Ferry Improvements.

(168) Newburg, New York—LRT System.

(169) Northern Indiana—Commuter District Line.

(170) Northern Indiana—West Lake Commuter Rail Link (South Shore Commuter Rail).

(171) Norfolk—Naval Station Corridor.

(172) Norfolk-Petersburg—United States Route 460 Commuter Rail Project.

(173) Northern Virginia—Crystal City Potomac Yards Transit.

(174) Northern Virginia—Columbia Pike Rapid Transit Project.

(175) Northern Virginia—Dulles Corridor Extension, Phase 2.

(176) Northern Virginia—Richmond Highway (Route 1) Rapid Transit Project.

(177) Oakland—Telegraph Avenue/International Blvd./East 14th Street BRT.

(178) Ogden—Intermodal-Weber State University Transit Connection.

(179) Orange County, California—Bus Rapid Transit.

(180) Orlando-Orange County, Florida—Light Rail Project.

(181) Ottawa, Illinois—Illinois Valley Commuter Rail Extension.

(182) Pawtucket, Rhode Island—Commuter Rail Station.

(183) Philadelphia—Elwyn to Wawa Train Service Restoration.

(184) Philadelphia—Navy Yard Transit Extension.

(185) Philadelphia—52nd Street City Connector Project.

(186) Philadelphia—Route 100 Rapid Trolley Extension.

(187) Philadelphia—Broad Street Subway Line Extension.

(188) Piedmont Authority Regional Transportation—East-West Rail Transit Corridor Project.

(189) Pinellas Mobility Initiative Bus Rapid Transit.

(190) Pittsburgh—Keystone West Passenger Rail Corridor in Blair, Cambria, West Moreland, and Allegheny Counties.

(191) Pittsburgh—East-West Corridor Rapid Transit.

(192) Pittsburgh—Martin Luther King, Jr., Busway Extension.

(193) Pittsburgh—Oakland Technology Corridor.

(194) Portland Streetcar Extensions.

(195) Portland-Yarmouth-Brunswick-Lewiston/Auburn Passenger Rail.

(196) Providence—South County Commuter Rail Phase II.

(197) Provo-Orem Utah—Bus Rapid Transit.

(198) Quakertown-Stoney Creek, Pennsylvania—Rail Restoration.

(199) Raritan Valley, New Jersey—Commuter Rail.

(200) Reno, Nevada—Virginia Street Bus Rapid Transit Project.

(201) Riverside County, California—Perris Valley Line Metrolink Extension.

(202) Roaring Fork Valley, Colorado—Bus Rapid Transit.

(203) Rock Island, Illinois—Quad Cities Rapid Transit System.

(204) Sacramento—Downtown Streetcar Project.

(205) Sacramento—Regional Rail, Auburn to Oakland.

(206) Sacramento—Downtown/Natomas Airport Transit Corridor.

(207) Salt Lake City—Airport to University LRT.

(208) Salt Lake City—Delta Center to Gateway Intermodal Center LRT Extension.

(209) Salt Lake City—Draper to Sandy LRT Extension.

(210) Salt Lake-Provo—Commuter Rail Extension.

(211) Salt Lake City—TRAX Capacity Improvements.

(212) Salt Lake City—West Valley City LRT Extension.
(213) Salt Lake City—West Valley City 3500 South BRT.
(214) Salt Lake City—West Jordan LRT Extension.
(215) Salt Lake City to South Davis Transit Connection.
(216) San Antonio—Bus Rapid Transit.
(217) San Diego—First Bus Rapid Transit.
(218) San Diego—San Diego Imperial County Mag-Lev Rail Airport Corridor Project.
(219) San Diego—Sprinter Rail Line Extension Project.
(220) San Francisco—BART Extension to Livermore.
(221) San Francisco—BART Extension to Oakland International Airport.
(222) San Francisco—MUNI Geary Boulevard Bus Rapid Transit.
(223) San Francisco—Oyster Point Ferry Terminal.
(224) San Francisco—Transbay Terminal/Caltrain Downtown Extension Project.
(225) San Joaquin, California—Regional Rail Commission Central Valley Rail Service.
(226) San Joaquin Regional Rail Commission Commuter Rail (Altamont Commuter Express).
(227) San Juan Tren Urbano—Extension from Rio Piedras to Carolina.
(228) San Juan—Tren Urbano Minillas Extension.
(229) Santa Fe—El Dorado Rail Link.
(230) Seattle—Monorail Project Post—Green Line Extensions.
(231) Seattle—Link LRT Extensions.
(232) Seattle—Sound Transit Commuter Rail.
(233) Seattle—Sound Transit Regional Express Bus.
(234) Sevierville to Pigeon Ford, Tennessee—Bus Rapid Transit.
(235) Sonoma/Marin (SMART) Commuter Rail, California.
(236) Southern California High Speed Regional Transit.
(237) Southern New Jersey to Philadelphia Transit Project.
(238) St. Louis Metro Link—Scott AFB to Mid America Airport.
(239) St. Louis—East/West Gateway.
(240) St. Louis—Metro Link Northside Daniel Boone Project.
(241) St. Louis—Metro South Corridor.
(242) St. Louis—University Downtown Trolley.
(243) St. Paul—Red Rock Corridor Commuter Rail Project.
(244) Stamford, Connecticut—Boston Post Road Intermodal Center and Capacity Expansion Project.
(245) Stamford, Connecticut—Urban Transitway Phase II.
(246) Tampa—Bus Rapid Transit Improvements.
(247) Tampa—Streetcar Extension to Downtown Tampa.
(248) Toledo, Ohio—CBD to Zoo.
(249) Toledo, Ohio—University Corridor.
(250) Trenton Trolley.
(251) Tri-Rail Dolphin Extension.
(252) Tri-Rail Florida East Coast Commuter Rail Extension.
(253) Tri-Rail Jupiter Extension.
(254) Tri-Rail Scripps Corridor Extension Project.
(255) Tucson—Old Pueblo Trolley Expansion.

(256) Vancouver—Interstate MAX Extension to Clark County, Washington.

(257) Virginia Beach—Bus Rapid Transit.

(258) Virginia Railway Express Capacity Improvements.

(259) Washington, D.C.—Woodrow Wilson Bridge Transit Projects.

(260) Washington State Ferries and Ferry Facilities.

(261) Washington State—Issaquah Valley Trolley Project.

(262) Williamsburg-Newport News—Peninsula Rail Transit.

(263) Wilmington, Delaware—Commuter Rail to Middletown.

(264) Winston-Salem—Downtown Streetcar System.

(d) PROJECT AUTHORIZATIONS.—Subject to the requirements of sections 5309(d) and 5309(e) of title 49, United States Code, the following projects are authorized for the following amounts:

(1) Ann Arbor/Downtown Detroit Transit Improvement Project, $100,000,000.

(2) Baltimore Red Line/Green Line Transit Project, $102,300,000.

(3) Bernalillo—Santa Fe—New Mexico Commuter Rail, $75,000,000.

(4) Birmingham-Jefferson Transit Authority—I–65 South BRT, $100,000,000.

(5) Boston—Assembly Square Orange Line Station, $25,000,000.

(6) Boston—Silver Line BRT Phase II, $20,000,000.

(7) Bridgeport, Connecticut—Bridgeport Intermodal Transit Center, $28,000,000.

(8) Dallas Area Rapid Transit—NW/SW Light Rail Transit Minimal Operable Segment, $260,000,000.

(9) Delaware—Wilmington-Newark Commuter Rail Improvements, $14,000,000.

(10) Denver Regional Transit District—West Corridor, $270,000,000.

(11) Grand Rapids—Fixed Guideway Corridor Project, $14,400,000.

(12) Harrison County, Mississippi HOV/BRT Canal Road Intermodal Connector, $70,000,000.

(13) Henderson-Las Vegas-North Las Vegas—Regional Fixed Guideway Project, $32,000,000.

(14) Houston—Advanced Transportation Technology System in Harris County, $245,000,000.

(15) Kenosha-Racine-Milwaukee Metra Commuter Rail Extension (Wisconsin), $80,000,000.

(16) Lake Tahoe—Passenger Ferry Service, $8,000,000.

(17) Lane County, Oregon—Bus Rapid Transit, Phase 2, $31,000,000.

(18) Las Vegas—Boulder Highway MAX Bus Rapid Transit, $12,000,000.

(19) Las Vegas—Resort Corridor Downtown Extension Project, $16,000,000.

(20) Long Island Railroad—Nassau Hub, $10,000,000.

(21) Los Angeles County Metropolitan Transportation Authority (LACMTA): Mid-City/Exposition Light Rail Transit Project, $11,000,000.

(22) Metro Gold Line Foothill Extension Construction Authority: Gold Line Foothill Light Rail Transit Project, $6,000,000.

(23) Miami—Downtown Streetcar Project, $50,000,000.

(24) Minneapolis—North Star Corridor, $80,000,000.

(25) Mississippi—I–69 HOV/BRT, $70,000,000.

(26) Nashville—Commuter Rail, $6,200,000.

(27) New Bedford-Fall River, Massachusetts—Commuter Rail Extension, $10,000,000.

(28) New Britain-Hartford Busway Project, $55,000,000.

(29) New Jersey Transit/Northeast Corridor Trans-Hudson Commuter Rail Improvements, $80,000,000.

(30) New Orleans—Airport-CBD Commuter Rail, $5,000,000.

(31) New Orleans—Desire Corridor Streetcar, $69,700,000.

(32) New York—Penn Station Access Project, $15,000,000.

(33) New York—Stewart Airport Rail Access, $40,000,000.

(34) Providence—South County Commuter Rail, Phase II, $60,000,000.

(35) Providence—South County Commuter Rail, $36,000,000.

(36) Pennsylvania—New Jersey Lackawanna Cutoff Rail Restoration, $120,000,000.

(37) Philadelphia—Schuylkill Valley Metro, $250,000,000.

(38) Reno, Nevada—Virginia Street Bus Rapid Transit, $12,000,000.

(39) Sacramento—South Corridor LRT Extension (Phase 2), Meadowview to Consumnes River College, $11,000,000.

(40) Sacramento Regional Transit District: Downtown Natoma Airport Transit Corridor, $5,000,000.

(41) San Diego—Mid-Coast Light Rail Transit Extension, $11,000,000.

(42) San Francisco Muni Third St. Light Rail Transit-Phase I/II, $15,000,000.

(43) Santa Clara Valley Transportation Authority—Silicon Valley Rapid Transit Corridor Project, $11,000,000.

(44) Santa Fe—El Dorado Rail Link, $5,400,000.

(45) Sonoma Marin Area Rail Transit (SMART) Project, $5,000,000.

(46) St. Louis—Metro South Corridor Metrolink Light Rail Extension, $135,000,000.

(47) St. Louis—North Side and Daniel Boone Corridors Metrolink Light Rail Extensions, $275,000,000.

(48) Stamford, Connecticut Urban Transitway, Phase II, $22,800,000.

(49) Tampa—Streetcar Extension to Downtown Tampa, $3,000,000.

(50) Utah—Regional Commuter Rail, $200,000,000.

(51) Washington State Ferries, $25,000,000.

(52) Wilmington, Delaware—Commuter Rail to Middletown, $24,900,000.

(e) RULES RELATING TO FUNDING.—

(1) SUBSECTION (a) PROJECTS.—

(A) IN GENERAL.—The Secretary is authorized to expend funds made available under section 5309(m) of

title 49, United States Code, for final design and construction of projects authorized by subsection (a) as existing full funding grant agreements.

(B) MINIMUM FUNDING LEVELS.—The Secretary shall make available not less than the following amounts for projects authorized by subsection (a): $1,157,400,426 for fiscal year 2005, $838,360,578 for fiscal year 2006, $614,405,565 for fiscal year 2007, $424,817,697 for fiscal year 2008, and $259,180,764 for fiscal year 2009.

(2) SUBSECTION (b) PROJECTS.—

(A) IN GENERAL.—Projects authorized by subsection (b) for final design and construction are also authorized for alternatives analysis and preliminary engineering.

(B) MINIMUM FUNDING LEVELS.—The Secretary shall make available not less than the following amounts for projects authorized by subsection (b): $165,402,806 for fiscal year 2005, $544,399,422 for fiscal year 2006, $826,314,435 for fiscal year 2007, $1,139,182,303 for fiscal year 2008, and $1,405,329,236 for fiscal year 2009.

(C) PRIORITY.—In making funds available under subparagraph (B), the Secretary shall first make such funds available for any full funding grant agreement executed by the Secretary in fiscal year 2005 after the date of enactment of this Act and for any full funding grant agreement executed by the Secretary in the amount indicated in fiscal years 2005 through 2009 in the amount indicated in the "Schedule of Federal Funds for the Project" included in such agreement.

(3) SUBSECTION (c) PROJECTS.—

(A) IN GENERAL.—Effective October 1, 2007, projects authorized by subsection (c) for preliminary engineering are also authorized for final design and construction.

(B) MAXIMUM FUNDING LEVELS.—The Secretary shall make available not more than the following amounts for projects authorized by subsection (c): $115,026,368 for fiscal year 2005, $120,240,000 for fiscal year 2006, and $125,280,000 in fiscal year 2007.

(C) MAXIMUM FUNDING LEVELS FOR PRELIMINARY ENGINEERING.—In fiscal years 2008 and 2009, the Secretary shall make available not more than the following amounts for projects authorized by subsection (b), and projects authorized by subsection (c), to conduct preliminary engineering activities: $136,000,000 in fiscal year 2008 and $144,740,000 in fiscal year 2009.

(f) NEW JERSEY URBAN CORE PROJECT.—Section 3031(d) of the Intermodal Surface Transportation Efficiency Act of 1991 (112 Stat. 380; 105 Stat. 2122) is amended—

(1) by striking "associated components to and at the contiguous New Jersey Meadowlands Sports Complex)," and inserting "to and at the contiguous New Jersey Meadowlands Sports Complex), including a connection to the Hudson River Waterfront Transportation System, the Lackawanna Cutoff,"; and

(2) by striking "in Lakewood to Freehold to Matawan or Jamesburg, New Jersey, as described in section 3035(p) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2131)" and inserting "from Lakehurst to the Northeast Corridor or the New Jersey Coast Line".

(g) NEW JERSEY TRANS-HUDSON MIDTOWN CORRIDOR.—Not later than 90 days after the date of enactment of this Act, the Secretary shall permit New Jersey Transit to enter into preliminary engineering on the New Jersey Trans-Hudson Midtown Corridor project. When evaluating the local share of such project in the new starts rating process, the Secretary shall give consideration to project elements of the New Jersey Trans-Hudson Midtown Corridor advanced with 100 percent non-Federal funds, including the purchase of bi-level rail equipment and the New Jersey Transit Light Rail River Line. Based upon the project's evaluations and ratings required under section 5309(d) of title 49, United States Code, the Secretary shall give strong consideration to the project for a full funding grant agreement.

(h) HOUSTON METRO.—

(1) LOCAL SHARE.—Notwithstanding any other provision of law, for the purpose of calculating the non-Federal share of the net project cost of any new fixed guideway capital project currently included in the Advanced Transit Program ("Metro Solutions Plan") sponsored by the Metropolitan Transit Authority of Harris County, Texas, the Secretary shall include $324,000,000 in State and local funds expended for the design and construction of the Red Line Light Rail Transit system that operates in Harris County, Texas.

(2) SPECIAL RULE.—No provision of this Act shall be construed to override or nullify the will of the voters who approved the Metro Solutions Plan as described on the ballot and in the accompanying Board resolutions, nor shall any provision of this Act be construed to override or nullify the terms and conditions of Metro Board Resolution No. 2003–77 or any applicable provision of State law or the charter of the City of Houston as in effect as of the date of enactment of this Act.

(3) AMENDMENT.—Section 178 of Public Law 108–447, division H (118 Stat. 3230), is amended by striking "49 USC 5309(e)(1)(A), 23 CFR 771.123, and 49 CFR 611.7." and inserting "49 U.S.C. 5309 and 49 CFR 611.7: *Provided*, That such projects shall retain their status in preliminary engineering should bus rapid transit be chosen as the locally preferred alternative during that phase.".

(i) EXEMPTION.—The Metra BNSF Naperville to Aurora Extension Project authorized under subsection (c) shall be exempted from all requirements related to criteria for grants for new fixed guideway capital projects under section 5309(d) of title 49, United States Code, and from regulations required under that section.

(j) RAIL CARS.—The project authorized by subsection (a)(31) includes an additional 52 rapid rail cars and project scope changes from amounts authorized by the Transportation Equity Act for the 21st Century.

**SEC. 3044. PROJECTS FOR BUS AND BUS-RELATED FACILITIES AND CLEAN FUELS GRANT PROGRAM.**

(a) PROJECTS.—Of the amounts made available to carry out section 5309(m)(2)(C) of title 49, United States Code, for each of fiscal years 2006 through 2009, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 1. Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System | $88,833 | $92,696 | $100,420 | $104,283 |
| 2. Detroit Fare Collection System | $769,120 | $802,560 | $869,440 | $902,880 |
| 3. Lares, PR—Trolley buses—for the purchase of two trolley buses that will offer transportation through the urban zone in the Municipality of Lares | $50,762 | $52,969 | $57,383 | $59,590 |
| 4. Des Plaines, Wauconda, Cook and Lake Counties, IL Rand Road Transit Signal Priority | $153,824 | $160,512 | $173,888 | $180,576 |
| 5. Indianapolis, IN Downtown transit center | $2,691,920 | $2,808,960 | $3,043,040 | $3,160,080 |
| 6. Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles | $151,901 | $158,506 | $171,714 | $178,319 |
| 7. Columbus, OH—Central Ohio Transit Authority Paratransit Facility | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 8. Silver Spring, MD Construct Silver Spring Transit Center in downtown Silver Spring | $701,822 | $732,336 | $793,364 | $823,878 |
| 9. Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 buses | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 10. Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo | $84,123 | $87,780 | $95,095 | $98,753 |
| 11. Development of Gold Country Stage Transit Transfer Center, Nevada County, CA | $178,882 | $186,659 | $202,214 | $209,992 |
| 12. Hoboken, NJ Rehabilitation of Hoboken Intermodal Terminal | $730,664 | $762,432 | $825,968 | $857,736 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 13. Newark, NJ Penn Station Intermodal Improvements including the rehabilitation of boarding areas | $192,280 | $200,640 | $217,360 | $225,720 |
| 14. Orlando, Florida—LYNX Bus Fleet Expansion Program | $173,052 | $180,576 | $195,624 | $203,148 |
| 15. Fairfax County, VA Richmond Highway (U.S. Route 1) Public Transportation Improvements | $384,560 | $401,280 | $434,720 | $451,440 |
| 16. Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgrades | $19,228 | $20,064 | $21,736 | $22,572 |
| 17. Davis, CA Davis Multimodal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service | $192,280 | $200,640 | $217,360 | $225,720 |
| 18. Reno-Sparks, Nevada—Intermodal Transportation Terminals and Related Development | $769,120 | $802,560 | $869,440 | $902,880 |
| 19. Bar Harbor, ME Purchase new buses to enhance commuting near the Jackson Labs | $57,684 | $60,192 | $65,208 | $67,716 |
| 20. Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo | $192,280 | $200,640 | $217,360 | $225,720 |
| 21. Hingham, MA Hingham Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking | $1,730,520 | $1,805,760 | $1,956,240 | $2,031,480 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 22. Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements and landscape improvements to surface parking lots | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 23. Construct intermodal transportation and parking facility, City of Winter Park, Florida | $96,140 | $100,320 | $108,680 | $112,860 |
| 24. Roma, TX Bus Facility | $100,947 | $105,336 | $114,114 | $118,503 |
| 25. New York City, NY First Phase Implementation of Bus Rapid Transit System | $192,280 | $200,640 | $217,360 | $225,720 |
| 26. Scottsdale, Arizona—Plan, design, and construct intermodal center | $480,700 | $501,600 | $543,400 | $564,300 |
| 27. Sonoma County, CA Purchase of CNG buses | $96,140 | $100,320 | $108,680 | $112,860 |
| 28. Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill | $192,280 | $200,640 | $217,360 | $225,720 |
| 29. Sandy Hook, NJ National Park Service Construct year-round ferry dock at Sandy Hook Unit of Gateway National Recreation Area | $192,280 | $200,640 | $217,360 | $225,720 |
| 30. Sevier County, Tennessee—U.S. 441 bus rapid transit | $48,070 | $50,160 | $54,340 | $56,430 |
| 31. St. Augustine, Florida—Intermodal Transportation and Parking Facility | $192,280 | $200,640 | $217,360 | $225,720 |
| 32. Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District) | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 33. Warren, PA—Construct Intermodal Transportation Center and related pedestrian and landscape improvements | $288,420 | $300,960 | $326,040 | $338,580 |
| 34. Toledo, OH TARTA/TARPS Passenger Intermodal Facility construction | $1,442,100 | $1,504,800 | $1,630,200 | $1,692,900 |
| 35. Union City, CA Intermodal Station, Phase 1: Modify BART station | $817,190 | $852,720 | $923,780 | $959,310 |
| 36. Los Angeles, CA Wilshire-Vermont subway station reconstruction | $192,280 | $200,640 | $217,360 | $225,720 |
| 37. Lancaster, PA—bus replacement | $182,666 | $190,608 | $206,492 | $214,434 |
| 38. Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop | $384,560 | $401,280 | $434,720 | $451,440 |
| 39. Monrovia, California—Transit Village Project | $576,840 | $601,920 | $652,080 | $677,160 |
| 40. Duluth, MN Downtown Duluth Area Transit facility improvements | $384,560 | $401,280 | $434,720 | $451,440 |
| 41. Brooklyn, NY New Urban Center—Broadway Junction Intermodal Center | $184,589 | $192,614 | $208,666 | $216,691 |
| 42. Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 43. Needles, California—El Garces Intermodal Facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 44. Bridgeport, Connecticut—Greater Bridgeport Transit Authority Bus Facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 45. Palm Springs, California—Sunline Transit bus purchase | $96,140 | $100,320 | $108,680 | $112,860 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 46. National Park Service Design and construct 2.1-mile segment to complete Sandy Hook multiuse pathway in Sandy Hook, NJ | $192,280 | $200,640 | $217,360 | $225,720 |
| 47. Phoenix, AZ Construct City of Phoenix paratransit facility (Dial-a-Ride) | $192,280 | $200,640 | $217,360 | $225,720 |
| 48. Project provides for the engineering and construction of a transportation center in Paoli, Chester County | $192,280 | $200,640 | $217,360 | $225,720 |
| 49. Columbus, Georgia—Buses and Bus Facilities | $186,319 | $194,420 | $210,622 | $218,723 |
| 50. Cleveland, Ohio—University Circle intermodal facility | $1,634,380 | $1,705,440 | $1,847,560 | $1,918,620 |
| 51. Cleveland, OH acquisition of buses Greater Cleveland Regional Transit Authority | $192,280 | $200,640 | $217,360 | $225,720 |
| 52. Greensboro, North Carolina—Replacement buses | $1,111,378 | $1,159,699 | $1,256,341 | $1,304,662 |
| 53. Johnson Co., KS Bus and bus related facilities (I–35 corridor), Johnson Co. Transit | $384,560 | $401,280 | $434,720 | $451,440 |
| 54. City of Alameda, CA Plan, design, and construct intermodal facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 55. New Orleans, LA Intermodal Riverfront Center | $96,140 | $100,320 | $108,680 | $112,860 |
| 56. Brooklyn, NY—Rehabilitation of Bay Ridge 86th Street Subway Station | $769,120 | $802,560 | $869,440 | $902,880 |
| 57. Wilmington, NC Build Intermodal Center | $192,280 | $200,640 | $217,360 | $225,720 |
| 58. Yabucoa, Puerto Rico—Trolley buses | $33,649 | $35,112 | $38,038 | $39,501 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 59. Beverly, MA Design and Construct Beverly Depot Intermodal Transportation Center | $384,560 | $401,280 | $434,720 | $451,440 |
| 60. Georgia Statewide Bus Program | $38,456 | $40,128 | $43,472 | $45,144 |
| 61. Trenton, New Jersey—Trenton Train Station Rehabilitation | $288,420 | $300,960 | $326,040 | $338,580 |
| 62. Trenton, NJ Reconstruction and rehabilitation of the Trenton Train Station | $1,345,960 | $1,404,480 | $1,521,520 | $1,580,040 |
| 63. Zapata, Texas Purchase Bus vehicles | $60,088 | $62,700 | $67,925 | $70,538 |
| 64. Zanesville, OH—bus system signage and shelters | $15,623 | $16,302 | $17,661 | $18,340 |
| 65. York, Pennsylvania—Rabbit Transit facilities and communications equipment | $532,712 | $555,873 | $602,196 | $625,357 |
| 66. Canby, OR bus and bus facilities | $28,842 | $30,096 | $32,604 | $33,858 |
| 67. New Orleans, LA Plan and construct New Orleans Union Passenger Terminal intermodal facilities | $192,280 | $200,640 | $217,360 | $225,720 |
| 68. Northern Neck and Middle Peninsula, Virginia—Bay Transit Multimodal Facilities | $624,910 | $652,080 | $706,420 | $733,590 |
| 69. Broward County, FL Buses and Bus Facilities | $1,249,820 | $1,304,160 | $1,412,840 | $1,467,180 |
| 70. Palm Springs, California—Sunline Transit: CalStart-Weststart fuel cell bus program | $192,280 | $200,640 | $217,360 | $225,720 |
| 71. San Juan, Puerto Rico—Buses | $192,280 | $200,640 | $217,360 | $225,720 |
| 72. Hammond, Louisiana—Passenger Intermodal facility at Southeastern University | $38,456 | $40,128 | $43,472 | $45,144 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 73. West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of Public Law 105–178 .. | $4,614,720 | $4,815,360 | $5,216,640 | $5,417,280 |
| 74. Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5 Corridor ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 75. Alameda County, CA AC Transit Bus Rapid Transit Corridor Project | $96,140 | $100,320 | $108,680 | $112,860 |
| 76. Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 77. Niagara Falls, NY Relocation, Development, and Enhancement of Niagara Falls International Railway Station/Intermodal Transportation Center ..... | $1,076,768 | $1,123,584 | $1,217,216 | $1,264,032 |
| 78. Utica, New York—Union Station Boehlert Center siding track improvements ..... | $19,228 | $20,064 | $21,736 | $22,572 |
| 79. Ionia County, MI—Purchase and implementation of communication equipment improvements ..... | $113,445 | $118,378 | $128,242 | $133,175 |
| 80. Flagler County, Florida—bus facility ..... | $115,368 | $120,384 | $130,416 | $135,432 |
| 81. Easton, Pennsylvania—Design and construct Intermodal Transportation Center ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 82. Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a sign-age strategy to increase ridership ..... | $21,151 | $22,070 | $23,910 | $24,829 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 83. Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses | $384,560 | $401,280 | $434,720 | $451,440 |
| 84. Sacramento, CA Construct intermodal station and related improvements | $1,345,960 | $1,404,480 | $1,521,520 | $1,580,040 |
| 85. Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement buses | $576,840 | $601,920 | $652,080 | $677,160 |
| 86. Burlington County, NJ—BurLink and Burlington County Transportation System vehicles and equipment | $769,120 | $802,560 | $869,440 | $902,880 |
| 87. Niles, OH Acquisition of bus operational and service equipment for Niles Trumbull Transit | $38,456 | $40,128 | $43,472 | $45,144 |
| 88. Rockport, MA Rockport Commuter Rail Station Improvements | $528,770 | $551,760 | $597,740 | $620,730 |
| 89. Cincinnati, Ohio—Metro Regional Transit Hub Network Eastern Neighborhoods | $177,859 | $185,592 | $201,058 | $208,791 |
| 90. Buses and bus related facilities throughout the State of Connecticut | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 91. Columbus, GA Bus replacement | $57,684 | $60,192 | $65,208 | $67,716 |
| 92. Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project | $153,824 | $160,512 | $173,888 | $180,576 |
| 93. Salem, OR bus and bus facilities | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 94. Ilwaco, WA Procure shuttles for Lewis and Clark National Historical Park | $19,228 | $20,064 | $21,736 | $22,572 |
| 95. Gainesville, FL Bus Replacement | $769,120 | $802,560 | $869,440 | $902,880 |
| 96. SEPTA Montgomery County Intermodal Improvements at Glenside and Jenkintown Station Parking Garages | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 97. Fredericksburg, Virginia—Improve and repair Fredericksburg Station | $480,700 | $501,600 | $543,400 | $564,300 |
| 98. Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II | $384,560 | $401,280 | $434,720 | $451,440 |
| 99. Gresham, Oregon Construct a new light rail station and transit plaza on Portland MAX system and serve Gresham Civic neighborhood | $269,192 | $280,896 | $304,304 | $316,008 |
| 100. State of Wisconsin buses and bus facilities | $3,143,778 | $3,280,464 | $3,553,836 | $3,690,522 |
| 101. Emeryville, CA Expand and Improve Intermodal Transit Center at Amtrak Station | $192,280 | $200,640 | $217,360 | $225,720 |
| 102. Jersey City, NJ Construct West Entrance to Pavonia-Newport PATH Station | $384,560 | $401,280 | $434,720 | $451,440 |
| 103. Longwood, Florida—Construct Intermodal Transportation Facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 104. Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic | $96,140 | $100,320 | $108,680 | $112,860 |
| 105. Akron, Ohio—West Market Street transit center and related pedestrian improvements | $124,982 | $130,416 | $141,284 | $146,718 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 106. Sandy, Oregon Transit Bus Facility | $134,596 | $140,448 | $152,152 | $158,004 |
| 107. Jacksonville, FL Paratransit Vehicles | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 108. Carson, CA Purchase two tripper buses | $96,140 | $100,320 | $108,680 | $112,860 |
| 109. Bloomington, IN—Bus and transfer facility | $924,867 | $965,078 | $1,045,502 | $1,085,713 |
| 110. Cobb County, GA Cobb County Smart Card Technology/Bus Facility Improvements | $192,280 | $200,640 | $217,360 | $225,720 |
| 111. Construct West Houston and Fort Bend County, Texas—bus transit corridor | $384,560 | $401,280 | $434,720 | $451,440 |
| 112. Mariposa, CA—Yosemite National Park CNG-Hydrogen transit buses and facilities | $480,700 | $501,600 | $543,400 | $564,300 |
| 113. Snohomish County, WA Community Transit bus purchases and facility enhancement | $576,840 | $601,920 | $652,080 | $677,160 |
| 114. Geneva, Illinois—Construct commuter parking deck for Metra Service | $769,120 | $802,560 | $869,440 | $902,880 |
| 115. Rhode Island Statewide Bus Fleet | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 116. Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center | $288,420 | $300,960 | $326,040 | $338,580 |
| 117. Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road | $96,140 | $100,320 | $108,680 | $112,860 |
| 118. Attleboro, MA Construction, engineering, and site improvements at the Attleboro Intermodal Center | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 119. Burbank, CA CNG Transit Vehicles Purchase for Local Transit Network Expansion ..... | $86,526 | $90,288 | $97,812 | $101,574 |
| 120. Dayton Airport Intermodal Rail Feasibility Study ..... | $144,210 | $150,480 | $163,020 | $169,290 |
| 121. Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedar's-Sinai Medical Center ..... | $288,420 | $300,960 | $326,040 | $338,580 |
| 122. Baltimore, MD Construct Intercity Bus Intermodal Terminal ..... | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 123. Cheltenham, PA Glenside Rail Station Parking Garage project involving the construction of a 300–400 space parking lot at Easton Road and Glenside Avenue ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 124. Haverhill, MA Design and Construct Intermodal Transit Parking Improvements ..... | $1,076,768 | $1,123,584 | $1,217,216 | $1,264,032 |
| 125. Palm Beach County, FL Plan and Construct Belle Glade Combined Passenger Transit Facility ..... | $672,980 | $702,240 | $760,760 | $790,020 |
| 126. Pittsburgh, PA Clean Fuel Bus Procurement ... | $96,140 | $100,320 | $108,680 | $112,860 |
| 127. San Fernando, CA Purchase CNG buses and related equipment and construct facilities .. | $584,531 | $609,946 | $660,774 | $686,189 |
| 128. Bayamon, Puerto Rico—bus terminal ..... | $115,368 | $120,384 | $130,416 | $135,432 |
| 129. Bozeman, Montana—Vehicular Parking Facility ..... | $769,120 | $802,560 | $869,440 | $902,880 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 130. Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./ DARTS transit service | $28,842 | $30,096 | $32,604 | $33,858 |
| 131. Stonington and Mystic, Connecticut—Intermodal Center parking facility and Streetscape | $469,163 | $489,562 | $530,358 | $550,757 |
| 132. Carson, CA Purchase one bus | $48,070 | $50,160 | $54,340 | $56,430 |
| 133. Miami-Dade County, Florida—Transit Security System | $574,917 | $599,914 | $649,906 | $674,903 |
| 134. Town of Chapel Hill, NC Park and Ride Lot | $288,420 | $300,960 | $326,040 | $338,580 |
| 135. Wheaton, IL Pace Suburban Bus—Purchase buses | $192,280 | $200,640 | $217,360 | $225,720 |
| 136. Ocala and Marion County, Florida—replacement buses | $576,840 | $601,920 | $652,080 | $677,160 |
| 137. Philadelphia, PA Improvements to the existing Penn's Landing Ferry Terminal | $769,120 | $802,560 | $869,440 | $902,880 |
| 138. Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations | $769,120 | $802,560 | $869,440 | $902,880 |
| 139. Quincy, MA MBTA Purchase high speed catamaran ferry for Quincy Harbor Express Service | $384,560 | $401,280 | $434,720 | $451,440 |
| 140. Los Angeles, CA Crenshaw Bus Rapid Transit | $1,639,764 | $1,711,058 | $1,853,646 | $1,924,940 |
| 141. South Bend, Indiana—Construct South Bend Bus Operations Center | $192,280 | $200,640 | $217,360 | $225,720 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 142. Arlington County, VA Crystal City—Potomac Yard Busway, including construction of bus shelters | $576,840 | $601,920 | $652,080 | $677,160 |
| 143. Raleigh, NC Purchase eighteen replacement buses to replace buses that have reached their useful life according to Federal Transit Administration regulations | $384,560 | $401,280 | $434,720 | $451,440 |
| 144. Augusta, GA Buses and Bus Facilities | $76,912 | $80,256 | $86,944 | $90,288 |
| 145. Santa Ana, CA Improve Santa Ana transit terminal | $192,280 | $200,640 | $217,360 | $225,720 |
| 146. Cooperstown, New York—Intermodal Facility Project | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 147. Santa Barbara, CA—Expansion of Regional Intermodal Transit Center | $57,684 | $60,192 | $65,208 | $67,716 |
| 148. Tampa, FL Purchase buses and construct bus facilities | $432,630 | $451,440 | $489,060 | $507,870 |
| 149. Yonkers, NY Trolley Bus Acquisition | $72,105 | $75,240 | $81,510 | $84,645 |
| 150. Phoenix, AZ Construct regional heavy bus maintenance facility | $192,280 | $200,640 | $217,360 | $225,720 |
| 151. Thurston County, WA Replace Thurston County Buses | $173,052 | $180,576 | $195,624 | $203,148 |
| 152. San Juan, Puerto Rico—bus security equipment | $576,840 | $601,920 | $652,080 | $677,160 |
| 153. Bryan, TX The District—Bryan Intermodal Transit Terminal and Parking Facility | $576,840 | $601,920 | $652,080 | $677,160 |
| 154. City of Greenville, NC Expansion Buses and Greenville Intermodal Center | $685,286 | $715,081 | $774,671 | $804,466 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 155. City of Livermore, CA Construct Bus Facility for Livermore Amador Valley Transit Authority | $432,630 | $451,440 | $489,060 | $507,870 |
| 156. Detroit Replacement Buses | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 157. Bealeton, Virginia—Intermodal Station Depot Refurbishment | $52,877 | $55,176 | $59,774 | $62,073 |
| 158. Covina, El Monte, Baldwin Park, Upland, CA Parking and Electronic Signage Improvements | $336,490 | $351,120 | $380,380 | $395,010 |
| 159. Eugene, OR Lane Transit District, Vehicle Replacement | $686,714 | $716,571 | $776,286 | $806,143 |
| 160. Kearney, Nebraska—RYDE Transit Bus Maintenance and Storage Facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 161. Revere, MA Intermodal transit improvements in the Wonderland station (MBTA) area | $346,104 | $361,152 | $391,248 | $406,296 |
| 162. Brownsville, TX Brownsville Urban System City-Wide Transit Improvement Project | $480,700 | $501,600 | $543,400 | $564,300 |
| 163. Normal, Illinois—Multimodal Transportation Center, including facilities for adjacent public and nonprofit uses | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 164. Puerto Rico—Caribbean National Forest buses and bus facilities | $576,840 | $601,920 | $652,080 | $677,160 |
| 165. Albany, OR Rehabilitate Building At Multimodal Transit Station | $292,998 | $305,737 | $331,215 | $343,954 |
| 166. Bronx, NY Hebrew Home for the Aged elderly and disabled transportation support | $36,053 | $37,620 | $40,755 | $42,323 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 167. Denver, CO Denver Union Station Intermodal Center | $1,057,540 | $1,103,520 | $1,195,480 | $1,241,460 |
| 168. Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements | $569,845 | $594,621 | $644,172 | $668,948 |
| 169. Delaware—University of Delaware Fuel Cell Bus Deployment | $96,140 | $100,320 | $108,680 | $112,860 |
| 170. Louisiana—Construct pedestrian walkways between Caddo St. and Milam St. along Edwards St. in Shreveport, LA | $195,280 | $203,640 | $220,360 | $228,720 |
| 171. Riverside, California—RTA Advanced Traveler Information System | $96,140 | $100,320 | $108,680 | $112,860 |
| 172. Santa Monica, CA Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions | $721,050 | $752,400 | $815,100 | $846,450 |
| 173. Ontario, CA Construct Omnitrans Transcenter | $192,280 | $200,640 | $217,360 | $225,720 |
| 174. Brockton, MA Bus replacement for the Brockton Area Transit Authority | $288,420 | $300,960 | $326,040 | $338,580 |
| 175. Molalla, OR South Clackamas Transportation District, bus purchase | $19,228 | $20,064 | $21,736 | $22,572 |
| 176. Boise, ID—Multimodal facility | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 177. Fond du Lac Reservation, MN Purchase buses | $28,842 | $30,096 | $32,604 | $33,858 |
| 178. Sandy City, UT Construct transit hub station and TRAX station at 9400 South | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 179. Cleveland, OH Construct passenger intermodal center near Dock 32 | $165,361 | $172,550 | $186,930 | $194,119 |
| 180. Tillamook, OR construction of a transit facility | $19,228 | $20,064 | $21,736 | $22,572 |
| 181. Trenton, NJ Development of Trenton Trolley System | $192,280 | $200,640 | $217,360 | $225,720 |
| 182. Utica, New York—Union Station rehabilitation and related infrastructure improvements | $96,140 | $100,320 | $108,680 | $112,860 |
| 183. San Fernando Valley, CA Reseda Blvd. Bus Rapid Transit Route | $115,368 | $120,384 | $130,416 | $135,432 |
| 184. Richmond, VA Renovation and construction for Main Street Station | $211,508 | $220,704 | $239,096 | $248,292 |
| 185. St. Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor | $288,420 | $300,960 | $326,040 | $338,580 |
| 186. Mattoon, Illinois—Historic railroad depot restoration/intermodal center | $307,648 | $321,024 | $347,776 | $361,152 |
| 187. Columbia County, OR To purchase buses | $26,919 | $28,090 | $30,430 | $31,601 |
| 188. Mountain Express, Crested Butte, CO Bus and Bus Facilities | $96,140 | $100,320 | $108,680 | $112,860 |
| 189. Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service | $384,560 | $401,280 | $434,720 | $451,440 |
| 190. Calexico, CA Purchase new buses for the Calexico Transit System | $57,684 | $60,192 | $65,208 | $67,716 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 191. Monterey Park, CA Safety improvements at a bus stop including creation of bus loading areas and street improvements | $307,648 | $321,024 | $347,776 | $361,152 |
| 192. Buffalo, NY Intermodal Center Parking Facility | $192,280 | $200,640 | $217,360 | $225,720 |
| 193. Mukilteo, WA Multimodal Terminal | $1,115,224 | $1,163,712 | $1,260,688 | $1,309,176 |
| 194. Orange County Transit Authority, California—Security surveillance and monitoring equipment | $1,017,161 | $1,061,386 | $1,149,834 | $1,194,059 |
| 195. Woodland Hills, CA Los Angeles Pierce College Bus Rapid Transit Station Extension | $192,280 | $200,640 | $217,360 | $225,720 |
| 196. Design Downtown Carrollton, Texas Regional Multimodal Transit Hub Station | $384,560 | $401,280 | $434,720 | $451,440 |
| 197. Brooklyn, NY Construct a multimodal transportation facility | $269,192 | $280,896 | $304,304 | $316,008 |
| 198. Cleveland, Ohio—Euclid Avenue University Hospital intermodal facility | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 199. Las Vegas, NV Construct Central City Intermodal Transportation Terminal | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 200. Montebello, CA Bus Lines Bus Fleet Replacement Project | $134,596 | $140,448 | $152,152 | $158,004 |
| 201. Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard | $672,980 | $702,240 | $760,760 | $790,020 |
| 202. Cleveland, OH Construct Fare Collection System Project, Cuyahoga County | $96,140 | $100,320 | $108,680 | $112,860 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 203. Tempe, Arizona—Construct East Valley Metro Bus Facility | $1,249,820 | $1,304,160 | $1,412,840 | $1,467,180 |
| 204. Boysville of Michigan Transportation System | $646,061 | $674,150 | $730,330 | $758,419 |
| 205. Woburn, MA Construction of an 89 space, park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square | $346,104 | $361,152 | $391,248 | $406,296 |
| 206. Sylvester, GA Intermodal Facility | $38,456 | $40,128 | $43,472 | $45,144 |
| 207. Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility | $711,436 | $742,368 | $804,232 | $835,164 |
| 208. Eastern Upper Peninsula, MI Ferry Dock and Facility upgrades for Drummond Island Ferry Services | $48,070 | $50,160 | $54,340 | $56,430 |
| 209. Morristown, New Jersey—Intermodal Historic Station | $192,280 | $200,640 | $217,360 | $225,720 |
| 210. San Antonio, TX Improve VIA bus facility and purchase new buses | $1,345,960 | $1,404,480 | $1,521,520 | $1,580,040 |
| 211. Miami-Dade County, Florida—buses and bus facilities | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 212. Glendale, CA Construction of Downtown Streetcar Project | $192,280 | $200,640 | $217,360 | $225,720 |
| 213. Gainesville, FL Bus Rapid Transit Study | $96,140 | $100,320 | $108,680 | $112,860 |
| 214. Mount Rainier, MD Intermodal and Pedestrian Project | $86,526 | $90,288 | $97,812 | $101,574 |
| 215. | $0 | $0 | $0 | $0 |
| 216. Wilsonville, OR South Metro Area Rapid Transit, bus and bus facilities | $48,070 | $50,160 | $54,340 | $56,430 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 217. Charlotte, NC Construct Charlotte Multimodal Station | $1,499,784 | $1,564,992 | $1,695,408 | $1,760,616 |
| 218. Enfield, Connecticut—intermodal station | $576,840 | $601,920 | $652,080 | $677,160 |
| 219. Chicago, IL Feasibility Study for intermodal station on the Metra Rock Island near Kennedy-King College | $57,684 | $60,192 | $65,208 | $67,716 |
| 220. Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality | $384,560 | $401,280 | $434,720 | $451,440 |
| 221. Chicago, IL Construct intermodal facility at 35th Street at Metra Red Line (Northside) | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 222. Escondido, CA—Construct Bus Maintenance Facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 223. Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus lines | $288,420 | $300,960 | $326,040 | $338,580 |
| 224. Montgomery County, MD Wheaton CBD Intermodal Access Program | $96,140 | $100,320 | $108,680 | $112,860 |
| 225. Allentown, Pennsylvania—Design and construct Intermodal Transportation Center | $384,560 | $401,280 | $434,720 | $451,440 |
| 226. Champaign, IL—Construct park and ride lot with attached daycare facility | $288,420 | $300,960 | $326,040 | $338,580 |
| 227. Berkeley, CA Construct Ed Roberts Campus Intermodal Transit Disability Center | $576,840 | $601,920 | $652,080 | $677,160 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 228. Charlotte, North Carolina—Multimodal Station | $769,120 | $802,560 | $869,440 | $902,880 |
| 229. Coconino County, Arizona—Bus and bus facilities for the Sedona Transit System | $182,666 | $190,608 | $206,492 | $214,434 |
| 230. Construction of Third Bus Depot on Staten Island | $2,307,360 | $2,407,680 | $2,608,320 | $2,708,640 |
| 231. Harrison, Arkansas—Trolley Barn | $7,691 | $8,026 | $8,694 | $9,029 |
| 232. Alexandria, VA Royal Street Bus Garage Replacement | $96,140 | $100,320 | $108,680 | $112,860 |
| 233. Intermodal Facilities in Bucks County (Croydon and Levittown Stations) | $576,840 | $601,920 | $652,080 | $677,160 |
| 234. Bronx, NY Jacobi Intermodal Center to North Central Bronx Hospital bus system | $60,088 | $62,700 | $67,925 | $70,538 |
| 235. Indianapolis, IN Construct the Ivy Tech State College Multimodal Facility | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 236. Juneau, Alaska—transit bus acquisition and transit center | $345,000 | $360,000 | $390,000 | $405,000 |
| 237. Knoxville, Tennessee—Central Station Transit Center | $1,961,256 | $2,046,528 | $2,217,072 | $2,302,344 |
| 238. Levy County, Florida—Purchase 2 wheel chair equipped passenger buses and related equipment | $57,684 | $60,192 | $65,208 | $67,716 |
| 239. Lafayette, Louisiana—Lafayette Transit System bus replacement program | $173,052 | $180,576 | $195,624 | $203,148 |
| 240. Nebraska—statewide transit vehicles, facilities, and related equipment | $769,120 | $802,560 | $869,440 | $902,880 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 241. Cincinnati, Ohio—Construct Uptown Crossings Joint Development Transit Project | $576,840 | $601,920 | $652,080 | $677,160 |
| 242. Des Moines, IA Purchase 40 foot buses | $192,280 | $200,640 | $217,360 | $225,720 |
| 243. New Orleans, LA Regional Planning Commission, bus and bus facilities | $96,140 | $100,320 | $108,680 | $112,860 |
| 244. Orange County, CA Purchase buses for rapid transit | $192,280 | $200,640 | $217,360 | $225,720 |
| 245. Bus to provide Yorktown, New York internal circulator to provide transportation throughout the Town | $35,572 | $37,118 | $40,212 | $41,758 |
| 246. Providence, RI Expansion of Elmwood Paratransit Maintenance Facility | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 247. Atlanta, GA Intermodal Passenger Facility Improvements | $384,560 | $401,280 | $434,720 | $451,440 |
| 248. Palm Beach, FL Palm Tran AVL-APC system with smart card fareboxes | $48,070 | $50,160 | $54,340 | $56,430 |
| 249. Grand Rapids, MI—Purchase replacement and expansion buses | $2,816,902 | $2,939,376 | $3,184,324 | $3,306,798 |
| 250. Maywood, IL Purchase buses | $9,614 | $10,032 | $10,868 | $11,286 |
| 251. Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit vehicles for Coastal Shuttle Services by Beach Cities Transit | $153,824 | $160,512 | $173,888 | $180,576 |
| 252. Rochester, New York—Renaissance Square transit center | $865,260 | $902,880 | $978,120 | $1,015,740 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 253. San Bernardino, CA Implement Santa Fe Depot improvements in San Bernardino | $96,140 | $100,320 | $108,680 | $112,860 |
| 254. San Joaquin, California Regional Rail—Altamont Commuter Express Corridor intermodal centers | $769,120 | $802,560 | $869,440 | $902,880 |
| 255. Albany, GA Multimodal Facility | $153,824 | $160,512 | $173,888 | $180,576 |
| 256. Savannah, GA Bus and Bus Facilities—Chatham Area Transit | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 257. Newburyport, MA Design and Construct Intermodal Facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 258. Cleveland, Ohio—Euclid Avenue and East 93rd Street intermodal facility | $1,634,380 | $1,705,440 | $1,847,560 | $1,918,620 |
| 259. St. Charles, IL—Intermodal Parking Structures | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 260. Gardena, CA Purchase of alternative fuel buses for service expansion, on-board security system and bus facility training equipment | $1,178,676 | $1,229,923 | $1,332,417 | $1,383,664 |
| 261. Thendra-Webb and Utica, New York—Install handicap lifts in intermodal centers | $19,228 | $20,064 | $21,736 | $22,572 |
| 262. | $0 | $0 | $0 | $0 |
| 263. Wilmar, AR Develop the Southeast Arkansas Intermodal Facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 264. Westchester County, NY Bus replacement program | $721,050 | $752,400 | $815,100 | $846,450 |
| 265. Village of Tinley Park, Illinois, 80th Avenue Commuter Rail Station reconstruction and site enhancements | $153,824 | $160,512 | $173,888 | $180,576 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 266. Martinez, CA Intermodal Facility Restoration | $288,420 | $300,960 | $326,040 | $338,580 |
| 267. Middletown, CT Construct intermodal center | $288,420 | $300,960 | $326,040 | $338,580 |
| 268. Nashville, TN Construct a parking garage on the campus of Lipscomb University, Nashville | $384,560 | $401,280 | $434,720 | $451,440 |
| 269. New London, Connecticut—Intermodal Transportation Center and Streetscapes | $96,140 | $100,320 | $108,680 | $112,860 |
| 270. Vernon, Connecticut—Intermodal Center, Parking and Streetscapes | $1,461,328 | $1,524,864 | $1,651,936 | $1,715,472 |
| 271. Bronx, NY Botanical Garden metro North Rail station Intermodal Facility | $192,280 | $200,640 | $217,360 | $225,720 |
| 272. Bend, Oregon—replacement vans | $192,280 | $200,640 | $217,360 | $225,720 |
| 273. Boston, MA Harbor Park Pavilion and Intermodal Station | $240,350 | $250,800 | $271,700 | $282,150 |
| 274. Philadelphia, PA SEPTA's Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements and assistance to entities along rail corridor | $269,192 | $280,896 | $304,304 | $316,008 |
| 275. Jesup, Georgia—Train Depot intermodal center | $192,280 | $200,640 | $217,360 | $225,720 |
| 276. Long Beach, CA Museum of Latin American Art, Long Beach, to build intermodal park and ride facility | $384,560 | $401,280 | $434,720 | $451,440 |
| 277. Shreveport, LA—Intermodal Transit Facility | $644,138 | $672,144 | $728,156 | $756,162 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 278. Arlington County, VA Columbia Pike Bus Improvements | $672,980 | $702,240 | $760,760 | $790,020 |
| 279. Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo | $192,280 | $200,640 | $217,360 | $225,720 |
| 280. Lowell, MA Implementation of LRTA bus replacement plan | $192,280 | $200,640 | $217,360 | $225,720 |
| 281. Falls Church, VA Falls Church Intermodal Transportation Center | $384,560 | $401,280 | $434,720 | $451,440 |
| 282. San Diego, CA Completion of San Diego Joint Transportation Operations Center (JTOC) | $384,560 | $401,280 | $434,720 | $451,440 |
| 283. St. Bernard Parish, LA Intermodal facility improvements | $192,280 | $200,640 | $217,360 | $225,720 |
| 284. Cornwall, NY—Purchase Bus | $16,728 | $17,456 | $18,910 | $19,638 |
| 285. Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA | $2,884,200 | $3,009,600 | $3,260,400 | $3,385,800 |
| 286. Richmond, CA BART Parking Structure | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 287. San Francisco, CA Implement ITS on Muni Transit System | $576,840 | $601,920 | $652,080 | $677,160 |
| 288. Alameda County, CA AC Transit Bus Rapid Transit Corridor Project | $384,560 | $401,280 | $434,720 | $451,440 |
| 289. Town of Warwick, NY Bus Facility Warwick Transit System | $105,754 | $110,352 | $119,548 | $124,146 |
| 290. Galveston, Texas—Intermodal center and parking facility, The Strand | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 291. Joliet, Illinois—Union Station commuter parking facility | $552,805 | $576,840 | $624,910 | $648,945 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 292. Cuyahoga County, Ohio—Ohio Department of Transportation transit improvements | $28,842 | $30,096 | $32,604 | $33,858 |
| 293. Muskegon, Michigan—Muskegon Area Transit Terminal and related improvements | $384,560 | $401,280 | $434,720 | $451,440 |
| 294. Orlando, FL Bus Replacement | $769,120 | $802,560 | $869,440 | $902,880 |
| 295. Long Beach, CA Purchase one larger (75 passengers) and two smaller (40 passengers) ferryboats and construct related dock work to facilitate the use and accessibility of the ferryboats | $576,840 | $601,920 | $652,080 | $677,160 |
| 296. Elgin to Rockford, Illinois—Intermodal stations along planned Metra Union Pacific West Line extension alignment, including necessary alternatives analysis | $96,140 | $100,320 | $108,680 | $112,860 |
| 297. Broward County, FL—Purchase Buses and construct bus facilities | $384,560 | $401,280 | $434,720 | $451,440 |
| 298. Thomasville, GA Bus Replacement | $38,456 | $40,128 | $43,472 | $45,144 |
| 299. Corvallis, OR Bus Replacement | $283,842 | $296,183 | $320,865 | $333,206 |
| 300. Geneva, New York—Multimodal facility—Construct passenger rail center | $96,140 | $100,320 | $108,680 | $112,860 |
| 301. Barry County, MI—Barry County Transit equipment and dispatching software | $28,842 | $30,096 | $32,604 | $33,858 |
| 302. Greensboro, North Carolina—Piedmont Authority for Regional Transportation Multimodal Transportation Center | $2,407,346 | $2,512,013 | $2,721,347 | $2,826,014 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 303. Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 304. Coconino County buses and bus facilities for Flagstaff, AZ | $240,350 | $250,800 | $271,700 | $282,150 |
| 305. Roanoke, Virginia—Intermodal Facility | $38,456 | $40,128 | $43,472 | $45,144 |
| 306. Jacksonville, FL Bus Replacement | $1,345,960 | $1,404,480 | $1,521,520 | $1,580,040 |
| 307. Los Angeles, CA Improve safety, mobility and access between LATTC, Metro line and nearby bus stops on Grand Ave. between Washington and 23rd | $96,140 | $100,320 | $108,680 | $112,860 |
| 308. Miami Dade, FL N.W. 7th Avenue Transit Hub | $576,840 | $601,920 | $652,080 | $677,160 |
| 309. Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub | $393,789 | $410,911 | $445,153 | $462,275 |
| 310. River Parishes, LA South Central Planning and Development Commission, bus and bus facilities | $192,280 | $200,640 | $217,360 | $225,720 |
| 311. Mammoth Lakes, California—Regional Transit Maintenance Facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 312. Roanoke, Virginia—Improve Virginian Railway Station | $48,070 | $50,160 | $54,340 | $56,430 |
| 313. Solana Beach, CA—Construct Intermodal Facility | $288,420 | $300,960 | $326,040 | $338,580 |
| 314. San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive) | $57,684 | $60,192 | $65,208 | $67,716 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 315. Temecula, California—Intermodal Transit Facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 316. Philadelphia, Pennsylvania—SEPTA Market Street Elevated Line parking facility | $769,120 | $802,560 | $869,440 | $902,880 |
| 317. Jamestown, NY Rehabilitation of Intermodal Facility and associated property | $384,560 | $401,280 | $434,720 | $451,440 |
| 318. Akron, Ohio Construct Downtown Multimodal Transportation Center | $769,120 | $802,560 | $869,440 | $902,880 |
| 319. Detroit Bus Maintenance Facility | $1,730,520 | $1,805,760 | $1,956,240 | $2,031,480 |
| 320. Detroit, MI Bus Replacement | $1,442,100 | $1,504,800 | $1,630,200 | $1,692,900 |
| 321. Monterey Park, CA Catch Basins at Transit Stop Installation | $61,530 | $64,205 | $69,555 | $72,230 |
| 322. Oneonta, New York-bus replacement | $28,842 | $30,096 | $32,604 | $33,858 |
| 323. Lincoln County, OR bus purchase | $48,070 | $50,160 | $54,340 | $56,430 |
| 324. Elon, North Carolina—Piedmont Authority for Regional Transportation buses and bus facilities | $230,736 | $240,768 | $260,832 | $270,864 |
| 325. Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit | $39,143 | $40,845 | $44,248 | $45,950 |
| 326. Los Angeles, CA Install permanent irrigation system and enhanced landscaping on San Fernando Valley rapid bus transitway | $576,840 | $601,920 | $652,080 | $677,160 |
| 327. Cleveland, OH Construct East Side Transit Center | $576,840 | $601,920 | $652,080 | $677,160 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 328. New Jersey Transit Community Shuttle Buses | $96,140 | $100,320 | $108,680 | $112,860 |
| 329. Quitman, Clay, Randolph, Stewart Co., GA Bus project | $48,070 | $50,160 | $54,340 | $56,430 |
| 330. Framingham, MA Local Intra-Framingham Transit System enhancements | $346,104 | $361,152 | $391,248 | $406,296 |
| 331. Gettysburg, Pennsylvania—transit transfer center | $172,860 | $180,375 | $195,407 | $202,922 |
| 332. Long Beach, CA Park and Ride facility | $192,280 | $200,640 | $217,360 | $225,720 |
| 333. Oak Harbor, WA Multimodal Facility | $192,280 | $200,640 | $217,360 | $225,720 |
| 334. North Bend, Washington—Park and Ride | $153,824 | $160,512 | $173,888 | $180,576 |
| 335. High Point, North Carolina—Bus Terminal | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 336. Dallas, TX Bus Passenger Facilities | $2,461,184 | $2,568,192 | $2,782,208 | $2,889,216 |
| 337. Island Transit, WA Operations Base Facilities Project | $461,472 | $481,536 | $521,664 | $541,728 |
| 338. Bronx, NY Intermodal facility near Exit 6 of the Bronx River Parkway | $48,070 | $50,160 | $54,340 | $56,430 |
| 339. East San Diego County, California—Bus Maintenance Facility Expansion | $384,560 | $401,280 | $434,720 | $451,440 |
| 340. New Jersey Intermodal Facilities and Bus Rolling Stock | $576,840 | $601,920 | $652,080 | $677,160 |
| 341. San Gabriel Valley, CA—Foothill Transit Park and Rides | $1,826,660 | $1,906,080 | $2,064,920 | $2,144,340 |
| 342. St. Paul, MN Union Depot Multimodal Transit Facility | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 343. Kings County, NY Construct a multimodal transportation facility .... | $192,280 | $200,640 | $217,360 | $225,720 |
| 344. Gainesville, FL Bus Facility Expansion ..... | $769,120 | $802,560 | $869,440 | $902,880 |
| 345. Kansas City, MO Bus Transit Infrastructure ... | $192,280 | $200,640 | $217,360 | $225,720 |
| 346. Phoenix, AZ Construct metro bus facility in Phoenix's West Valley | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 347. Eastlake, Ohio—Eastlake Stadium transit intermodal facility ..... | $817,190 | $852,720 | $923,780 | $959,310 |
| 348. Savannah, Georgia—Water Ferry Riverwalk intermodal facilities ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 349. Kent, OH Construct Kent State University Intermodal Facility serving students and the general public ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 350. Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers ..... | $865,260 | $902,880 | $978,120 | $1,015,740 |
| 351. Charlotte North Carolina—Eastland Community Transit Center ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 352. Oakland, CA Construct streetscape and intermodal improvements at BART Station Transit Villages ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 353. Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport ..... | $53,838 | $56,179 | $60,861 | $63,202 |
| 354. Norfolk, Virginia—Final Design and Construction Southside Bus Facility ..... | $336,490 | $351,120 | $380,380 | $395,010 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 355. Albany, GA Bus replacement | $57,684 | $60,192 | $65,208 | $67,716 |
| 356. Lafayette, Louisiana—Multimodal center, Final Phase | $576,840 | $601,920 | $652,080 | $677,160 |
| 357. Athens, GA Buses and Bus Facilities | $273,038 | $284,909 | $308,651 | $320,522 |
| 358. Cicero, Chicago Establish Transit Signal Priority, Cicero Ave., Pace Suburban Bus | $192,280 | $200,640 | $217,360 | $225,720 |
| 359. Arlington County, VA Pentagon City Multimodal Improvements | $384,560 | $401,280 | $434,720 | $451,440 |
| 360. Richmond, VA Design and construction for a bus operations and maintenance facility for Greater Richmond Transit Company | $288,420 | $300,960 | $326,040 | $338,580 |
| 361. Roanoke, Virginia—Roanoke Railway and Link Passenger facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 362. Akron, OH Construct City of Akron Commuter Bus Transit Facility | $288,420 | $300,960 | $326,040 | $338,580 |
| 363. Corning, New York—Transportation Center | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 364. Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue | $192,280 | $200,640 | $217,360 | $225,720 |
| 365. Pace Suburban Bus, IL South Suburban BRT Mobility Network | $96,140 | $100,320 | $108,680 | $112,860 |
| 366. Orange County, CA Transportation Projects to Encourage Use of Transit to Reduce Congestion | $192,280 | $200,640 | $217,360 | $225,720 |
| 367. Palm Beach, FL 20 New Buses for Palm Tran | $288,420 | $300,960 | $326,040 | $338,580 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 368. Nassau County, NY Conduct planning and engineering for transportation system (HUB) ..... | $1,345,960 | $1,404,480 | $1,521,520 | $1,580,040 |
| 369. Norwalk, Connecticut—Pulse Point Joint Development intermodal facility ..... | $96,140 | $100,320 | $108,680 | $112,860 |
| 370. Salem, MA Design and Construct Salem Intermodal Transportation Center ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 371. Las Vegas, NV Construct Las Vegas WestCare Intermodal Facility ..... | $48,070 | $50,160 | $54,340 | $56,430 |
| 372. Richmond, KY Purchase buses, bus equipment, and facilities ..... | $138,442 | $144,461 | $156,499 | $162,518 |
| 373. Niagara Frontier Transportation Authority, NY Replacement Buses ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 374. Metro-Atlanta, GA MARTA Automated Smart-Card Fare Collection system ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 375. Monterey, CA Purchase bus equipment ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 376. New York City, NY Purchase Handicapped-Accessible Livery Vehicles ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 377. San Francisco, CA Construct San Francisco Muni Islais Creek Maintenance Facility ..... | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 378. Indianapolis, IN Relocate and improve intermodal transportation for pedestrian to Children's Museum of Indianapolis | $2,691,920 | $2,808,960 | $3,043,040 | $3,160,080 |
| 379. Ramapo, NY Transportation Safety Field Bus ..... | $48,070 | $50,160 | $54,340 | $56,430 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 380. Columbiana County, OH Construct Intermodal Facility | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 381. San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community | $793,155 | $827,640 | $896,610 | $931,095 |
| 382. San Luis Rey, California—Transit Center Project | $96,140 | $100,320 | $108,680 | $112,860 |
| 383. South San Francisco, CA Construction of Ferry Terminal at Oyster Point in South San Francisco to the San Francisco Bay Area Water Transit Authority | $913,330 | $953,040 | $1,032,460 | $1,072,170 |
| 384. Atlanta, GA MARTA Clean Fuel Bus Acquisition | $1,153,680 | $1,203,840 | $1,304,160 | $1,354,320 |
| 385. Springfield, OH—City of Springfield Bus Transfer Station and Associated Parking | $48,070 | $50,160 | $54,340 | $56,430 |
| 386. Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch | $884,488 | $922,944 | $999,856 | $1,038,312 |
| 387. Fresno, CA—Develop program of low-emission transit vehicles | $192,280 | $200,640 | $217,360 | $225,720 |
| 388. Sylmar, CA Los Angeles Mission College Transit Center construction | $48,070 | $50,160 | $54,340 | $56,430 |
| 389. Lakewood, NJ—Ocean County Bus service and parking facilities | $576,840 | $601,920 | $652,080 | $677,160 |
| 390. St. Lucie County, FL Purchase Buses | $192,280 | $200,640 | $217,360 | $225,720 |
| 391. Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 392. Oakland, CA Construct Bay Trail between Coliseum BART station and Martin Luther King, Jr., Regional Shoreline .. | $173,052 | $180,576 | $195,624 | $203,148 |
| 393. South Amboy, NJ Construction of improvements to facilities at South Amboy Station under S Amboy, NJ Regional Intermodal Initiative ..... | $1,538,240 | $1,605,120 | $1,738,880 | $1,805,760 |
| 394. Hartford, CT Buses and bus-related facilities | $769,120 | $802,560 | $869,440 | $902,880 |
| 395. Ilwaco, WA Construct park and ride ..... | $19,228 | $20,064 | $21,736 | $22,572 |
| 396. Burbank, CA Construction of Empire Area Transit Center near Burbank Airport ..... | $48,070 | $50,160 | $54,340 | $56,430 |
| 397. Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 398. Amador County, California—Regional Transit Center ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 399. Pasadena, CA ITS Improvements ..... | $192,280 | $200,640 | $217,360 | $225,720 |
| 400. South FL Region, FL Regional Universal Automated Fare Collection System (UAFC) (for bus system) ..... | $384,560 | $401,280 | $434,720 | $451,440 |
| 401. South Pasadena, CA Silent Night Grade Crossing Project ..... | $173,052 | $180,576 | $195,624 | $203,148 |
| 402. Tampa, FL Establish Transit Emphasis Corridor and Improvements | $144,210 | $150,480 | $163,020 | $169,290 |
| 403. San Francisco, CA Implement Transbay Terminal-Caltrain Downtown Extension Project ..... | $2,691,920 | $2,808,960 | $3,043,040 | $3,160,080 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 404. Rock Island, IL Improve Rock Island Mass Transit District Bus Facility | $96,140 | $100,320 | $108,680 | $112,860 |
| 405. Las Vegas, NV Construct Boulder Highway BRT system and purchase vehicles and related equipment | $384,560 | $401,280 | $434,720 | $451,440 |
| 406. Moultrie, GA Intermodal facility | $57,684 | $60,192 | $65,208 | $67,716 |
| 407. Carson, CA Purchase one trolley-bus vehicle | $48,070 | $50,160 | $54,340 | $56,430 |
| 408. Brooklyn, NY Construct a multimodal transportation facility in the vicinity of Downstate Medical Center | $192,280 | $200,640 | $217,360 | $225,720 |
| 409. Alexandria, VA Eisenhower Avenue Intermodal Station Improvements, including purchase of buses and construction of bus shelters | $480,700 | $501,600 | $543,400 | $564,300 |
| 410. Long Beach, CA Purchase ten clean fuel buses | $576,840 | $601,920 | $652,080 | $677,160 |
| 411. Cleveland, OH Construction of an intermodal facility and related improvements at University Hospitals facility on Euclid Avenue | $192,280 | $200,640 | $217,360 | $225,720 |
| 412. Nashville, TN Construct Downtown Nashville Transit Transfer Facility | $288,420 | $300,960 | $326,040 | $338,580 |
| 413. Philadelphia, PA Penn's Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction | $211,508 | $220,704 | $239,096 | $248,292 |
| 414. Hercules, CA Intermodal Rail Station Improvements | $288,420 | $300,960 | $326,040 | $338,580 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 415. Purchase Buses and construct bus facilities in Broward County, FL | $432,630 | $451,440 | $489,060 | $507,870 |
| 416. Improve marine intermodal facilities in Ketchikan | $3,220,000 | $3,360,000 | $3,640,000 | $3,780,000 |
| 417. Indianapolis, Indiana—Childrens Museum Intermodal Center | $192,280 | $200,640 | $217,360 | $225,720 |
| 418. Windham, New Hampshire—Construction of Park and Ride Bus facility at Exit 3 | $711,436 | $742,368 | $804,232 | $835,164 |
| 419. Brooklyn, NY—Rehabilitation of Bay Ridge 86th Street Subway Station | $769,120 | $802,560 | $869,440 | $902,880 |
| 420. Purchase Buses and construct bus facilities in Broward County, FL | $384,560 | $401,280 | $434,720 | $451,440 |
| 421. Bayamon, Puerto Rico—Purchase of Trolley Cars | $163,438 | $170,544 | $184,756 | $191,862 |
| 422. C Street Expanded bus facility and intermodal parking garage, Anchorage, AK | $1,150,000 | $1,200,000 | $1,300,000 | $1,350,000 |
| 423. Morris Thompson Cultural and Visitors Center intermodal parking facility, Fairbanks, AK | $575,000 | $600,000 | $650,000 | $675,000 |
| 424. Sharon, PA—Bus Facility Construction | $96,140 | $100,320 | $108,680 | $112,860 |
| 425. CITC Non-profit Services Center intermodal parking facility, Anchorage, AK | $690,000 | $720,000 | $780,000 | $810,000 |
| 426. Abilene, TX Vehicle replacement and facility improvements for transit system | $76,912 | $80,256 | $86,944 | $90,288 |
| 427. Alaska Native Medical Center intermodal parking facility | $1,150,000 | $1,200,000 | $1,300,000 | $1,350,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 428. Butler, PA—Multimodal Transit Center Construction | $192,280 | $200,640 | $217,360 | $225,720 |
| 429. Normal, Illinois—Multimodal Transportation Center | $384,560 | $401,280 | $434,720 | $451,440 |
| 430. Rochester, New York—Renaissance Square transit center | $432,630 | $451,440 | $489,060 | $507,870 |
| 431. Erie, PA—EMTA Vehicle Acquisition | $384,560 | $401,280 | $434,720 | $451,440 |
| 432. Miami-Dade County, Florida—Buses and bus facilities | $769,120 | $802,560 | $869,440 | $902,880 |
| 433. Centralia, Illinois—South Central Mass Transit District Improvements | $76,912 | $80,256 | $86,944 | $90,288 |
| 434. Roanoke, VA—Bus restoration in the City of Roanoke | $48,070 | $50,160 | $54,340 | $56,430 |
| 435. Denver, Colorado—Regional Transportation District Bus Replacement | $384,560 | $401,280 | $434,720 | $451,440 |
| 436. Intermodal facility improvements at the Port of Anchorage | $5,750,000 | $6,000,000 | $6,500,000 | $6,750,000 |
| 437. American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility | $76,912 | $80,256 | $86,944 | $90,288 |
| 438. Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements | $480,700 | $501,600 | $543,400 | $564,300 |
| 439. Central Florida Commuter Rail intermodal facilities | $961,400 | $1,003,200 | $1,086,800 | $1,128,600 |
| 440. Ames, Iowa—Expansion of CyRide Bus Maintenance Facility | $384,560 | $401,280 | $434,720 | $451,440 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 441. Grand Valley Transit, CO Bus and Bus Facilities | $96,140 | $100,320 | $108,680 | $112,860 |
| 442. Albany, OR North Albany Park and Ride | $183,124 | $191,086 | $207,010 | $214,971 |
| 443. Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system | $62,491 | $65,208 | $70,642 | $73,359 |
| 444. Pueblo Transit, CO Bus and Bus Facilities | $48,070 | $50,160 | $54,340 | $56,430 |
| 445. Roaring Fork Transit Authority, CO Bus and Bus Facilities | $144,210 | $150,480 | $163,020 | $169,290 |
| 446. Steamboat Springs, CO Bus and Bus Facilities | $144,210 | $150,480 | $163,020 | $169,290 |
| 447. Town of Telluride, CO Bus and Bus Facilities | $62,120 | $64,821 | $70,222 | $72,923 |
| 448. City of Durango, CO Bus and Bus Facilities | $48,070 | $50,160 | $54,340 | $56,430 |
| 449. City of Aspen, CO Bus and Bus Facilities | $134,596 | $140,448 | $152,152 | $158,004 |
| 450. Town of Snowmass Village, CO Bus and Bus Facilities | $57,684 | $60,192 | $65,208 | $67,716 |
| 451. Utica, New York Transit Multimodal Facilities | $1,150,000 | $1,200,000 | $1,300,000 | $1,350,000 |
| 452. State of Wisconsin Transit Intermodal Facilities | $1,150,000 | $1,200,000 | $1,300,000 | $1,350,000 |
| 453. Central Florida Commuter Rail Intermodal Facilities | $690,000 | $720,000 | $780,000 | $810,000 |
| 454. Miami-Dade, FL Transit Dadeland South Intermodal Center | $460,000 | $480,000 | $520,000 | $540,000 |
| 455. Carrollton, Texas Downtown Regional Multimodal Transit Hub | $230,000 | $240,000 | $260,000 | $270,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 456. Altoona Multimodal Transportation Facility Parking Garage | $230,000 | $240,000 | $260,000 | $270,000 |
| 457. Lancaster County, Pennsylvania Intermodal Center and Parking Facility | $57,500 | $60,000 | $65,000 | $67,500 |
| 458. Hershey, Pennsylvania Intermodal Center and Parking Facility | $57,500 | $60,000 | $65,000 | $67,500 |
| 459. Transbay Terminal/Caltrain Downtown Extension Project | $4,025,000 | $4,200,000 | $4,550,000 | $4,725,000 |
| 460. | $0 | $0 | $0 | $0 |
| 461. Alabama Institute for Deaf and Blind-Bus project | $115,000 | $119,000 | $129,000 | $137,000 |
| 462. Alabama State Port Authority-Choctaw Point Terminal | $4,582,000 | $4,760,000 | $5,173,000 | $5,485,000 |
| 463. Albany-Schenectady, NY, Bus Rapid Transit Improvements in NY Route 5 | $500,000 | $800,000 | $1,200,000 | $1,500,000 |
| 464. Albuquerque, NM, Ride Bus and Bus Facilities | $1,500,000 | $1,500,000 | $1,800,000 | $2,100,000 |
| 465. AMTRAN Altoona, PA-Buses and Transit System Improvements | $687,000 | $714,000 | $776,000 | $823,000 |
| 466. Anchorage-Transit Needs | $229,000 | $238,000 | $259,000 | $274,000 |
| 467. Area Transportation Authority of North Central Pennsylvania-Vehicle Replacements | $229,000 | $238,000 | $259,000 | $274,000 |
| 468. Atlantic City, NJ Jitney | $750,000 | $750,000 | $750,000 | $750,000 |
| 469. Auburn University-Intermodal Parking Garage | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 470. Bay County, FL-Transit Facility | $458,000 | $476,000 | $517,000 | $549,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 471. Beaver County, PA Transit Authority-Bus Replacement/Related Equipment Replacement | $229,000 | $238,000 | $259,000 | $274,000 |
| 472. Berkshire, MA, Berkshire Regional Transit Authority Bus Maintenance Facility | $50,000 | $30,000 | $20,000 | $0 |
| 473. Bi-State Development Agency-St. Louis Bridge Repair/Reconstruction, for any activity eligible under section 5309 | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 474. Bi-State Development Agency-St. Louis Metro Bus Fare Collection Program | $3,665,000 | $3,808,000 | $4,139,000 | $4,388,000 |
| 475. Black Hawk County, IA, UNI Multimodal Project | $687,000 | $714,000 | $776,000 | $823,000 |
| 476. Bozeman, MT, Intermodal and parking facility | $168,000 | $171,000 | $175,000 | $176,000 |
| 477. Brattleborough, VT, Intermodal Center | $600,000 | $200,000 | $200,000 | $0 |
| 478. Bridgeport, CT Facility Expansion/Improvement | $350,000 | $400,000 | $500,000 | $750,000 |
| 479. Broward County, FL—Bus and Bus Facilities | $458,000 | $476,000 | $517,000 | $549,000 |
| 480. Brownsville Urban System, TX—City-Wide Transit Improvement Project | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 481. Butler Township, PA-Cranbury Area Transit Service | $802,000 | $833,000 | $905,000 | $960,000 |
| 482. Cambria County, PA Transit Authority-Bus Replacements | $687,000 | $714,000 | $776,000 | $823,000 |
| 483. Campobello Park, ME, Bus Acquisition | $22,000 | $34,000 | $0 | $0 |
| 484. Capital Area Transit System-Baton Rouge BRT | $687,000 | $714,000 | $776,000 | $823,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 485. Capital Metropolitan Transportation Authority, TX-Bus Replacements | $2,291,000 | $2,380,000 | $2,587,000 | $2,742,000 |
| 486. CCTA, VT, Bus, Facilities and Equipment | $300,000 | $400,000 | $500,000 | $800,000 |
| 487. Central Arkansas Transit Authority Facility Upgrades | $450,000 | $550,000 | $750,000 | $1,000,000 |
| 488. Central Florida Regional Transportation Authority-LYNX Bus Fleet Expansion Program | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 489. Central Ohio Transit Authority-Paratransit and Small Bus Service Facility | $458,000 | $476,000 | $517,000 | $549,000 |
| 490. Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station | $2,291,000 | $2,380,000 | $2,587,000 | $2,742,000 |
| 491. Chicago, IL, Cermak Road, Bus Rapid Transit | $200,000 | $250,000 | $300,000 | $500,000 |
| 492. City of Alexandria, VA/City-Wide Transit Improvements | $229,000 | $238,000 | $259,000 | $274,000 |
| 493. City of Alexandria, VA/Potomac Yard Transit Improvements | $229,000 | $238,000 | $259,000 | $274,000 |
| 494. City of Alexandria, VA/Replace Royal Street Bus Garage | $687,000 | $714,000 | $776,000 | $823,000 |
| 495. City of Alexandria, VA/Valley Pedestrian and Transit | $229,000 | $238,000 | $259,000 | $274,000 |
| 496. City of Birmingham, AL/Birmingham Downtown Intermodal Terminal, Phase II | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 497. City of El Paso-Sun Metro-Bus Replacements | $687,000 | $714,000 | $776,000 | $823,000 |
| 498. City of Gainesville, FL Regional Transit System-Facility Expansion | $229,000 | $238,000 | $259,000 | $274,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 499. City of Gaithersburg, Maryland—Bus and paratransit vehicle for seniors | $112,000 | $0 | $0 | $0 |
| 500. City of Hazleton, PA/ Hazleton Intermodal Center | $321,000 | $333,000 | $362,000 | $384,000 |
| 501. City of Huntsville, AL-Cummings Park Intermodal Center | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 502. City of Kalamazoo, MI Bus Replacement | $2,500,000 | $1,800,000 | $1,500,000 | $1,400,000 |
| 503. City of Montgomery, AL-ITS Acquisition and Implementation | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 504. City of Montgomery, AL-Montgomery Airport Intermodal Center | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 505. City of Omaha-Creighton University Intermodal Facility | $687,000 | $714,000 | $776,000 | $823,000 |
| 506. City of Round Rock, TX-Downtown Intermodal Transportation Terminal | $229,000 | $238,000 | $259,000 | $274,000 |
| 507. City of Tuscaloosa, AL/Intermodal Facility | $1,374,000 | $1,428,000 | $1,552,000 | $1,646,000 |
| 508. Collier County Transit, FL—Transit Facility | $229,000 | $238,000 | $259,000 | $274,000 |
| 509. Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities | $5,956,000 | $6,188,000 | $6,726,000 | $7,130,000 |
| 510. Columbus, Georgia/ Phenix City, Alabama-National Infantry Museum Multimodal Facility | $389,000 | $405,000 | $440,000 | $466,000 |
| 511. Commonwealth of Virginia-Statewide Bus Capital Program | $3,436,000 | $3,570,000 | $3,880,000 | $4,114,000 |
| 512. Corning, NY, Phase II Corning Preserve Transportation Enhancement Project | $350,000 | $450,000 | $550,000 | $650,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 513. County of Lackawanna Transit System-Scranton Intermodal Transportation Center ... | $229,000 | $238,000 | $259,000 | $274,000 |
| 514. Cumberland-Dauphin-Harrisburg Transit Authority-Purchase of Buses and Spare Units .. | $229,000 | $238,000 | $259,000 | $274,000 |
| 515. Dallas Area Rapid Transit-Bus passenger Facilities ..... | $229,000 | $238,000 | $259,000 | $274,000 |
| 516. Dayton-Wright Stop Plaza ..... | $458,000 | $476,000 | $517,000 | $549,000 |
| 517. Delaware Statewide Bus and Bus Replacement (with Clean Fuel (hybrid) vehicles) ..... | $1,750,000 | $2,000,000 | $2,000,000 | $2,250,000 |
| 518. Denver Regional Transit District-Bus Maintenance Facility ..... | $687,000 | $714,000 | $776,000 | $823,000 |
| 519. Denver Regional Transit District-Bus Replacements ..... | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 520. Denver Regional Transit District-Denver Union Station Multimodal Renovations | $458,000 | $476,000 | $517,000 | $549,000 |
| 521. Denver Regional Transit District-U.S. 36 Corridor BRT ..... | $1,604,000 | $1,666,000 | $1,811,000 | $1,919,000 |
| 522. Detroit Department of Transportation Bus Replacement ..... | $2,000,000 | $2,100,000 | $2,200,000 | $2,300,000 |
| 523. Downtown Middletown, CT, Transportation Infrastructure Improvement Project ..... | $2,000,000 | $2,150,000 | $2,500,000 | $2,850,000 |
| 524. Erie, PA Metropolitan Transit Authority-Bus Acquisitions ..... | $229,000 | $238,000 | $259,000 | $274,000 |
| 525. Fairfax County, Virginia-Richmond Highway Initiative ..... | $458,000 | $476,000 | $517,000 | $549,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 526. Flint, MI, Mass Transportation Authority Bus Maintenance Facility | $750,000 | $650,000 | $450,000 | $150,000 |
| 527. Florida Department of Transportation-Palm Beach County Replacement Buses | $229,000 | $238,000 | $259,000 | $274,000 |
| 528. Gadsden, AL-Community Buses | $115,000 | $119,000 | $129,000 | $137,000 |
| 529. Gary, Indiana, Gary Airport Station Modernization and Shuttle Service Project | $350,000 | $400,000 | $450,000 | $500,000 |
| 530. Georgia Department of Transportation-Georgia Statewide Bus and Bus Facilities | $2,062,000 | $2,142,000 | $2,328,000 | $2,468,000 |
| 531. Grand Rapids, Michigan, The Rapid, Bus Replacement | $1,100,000 | $1,100,000 | $1,250,000 | $1,750,000 |
| 532. Greater Richmond Transit, VA-Bus Operations/Maintenance Facility | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 533. Greenville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvements | $229,000 | $238,000 | $259,000 | $274,000 |
| 534. Gulf Shores, AL—Community Buses | $229,000 | $238,000 | $259,000 | $274,000 |
| 535. Hampton Roads Transit, VA—Southside Bus Facility | $229,000 | $238,000 | $259,000 | $274,000 |
| 536. Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown-Westpark Terminal | $229,000 | $238,000 | $259,000 | $274,000 |
| 537. High Point, NC—Intermodal Facility | $275,000 | $286,000 | $310,000 | $329,000 |
| 538. Hillsborough Area Regional Transit, FL—Bus Rapid Transit Improvements | $458,000 | $476,000 | $517,000 | $549,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 539. Hillsborough, FL, Hillsborough Area Regional Transit Authority | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 |
| 540. Honolulu, HI, Bus Facilities | $1,350,000 | $1,300,000 | $1,300,000 | $1,300,000 |
| 541. Hoonah, AK-Intermodal Ferry Dock | $458,000 | $476,000 | $517,000 | $549,000 |
| 542. Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility | $250,000 | $220,000 | $200,000 | $200,000 |
| 543. Idaho Department of Transportation-Idaho Statewide ITS for Public Transportation | $344,000 | $357,000 | $388,000 | $411,000 |
| 544. Indianapolis Downtown Transit Center | $800,000 | $900,000 | $1,100,000 | $1,200,000 |
| 545. Iowa Department of Transportation-Iowa Statewide Buses and Bus Replacement | $2,749,000 | $2,856,000 | $3,104,000 | $3,291,000 |
| 546. Ivy Tech State College, Indiana Multimodal Center | $150,000 | $200,000 | $250,000 | $400,000 |
| 547. Jackson State University, MS—Busing Project | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 548. Jacksonville Transportation Authority, FL—Bus Fleet Replacement and Equipment | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 549. Jacksonville, FL Transportation Authority Paratransit Program | $350,000 | $0 | $0 | $0 |
| 550. Juneau-Transit Bus Acquisition and Transit Center | $344,000 | $357,000 | $388,000 | $411,000 |
| 551. Kansas City Area Transportation Authority-Bus Project | $2,291,000 | $2,380,000 | $2,587,000 | $2,742,000 |
| 552. Kansas Department of Transportation-Kansas Statewide Transit Buses, Bus Facilities, and Bus ITS | $2,749,000 | $2,856,000 | $3,104,000 | $3,291,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 553. Ketchikan, Alaska-Transit Needs | $57,000 | $60,000 | $65,000 | $68,000 |
| 554. Knoxville, TN-Central Station | $573,000 | $595,000 | $647,000 | $685,000 |
| 555. Lafayette City-Parish Consolidated Government, LA-Lafayette Multimodal Transportation Facility | $229,000 | $238,000 | $259,000 | $274,000 |
| 556. Lafayette, Indiana, City Bus of Greater Lafayette | $500,000 | $550,000 | $700,000 | $750,000 |
| 557. Lake Tahoe, NV MPO Bus replacement | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 |
| 558. Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs | $458,000 | $476,000 | $517,000 | $549,000 |
| 559. Lancaster, PA-Intermodal Project | $160,000 | $167,000 | $181,000 | $192,000 |
| 560. Lansing, MI, Capitol Area Transportation Authority, Bus Replacement and Bus Related ITS | $750,000 | $850,000 | $950,000 | $1,050,000 |
| 561. Laredo-North Laredo Transit Hub-Bus Maintenance Facility | $687,000 | $714,000 | $776,000 | $823,000 |
| 562. Las Cruces, NM, Road Runner Bus and Bus Facilities | $200,000 | $250,000 | $300,000 | $350,000 |
| 563. Lawrence, MA, Gateway Intermodal and Quadrant Area Reuse Project | $600,000 | $800,000 | $900,000 | $1,150,000 |
| 564. Lehigh and Northampton Transportation Authority, PA-Allentown Intermodal Transportation Center | $458,000 | $476,000 | $517,000 | $549,000 |
| 565. Lipscomb University, TN-Intermodal Parking Garage | $344,000 | $357,000 | $388,000 | $411,000 |
| 566. Los Angeles, CA, Fly-Away Bus System Expansion | $500,000 | $550,000 | $600,000 | $850,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 567. Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus Facilities | $500,000 | $550,000 | $600,000 | $850,000 |
| 568. Louisiana Department of Transportation and Development-Statewide Vehicles and Equipment | $229,000 | $238,000 | $259,000 | $274,000 |
| 569. Lowell, MA, Lowell Regional Transit | $600,000 | $800,000 | $900,000 | $1,150,000 |
| 570. Maine Department of Transportation-Acadia Intermodal Facility | $687,000 | $714,000 | $776,000 | $823,000 |
| 571. MARC Intermodal Odenton and Edgewood Station Improvements | $368,000 | $380,000 | $380,000 | $418,000 |
| 572. Marquette County, Michigan Transit Authority Bus passenger facility | $300,000 | $300,000 | $300,000 | $300,000 |
| 573. Maryland Statewide Bus Facilities and Buses | $5,500,000 | $5,750,000 | $6,500,000 | $7,250,000 |
| 574. Matsu, Alaska-Transit Needs | $115,000 | $119,000 | $129,000 | $137,000 |
| 575. METRO of Harris County-Discretionary Bus Program | $2,291,000 | $2,380,000 | $2,587,000 | $2,742,000 |
| 576. Metro Regional Transit Authority/City of Akron-Downtown Transit Center, Akron | $1,604,000 | $1,666,000 | $1,811,000 | $1,919,000 |
| 577. Metro Transit/Metropolitan Council, MN-Bus/Bus Capital | $2,176,000 | $2,261,000 | $2,457,000 | $2,606,000 |
| 578. Metropolitan Atlanta Rapid Transit Authority-Clean Fuel Buses | $2,291,000 | $2,380,000 | $2,587,000 | $2,742,000 |
| 579. Metropolitan Transit Authority-Nashville Downtown Transit Transfer Facility | $2,749,000 | $2,856,000 | $3,104,000 | $3,291,000 |
| 580. Miami-Dade Transit, FL—7th Avenue NW Transit Hub | $229,000 | $238,000 | $259,000 | $274,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 581. Michigan Department of Transportation (MDOT) Bus Replacement | $2,000,000 | $2,200,000 | $2,400,000 | $2,600,000 |
| 582. Mobile County, AL Commission-Bus project | $115,000 | $119,000 | $129,000 | $137,000 |
| 583. Monroe Township, PA/Clarion County Buses | $151,000 | $157,000 | $171,000 | $181,000 |
| 584. Montana Department of Transportation/Statewide Bus Facilities and Buses | $687,000 | $714,000 | $776,000 | $823,000 |
| 585. Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HUB) | $1,000,000 | $1,200,000 | $1,300,000 | $1,500,000 |
| 586. Nebraska Department of Roads/Bus Maintenance and Storage Facility for RYDE in Kearney, NE | $458,000 | $476,000 | $517,000 | $549,000 |
| 587. Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 588. New Castle, PA Area Transit Authority-Bus Purchases/Park and Ride facility | $170,000 | $176,000 | $191,000 | $203,000 |
| 589. New Haven, CT Bus Maintenance Facility | $2,000,000 | $2,150,000 | $2,500,000 | $2,850,000 |
| 590. New York City, NY, Bronx Zoo Intermodal Facility | $350,000 | $450,000 | $550,000 | $650,000 |
| 591. New York City, NY, Enhance Transportation Facilities Near W. 65th Street and Broadway | $350,000 | $450,000 | $550,000 | $650,000 |
| 592. New York City, NY, Highline Project, for Studies, Design, and Construction | $1,000,000 | $1,200,000 | $1,300,000 | $1,500,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 593. New York, Improvements to Moynihan Station | $1,000,000 | $1,200,000 | $1,300,000 | $1,500,000 |
| 594. North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities | $5,727,000 | $5,950,000 | $6,467,000 | $6,856,000 |
| 595. North Dakota Department of Transportation Statewide Bus | $1,000,000 | $1,100,000 | $1,300,000 | $1,600,000 |
| 596. North Slope Borough, AK-Transit Purposes | $458,000 | $476,000 | $517,000 | $549,000 |
| 597. North Star Borough, AK-Transit Purposes | $229,000 | $238,000 | $259,000 | $274,000 |
| 598. OATS, Incorporated, MO—ITS Information and Billing System and Bus Facilities | $3,894,000 | $4,046,000 | $4,397,000 | $4,663,000 |
| 599. Omaha, NE, Buses and Fareboxes | $610,000 | $650,000 | $700,000 | $740,000 |
| 600. Pinellas County, FL Metropolitan Planning Organization-Pinellas Mobility Initiative: BRT and Guideway | $229,000 | $238,000 | $259,000 | $274,000 |
| 601. Port Huron, Michigan, Blue Water Area Transportation Commission, Bus Maintenance Facility | $1,000,000 | $1,250,000 | $1,500,000 | $1,750,000 |
| 602. Potomac and Rappahannock Transportation Commission, VA-Buses for Service Expansion | $229,000 | $238,000 | $259,000 | $274,000 |
| 603. Regional Transportation Commission of Southern Nevada-Central City Intermodal Transportation Terminal | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 604. Rhode Island, RIPTA Elmwood Facility Expansion | $1,600,000 | $1,700,000 | $1,750,000 | $1,850,000 |
| 605. Rhode Island, Statewide Bus and Van Replacement | $5,250,000 | $5,500,000 | $6,200,000 | $6,400,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 606. River Parishes, Louisiana, South Central Planning and Development Commission, Bus and Bus Facilities | $160,000 | $180,000 | $200,000 | $220,000 |
| 607. Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction | $1,000,000 | $1,400,000 | $1,600,000 | $2,000,000 |
| 608. Rock Island, Illinois, Metrolink Transit Maintenance Facility | $200,000 | $250,000 | $300,000 | $500,000 |
| 609. Rockland County, NY Express Bus | $600,000 | $700,000 | $800,000 | $900,000 |
| 610. San Angelo, TX Street Railroad Company-Transit Fleet Replacement | $229,000 | $238,000 | $259,000 | $274,000 |
| 611. San Joaquin Region Transit District, California, Hybrid Diesel-Electric Replacement Buses | $250,000 | $250,000 | $250,000 | $300,000 |
| 612. Santa Fe, NM, Trails Bus and Bus Facilities | $450,000 | $500,000 | $500,000 | $700,000 |
| 613. Seattle, WA Multimodal Terminal Redevelopment and Expansion | $800,000 | $900,000 | $1,000,000 | $1,100,000 |
| 614. Sevierville County, TN Transportation Board-Alternative Fuel Buses | $229,000 | $238,000 | $259,000 | $274,000 |
| 615. Silver Spring, Maryland, Transit Center | $7,000,000 | $6,000,000 | $5,000,000 | $0 |
| 616. Sitka, Alaska-Transit Needs | $57,000 | $60,000 | $65,000 | $68,000 |
| 617. South Bend, Indiana, TRANSPO Bus Operations Center | $800,000 | $900,000 | $1,100,000 | $1,200,000 |
| 618. South Brunswick, NJ Transit System | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 |
| 619. South Carolina Department of Transportation-Transit Facilities Construction Program | $458,000 | $476,000 | $517,000 | $549,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 620. South Carolina Department of Transportation-Vehicle Acquisition Program | $1,833,000 | $1,904,000 | $2,069,000 | $2,194,000 |
| 621. South Dakota Department of Transportation—Statewide Buses and Bus Facilities | $3,166,000 | $3,452,000 | $3,785,000 | $4,097,000 |
| 622. South Florida Regional Transportation Authority-Tri-Rail Improvements, for any activity eligible under section 5309 | $3,436,000 | $3,570,000 | $3,880,000 | $4,114,000 |
| 623. South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility | $458,000 | $476,000 | $517,000 | $549,000 |
| 624. Southeast Missouri Transportation Service-Bus Project | $458,000 | $476,000 | $517,000 | $549,000 |
| 625. Southeastern Louisiana University Intermodal Facility | $300,000 | $450,000 | $550,000 | $700,000 |
| 626. Southeastern Pennsylvania Transportation Authority-Bucks County Intermodal (Croydon and Levittown) | $687,000 | $714,000 | $776,000 | $823,000 |
| 627. Southeastern Pennsylvania Transportation Authority-Paoli Transportation Center | $687,000 | $714,000 | $776,000 | $823,000 |
| 628. Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal | $687,000 | $714,000 | $776,000 | $823,000 |
| 629. Southern Maryland Commuter Initiative | $2,700,000 | $2,800,000 | $3,000,000 | $3,500,000 |
| 630. Southern Nevada Transit Coalition, Public Transit Building Acquisition | $300,000 | $300,000 | $300,000 | $100,000 |
| 631. Southwest Ohio Regional Transit Authority-Bus Replacements | $687,000 | $714,000 | $776,000 | $823,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 632. Springfield, IL, Multimodal Transit Terminal | $800,000 | $1,100,000 | $1,300,000 | $1,800,000 |
| 633. State of Vermont Buses, Facilities and Equipment | $250,000 | $350,000 | $480,000 | $520,000 |
| 634. Suburban Mobility Authority for Regional Transportation (SMART) Bus Maintenance Facility | $1,500,000 | $1,750,000 | $2,000,000 | $2,250,000 |
| 635. Syracuse, New York, Syracuse University Connective Corridor Transit Project | $800,000 | $950,000 | $1,100,000 | $1,150,000 |
| 636. Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement Project | $2,749,000 | $2,856,000 | $3,104,000 | $3,291,000 |
| 637. Terre Haute, Indiana—Cherry Street Joint Development Project | $800,000 | $900,000 | $1,100,000 | $1,200,000 |
| 638. The District, The Woodlands, TX-Bus Replacement Program | $229,000 | $238,000 | $259,000 | $274,000 |
| 639. Transit Authority of Lexington, KY—Rehabilitation of Building for Maintenance and Administration | $916,000 | $952,000 | $1,035,000 | $1,097,000 |
| 640. Transit Authority of Northern Kentucky-TANK Bus Replacement Project | $458,000 | $476,000 | $517,000 | $549,000 |
| 641. Transit Authority of River City-New Hybrid Electric Buses | $687,000 | $714,000 | $776,000 | $823,000 |
| 642. Transit Authority of Warren County, PA-Impact Warren | $229,000 | $238,000 | $259,000 | $274,000 |
| 643. Trenton Intermodal Station | $5,500,000 | $4,250,000 | $4,000,000 | $4,000,000 |
| 644. University of Alabama in Birmingham-Intermodal Facility | $1,604,000 | $1,666,000 | $1,811,000 | $1,919,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 645. University of Alabama in Huntsville-Intermodal Facility | $1,374,000 | $1,428,000 | $1,552,000 | $1,646,000 |
| 646. University of Alabama Intermodal Facility South | $2,062,000 | $2,142,000 | $2,328,000 | $2,468,000 |
| 647. University of Alabama Transit System | $344,000 | $357,000 | $388,000 | $411,000 |
| 648. University of Delaware Fuel Cell Bus Program | $160,000 | $165,000 | $175,000 | $185,000 |
| 649. University of Memphis-Pedestrian Bridge | $687,000 | $714,000 | $776,000 | $823,000 |
| 650. U.S. Space and Rocket Center, AL-Tramway Expansion | $229,000 | $238,000 | $259,000 | $274,000 |
| 651. Utah Statewide Bus and Bus Facilities | $6,882,000 | $7,148,000 | $7,757,000 | $8,234,000 |
| 652. Valley Regional Transit, ID-Downtown Boise Multimodal | $1,329,000 | $1,381,000 | $1,500,000 | $1,590,000 |
| 653. VIA Metropolitan Transit Authority, TX-Bus and Bus Facility Improvements | $1,145,000 | $1,190,000 | $1,293,000 | $1,372,000 |
| 654. Washington Southworth Terminal Redevelopment | $1,000,000 | $1,150,000 | $1,350,000 | $1,500,000 |
| 655. Washington, King Street Transportation Center-Intercity Bus Terminal Component | $50,000 | $60,000 | $70,000 | $70,000 |
| 656. Washoe County, NV Bus and Bus Facilities | $1,000,000 | $1,500,000 | $2,000,000 | $2,250,000 |
| 657. Waterbury, CT Bus Maintenance Facility | $2,000,000 | $2,300,000 | $2,800,000 | $3,400,000 |
| 658. West Virginia, Statewide Bus and Bus Facilities | $5,000,000 | $5,000,000 | $5,000,000 | $5,000,000 |
| 659. Westchester, NY, Bee Line Bus Replacement | $450,000 | $500,000 | $550,000 | $650,000 |
| 660. Westmoreland County Transit Authority, PA-Bus Replacement | $229,000 | $238,000 | $259,000 | $274,000 |

| Project Description | FY 06 | FY 07 | FY 08 | FY 09 |
|---|---|---|---|---|
| 661. Wilkes-Barre Intermodal Facility | $1,374,000 | $1,428,000 | $1,552,000 | $1,646,000 |
| 662. Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion | $687,000 | $714,000 | $776,000 | $823,000 |
| 663. Wisconsin, Statewide Buses and Bus Facilities | $600,000 | $610,000 | $650,000 | $700,000 |
| 664. Wrangell, AK-Ferry Infrastructure | $229,000 | $238,000 | $259,000 | $274,000 |
| 665. Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities | $687,000 | $714,000 | $776,000 | $823,000 |

(b) CLEAN FUELS GRANTS PROGRAM PROJECTS.—

(1) FUNDING.—Notwithstanding subsection (a), the Secretary shall make funds available for the projects listed in item numbers 497, 517, 519, 557, 575, 578, 605, 611, 612, 614, 631, 638, 640, 641, 648, and 659 in the table contained in subsection (a), in the amounts specified, from amounts made available to carry out section 5308 of title 49, United States Code.

(2) PURCHASE OF BUSES UNDER SUPPLEMENTAL ENVIRONMENTAL PROJECT.—With respect to the project numbered 605, purchases of buses procured under a supplemental environmental project executed by the Rhode Island Public Transit Authority and the Environmental Protection Agency are eligible for assistance under section 5308 of such title.

(c) SPECIAL RULE.—Notwithstanding any other provision of law, the Secretary shall pay the Federal share of the net project cost to a State or local governmental authority that carries out or has carried out any part of the bus and bus-related facilities projects numbered 258 and 347 under subsection (a).

**SEC. 3045. NATIONAL FUEL CELL BUS TECHNOLOGY DEVELOPMENT PROGRAM.**

49 USC 5308 note.

(a) ESTABLISHMENT.—The Secretary shall establish a national fuel cell bus technology development program (in this section referred to as the "program") to facilitate the development of commercially viable fuel cell bus technology and related infrastructure.

(b) GENERAL AUTHORITY.—The Secretary may enter into grants, contracts, and cooperative agreements with no more than 3 geographically diverse nonprofit organizations and recipients under chapter 53 of title 49, United States Code, to conduct fuel cell bus technology and infrastructure projects under the program.

(c) GRANT CRITERIA.—In selecting applicants for grants under the program, the Secretary shall consider the applicant's—

(1) ability to contribute significantly to furthering fuel cell technology as it relates to transit bus operations, including

hydrogen production, energy storage, fuel cell technologies, vehicle systems integration, and power electronics technologies;

(2) financing plan and cost share potential;

(3) fuel cell technology to ensure that the program advances different fuel cell technologies, including hydrogen-fueled and methanol-powered liquid-fueled fuel cell technologies, that may be viable for public transportation systems; and

(4) other criteria that the Secretary determines are necessary to carry out the program.

(d) COMPETITIVE GRANT SELECTION.—The Secretary shall conduct a national solicitation for applications for grants under the program. Grant recipients shall be selected on a competitive basis. The Secretary shall give priority consideration to applicants that have successfully managed advanced transportation technology projects, including projects related to hydrogen and fuel cell public transportation operations for a period of not less than 5 years.

(e) FEDERAL SHARE.—The Federal share of costs of the program shall be provided from funds made available to carry out this section. The Federal share of the cost of a project carried out under the program shall not exceed 50 percent of such cost.

(f) GRANT REQUIREMENTS.—A grant under this section shall be subject to—

(1) all terms and conditions applicable to a grant made under section 5309 of title 49, United States Code; and

(2) such other terms and conditions as are determined by the Secretary.

49 USC 5338 note.

**SEC. 3046. ALLOCATIONS FOR NATIONAL RESEARCH AND TECHNOLOGY PROGRAMS.**

(a) IN GENERAL.—Amounts appropriated pursuant to section 5338(d) of title 49, United States Code, for national research and technology programs under sections 5312, 5314, and 5322 of such title shall be allocated by the Secretary as follows:

(1) PUBLIC TRANSPORTATION NATIONAL SECURITY STUDY.—

Deadline. Contracts.

(A) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Secretary shall enter into an agreement with the National Academy of Sciences to conduct a study and evaluation of the value major public transportation systems in the United States serving the 38 urbanized areas that have a population of more than 1,000,000 individuals provide to the Nation's security and the ability of such systems to accommodate the evacuation, egress or ingress of people to or from critical locations in times of emergency.

(B) ALTERNATIVE ROUTES.—For each system described in subparagraph (A) the study shall identify—

(i) potential alternative routes for evacuation using other transportation modes such as highway, air, marine, and pedestrian activities; and

(ii) transit routes that, if disrupted, do not have sufficient transit alternatives available.

(C) REPORT.—Not later than 24 months after the date of entry into the agreement, the Academy shall submit to the Secretary and the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing and Urban Affairs of the Senate a final report on the results of the study

and evaluation, together with such recommendations as the Academy considers appropriate.

(D) FUNDING.—For each of fiscal year 2006 and 2007 $250,000 shall be available to carry out this paragraph.

(2) CENTER FOR TRANSIT-ORIENTED DEVELOPMENT.—For each of fiscal years 2006 through 2009, not less than $1,000,000 shall be made available by the Secretary for establishment and operation of the Center for Transit-Oriented Development—

(A) to develop standards and definitions for transit-oriented development adjacent to public transportation facilities;

(B) to develop system planning guidance, performance criteria, and modeling techniques for metropolitan planning agencies and public transportation agencies to maximize ridership through land use planning and adjacent development; and

(C) to provide research support and technical assistance to public transportation agencies, metropolitan planning agencies, and other persons regarding transit-oriented development.

(3) TRANSPORTATION EQUITY RESEARCH PROGRAM.—For each of fiscal years 2006 through 2009, not less than $1,000,000 shall be made available by the Secretary for research and demonstration activities that focus on the impacts that transportation planning, investment, and operations have on low-income and minority populations that are transit dependent. Such activities shall include the development of strategies to advance economic and community development in low-income and minority communities and the development of training programs that promote the employment of low-income and minority community residents on Federal-aid transportation projects constructed in their communities.

(4) COGNITIVE IMPAIRMENT STUDY.—For fiscal year 2006, $1,000,000 shall be made available by the Secretary for research and demonstration activities that focus on the capacity and resources of Oregon public transportation systems to address the needs, barriers, and desires for travel of people with cognitive impairments.

(5) TRANSIT CAREER LADDER TRAINING PROGRAM.—For each of fiscal years 2006 through 2009, not less than $1,000,000 shall be available for a nationwide career ladder job training partnership program for public transportation employees to respond to technological changes in the public transportation industry, especially in the area of maintenance. Such program shall be carried out by the Secretary through a contract with a national nonprofit organization with a demonstrated capacity to develop and provide such programs.

(6) PILOT PROGRAM FOR REMOTE INFRARED AUDIBLE SIGNS.—

(A) IN GENERAL.—For each of fiscal years 2006 through 2009, not less than $500,000 shall be made available by the Secretary to carry out a pilot program to determine the benefits of remote infrared audible signage technology for provision of wayfinding and information to people who are visually, cognitively, or learning disabled.

(B) REPORT.—

(i) IN GENERAL.—Not later than September 30, 2009, the Secretary shall transmit to the Committee

on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the pilot program carried out under this section.

(ii) CONTENTS.—The report—

(I) shall include—

(aa) an evaluation of the effect of the pilot program on multimodal accessibility in public transportation;

(bb) an evaluation of the effect of the program on operators of public transportation and their passengers;

(cc) an evaluation of the effect of making public transportation accessible to people with visual, cognitive, and learning disabilities on ridership of public transportation and use of paratransit; and

(dd) an evaluation of the effect of the program on the education, community integration, work life, and general quality of life of the targeted populations.

Pennsylvania.

(7) HYDROGEN FUEL CELL SHUTTLE DEPLOYMENT DEMONSTRATION PROJECT.—To demonstrate the utility of hydrogen fuel cell vehicles in daily shuttle service, $800,000 in each of fiscal years 2006 and 2007 shall be provided for hydrogen fuel cell employee shuttle vans, related equipment, operations, public education and outreach in Allentown, Pennsylvania.

(8) WISCONSIN SUPPLEMENTAL TRANSPORTATION RURAL ASSISTANCE PROGRAM (STRAP).—

(A) IN GENERAL.—For capital projects, operations, purchase or lease of vehicles, and integration, planning and coordination of public transportation services in the State of Wisconsin that will supplement and expand existing rural and special public transportation services in that State, $2,000,000 in each of fiscal years 2006, 2007, 2008, and 2009 shall be provided to the State of Wisconsin Department of Transportation.

(B) PURPOSE.—Funds received under this program may be used to supplement public transportation programs for rural populations for activities authorized under sections 5310, 5311, and 5316 of title 49, United States Code. Funds made available under this program are subject to the requirements of section 5311 of title 49, United States Code, except that funds may be made available for up to 80 percent of net operating costs. In awarding grants made available under this program, the State shall consider—

(i) rural population in the area to be served by the applicant;

(ii) extent to which the applicant demonstrates coordination of existing transportation services or proposed public transportation services;

(iii) need for additional services in the area being serviced by the applicant and the extent to which the proposed services will address those needs and provide accessibility for non-ambulatory recipients;

(iv) extent to which the applicant demonstrates an innovative approach that is responsive to the identified service needs of the rural population; and

(v) extent to which the applicant demonstrates that the communities being served have been consulted in the planning process.

(9) HUMAN SERVICES TRANSPORTATION COORDINATION.—

(A) IN GENERAL.—For the management of a program to improve and enhance the coordination of Federal resources for human services transportation with those of the Department of Transportation, $1,600,000 in each of fiscal years 2006, 2007, 2008, and 2009 shall be provided to a national non-profit organization that is competitively selected by the Secretary. Such organization shall have demonstrated expertise in issues of transportation coordination and in providing technical assistance to local transportation organizations.

(B) ELIGIBLE ACTIVITIES.—Under this program, the organization selected by the Secretary shall— Reports.

(i) establish an advisory panel consisting of Federal, State, and local officials and organizations; Establishment.

(ii) prepare an inventory of human service transportation agencies operating in the United States;

(iii) prepare an inventory of Federal transportation spending;

(iv) develop a program of technical assistance and training for human services transportation organizations that shall include on-site technical assistance, a resource clearinghouse, and preparation of technical manuals;

(v) prepare an annual report for the Secretary on activities under this program and make recommendations for improving coordination.

(10) PORTLAND, OREGON STREETCAR PROTOTYPE PURCHASE AND DEPLOYMENT.—Not less than $1,000,000 shall be made available in each of fiscal years 2006, 2007, 2008, and 2009 by the Secretary to TriMet for the purchase and deployment of a domestically manufactured streetcar.

(11) PUBLIC TRANSPORTATION PARTICIPATION PILOT PROGRAM.—

(A) IN GENERAL.—Of the funds allocated under this section for each of fiscal years 2006 through 2009, $1,000,000 for each fiscal year shall be made available by the Secretary to establish a pilot program to support planning and public participation activities related to public transportation projects.

(B) ELIGIBLE ACTIVITIES.—Activities eligible to be carried out under the pilot program may include the following:

(i) Improving data collection analysis and transportation access for all users of the public transportation systems.

(ii) Supporting public participation through the project development phases.

(iii) Using innovative techniques to improve the coordination of transportation alternatives.

(iv) Enhancing the coordination of public transportation benefits and services.

(v) Contracting with stakeholders to focus on the delivery of transportation plans and programs.

(vi) Measuring and reporting on the annual performance of the transportation systems.

(12) TRANSPORTATION HYBRID ELECTRIC VEHICLE AND FUEL CELL RESEARCH.—$500,000 in each of fiscal years 2006 through 2009 for a transportation hybrid electric vehicle and fuel cell research program at the University of Alabama.

(13) TRAUMA CARE SYSTEM RESEARCH AND DEVELOPMENT.—$500,000 in each of fiscal years 2006 through 2009 for trauma care system research and development at the University of Alabama in Birmingham.

(14) TRANSPORTATION INFRASTRUCTURE AND LOGISTICS RESEARCH.—$500,000 in each of fiscal years 2006 through 2009 for transportation infrastructure and logistics research at the University of Alabama in Huntsville.

(15) NATIONAL BUS RAPID TRANSIT INSTITUTE.—$1,750,000 in each of fiscal years 2006 though 2009 for the National Bus Rapid Transit Institute at the University of South Florida.

(16) APPLICATION OF INFORMATION TECHNOLOGY TO TRANSPORTATION LOGISTICS AND SECURITY.—$400,000 in each of fiscal years 2006 through 2009 for research on the application of information technology to transportation logistics and security at the Northern Kentucky University.

(17) INTELLIGENT TRANSPORTATION SYSTEM PILOT PROJECT.—$465,000 in each of fiscal years 2006 through 2009 for an intelligent transportation system pilot project with the National Consortium on Remote Sensing in Transportation Flows at the Ohio State University.

(18) REGIONAL PUBLIC SAFETY TRAINING CENTER.—$500,000 in each of fiscal years 2006 through 2009 for a regional public safety training center at the Lehigh-Carbon Community College.

(19) TRANSIT SECURITY TRAINING FACILITY.—$750,000 in each of fiscal years 2006 though 2009 for a transit security training facility in Chester County, Pennsylvania.

(20) SMALL URBAN AND RURAL TRANSIT CENTER.—$800,000 in fiscal year 2006, $800,000 in fiscal year 2007, $1,200,000 in fiscal year 2008, and $1,200,000 in fiscal year 2009 for the Small Urban and Rural Transit Center at North Dakota State University.

(21) ADVANCED TECHNOLOGY BUS RAPID TRANSIT PROJECT.—$500,000 in fiscal year 2006, $540,000 in fiscal year 2007, $550,000 in fiscal year 2008, and $625,000 in fiscal year 2009 for the Southeastern Connecticut Advanced Technology Bus Rapid Transit Project.

(22) GREATER NEW HAVEN TRANSIT DISTRICT FUEL CELL-POWERED BUS RESEARCH.—$500,000 in fiscal year 2006, $540,000 in fiscal year 2007, $550,000 in fiscal year 2008, and $625,000 in fiscal year 2009 for the Greater New Haven Transit District Fuel Cell-Powered Bus Research.

(23) CENTER FOR ADVANCED TRANSPORTATION INITIATIVES.—$500,000 in fiscal year 2006, $540,000 in fiscal year 2007, $540,000 in fiscal year 2008, and $625,000 in fiscal year 2009 for the Rutgers Center for Advanced Transportation Initiatives (CAIT).

(24) INSTITUTE OF TECHNOLOGY'S TRANSPORTATION, ECONOMIC, AND LAND USE SYSTEM.—$500,000 in fiscal year 2006, $540,000 in fiscal year 2007, $540,000 in fiscal year 2008, and $625,000 in fiscal year 2009 for the New Jersey Institute of Technology's Transportation, Economic, and Land Use System program (TELUS).

(25) REGIONAL TRANSIT TRAINING CONSORTIUM PILOT PROGRAM.—$270,000 in fiscal year 2006, $380,000 in fiscal year 2007, $380,000 in fiscal year 2008, and $450,000 in fiscal year 2009 for the Southern California Regional Transit Training Consortium Pilot Program.

(b) REMAINDER.—After making allocations under subsection (a), the remainder of funds made available by section 5338(d) of title 49, United States Code, for national research and technology programs under sections 5312, 5314, and 5322 for a fiscal year shall be allocated at the discretion of the Secretary to other transit research, development, demonstration and deployment projects authorized by sections 5312, 5314, and 5322 of such title.

**SEC. 3047. FORGIVENESS OF GRANT AGREEMENT.**

(a) LANE COUNTY TRANSIT DISTRICT.—Notwithstanding any other provision of law (including any regulation), any outstanding balances on the following grant agreements made to the Lane County Transit District, Oregon, do not have to be repaid:

(1) Federal Contract Number OR–03–0087.

(2) Federal Contract Number OR–90–X094.

(b) PEE DEE REGIONAL TRANSIT AUTHORITY.—The debt identified in the 2000 Triennial Review of the Pee Dee Regional Transit Authority as owed to the Federal Transit Administration by the Pee Dee Regional Transit Authority does not have to be repaid.

**SEC. 3048. COOPERATIVE PROCUREMENT.**

Deadline.

Not later than 6 months after the date of enactment of this Act, the Secretary shall undertake a 30-day review of efforts to use cooperative procurement to determine whether benefits are sufficient to formally incorporate cooperative procurement into the mass transit program. In particular, the Secretary shall review the progress made under the pilot program authorized under section 166 of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 5397 note; 118 Stat. 309), based on experience to date in the pilot program and any available reports to Congress submitted under such section 166. The Secretary shall also consider information gathered from grantees about cooperative procurement, whether or not related to the pilot program.

49 USC 5307.

**SEC. 3049. TRANSPORTATION FRINGE BENEFITS.**

5 USC 7905 note.

(a) TRANSIT PASS TRANSPORTATION FRINGE BENEFITS.—

(1) IN GENERAL.—Effective as of the first day of the next fiscal year beginning after the date of the enactment of this Act, each covered agency shall implement a program under which all qualified Federal employees serving in or under such agency shall be offered transit pass transportation fringe benefits, as described in paragraph (2).

Effective date.

(2) BENEFITS DESCRIBED.—The benefits described in this paragraph are the transit pass transportation fringe benefits which, under section 2 of Executive Order No. 13150, are required to be offered by Federal agencies in the National Capital Region on the date of the enactment of this Act.

(3) DEFINITIONS.—In this subsection—

(A) the term "covered agency" means any agency, to the extent of its facilities in the National Capital Region;

(B) the term "agency" means any agency (as defined by 7905(a)(2) of title 5, United States Code), the Postal Rate Commission, and the Smithsonian Institution;

(C) the term "National Capital Region" includes the District of Columbia and every county or other geographic area covered by section 2 of Executive Order No. 13150;

(D) the term "Executive Order No. 13150" refers to Executive Order No. 13150 (5 U.S.C. 7905 note);

(E) the term "Federal agency" is used in the same way as under section 2 of Executive Order No. 13150; and

(F) any determination as to whether or not one is a "qualified Federal employee" shall be made applying the same criteria as would apply under section 2 of Executive Order No. 13150.

(4) RULE OF CONSTRUCTION.—Nothing in this subsection shall be considered to require that a covered agency—

(A) terminate any program or benefits in existence on the date of the enactment of this Act, or postpone any plans to implement (before the effective date referred to in paragraph (1)) any program or benefits permitted or required under any other provision of law; or

(B) discontinue (on or after the effective date referred to in paragraph (1)) any program or benefits referred to in subparagraph (A), so long as such program or benefits satisfy the requirements of paragraphs (1) through (3).

(b) AUTHORITY TO TRANSPORT FEDERAL EMPLOYEES BETWEEN THEIR PLACE OF EMPLOYMENT AND MASS TRANSIT FACILITIES.—

(1) IN GENERAL.—Section 1344 of title 31, United States Code, is amended—

(A) by redesignating subsections (g) and (h) as subsections (h) and (i), respectively; and

(B) by inserting after subsection (f) the following:

"(g)(1) If and to the extent that the head of a Federal agency, in his or her sole discretion, deems it appropriate, a passenger carrier may be used to transport an officer or employee of a Federal agency between the officer's or employee's place of employment and a mass transit facility (whether or not publicly owned) in accordance with succeeding provisions of this subsection.

"(2) Notwithstanding section 1343, a Federal agency that provides transportation services under this subsection (including by passenger carrier) may absorb the costs of such services using any funds available to such agency, whether by appropriation or otherwise.

"(3) In carrying out this subsection, a Federal agency, to the maximum extent practicable and consistent with sound budget policy, should—

"(A) use alternative fuel vehicles for the provision of transportation services;

"(B) to the extent consistent with the purposes of this subsection, provide transportation services in a manner that does not result in additional gross income for Federal income tax purposes; and

"(C) coordinate with other Federal agencies to share, and otherwise avoid duplication of, transportation services provided under this subsection.

"(4) For purposes of any determination under chapter 81 of title 5 or chapter 171 of title 28, an individual shall not be considered to be in the 'performance of duty' or 'acting within the scope of his or her office or employment' by virtue of the fact that such individual is receiving transportation services under this subsection. Nor shall any time during which an individual uses such services be considered when calculating the hours of work or employment for that individual for purposes of title 5 of the United States Code, including chapter 55 of that title.

"(5)(A) The Administrator of General Services, after consultation with the appropriate agencies, shall prescribe any regulations necessary to carry out this subsection. Regulations.

"(B) Transportation services under this subsection shall be subject neither to the last sentence of subsection (d)(3) nor to any regulations under the last sentence of subsection (e)(1).

"(6) In this subsection, the term 'passenger carrier' means a passenger motor vehicle or similar means of transportation that is owned, leased, or provided pursuant to contract by the United States Government.".

(2) FUNDS FOR MAINTENANCE, REPAIR, ETC.—Subsection (a) of section 1344 of title 31, United States Code, is amended by adding at the end the following:

"(3) For purposes of paragraph (1), the transportation of an individual between such individual's place of employment and a mass transit facility pursuant to subsection (g) is transportation for an official purpose.".

(3) COORDINATION.—The authority to provide transportation services under section 1344(g) of title 31, United States Code (as amended by paragraph (1)) shall be in addition to any authority otherwise available to the agency involved. 31 USC 1344 note.

**SEC. 3050. COMMUTER RAIL.**

(a) IN GENERAL.—The Federal Transit Administration shall approve final design for the projects authorized under section 3030(c)(1)(A)(xliv) of the Federal Transit Act of 1998 and section 1214(g) of the Transportation Equity Act for the 21st Century (16 U.S.C. 668dd note) in the absence of an access agreement with the owner of the railroad right-of-way.

(b) TIMELY RESOLUTION OF ISSUES.—The Secretary shall timely resolve any issues delaying the completion of the projects authorized under section 1214(g) of the Transportation Equity Act for the 21st Century (16 U.S.C. 668dd note) and section 3030(c)(1)(A)(xliv) of the Federal Transit Act of 1998.

**SEC. 3051. PARATRANSIT SERVICE IN ILLINOIS.**

In the State of Illinois, a regional or State agency, or another transit agency, may be responsible for providing the complementary paratransit services that would otherwise be provided by a transit agency under the Americans with Disabilities Act of 1990. Where a regional or State agency, or another transit agency, undertakes to provide such services, either by agreement or pursuant to State legislation, the Secretary may audit the paratransit services provided, make recommendations, and take appropriate enforcement action directed to such regional, State, or transit agency providing the services, to ensure that the requirements of the Americans

with Disabilities Act of 1990 are met. Nothing in this Act shall be construed to conflict with the requirements of the Americans with Disabilities Act of 1990 and its implementing regulations.

Motor Carrier Safety Reauthorization Act of 2005.
49 USC 30101.

# TITLE IV—MOTOR CARRIER SAFETY

**SEC. 4001. SHORT TITLE.**

This title may be cited as the "Motor Carrier Safety Reauthorization Act of 2005".

## Subtitle A—Commercial Motor Vehicle Safety

**SEC. 4101. AUTHORIZATION OF APPROPRIATIONS.**

(a) MOTOR CARRIER SAFETY GRANTS.—Section 31104(a) of title 49, United States Code, is amended to read as follows:

"(a) IN GENERAL.—Subject to subsection (f), there are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out section 31102—

"(1) $188,480,000 for fiscal year 2005;
"(2) $188,000,000 for fiscal year 2006;
"(3) $197,000,000 for fiscal year 2007;
"(4) $202,000,000 for fiscal year 2008; and
"(5) $209,000,000 for fiscal year 2009.".

(b) ADMINISTRATIVE EXPENSES.—Section 31104 of such title is amended by adding the following at the end:

"(i) ADMINISTRATIVE EXPENSES.—

"(1) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for the Secretary of Transportation to pay administrative expenses of the Federal Motor Carrier Safety Administration—

"(A) $254,849,000 for fiscal year 2005;
"(B) $213,000,000 for fiscal year 2006;
"(C) $223,000,000 for fiscal year 2007;
"(D) $228,000,000 for fiscal year 2008; and
"(E) $234,000,000 for fiscal year 2009.

"(2) USE OF FUNDS.—The funds authorized by this subsection shall be used for personnel costs; administrative infrastructure; rent; information technology; programs for research and technology, information management, regulatory development, the administration of the performance and registration information system management, and outreach and education; other operating expenses; and such other expenses as may from time to time become necessary to implement statutory mandates of the Administration not funded from other sources.

"(j) AVAILABILITY OF FUNDS; CONTRACT AUTHORITY.—

"(1) PERIOD OF AVAILABILITY.—The amounts made available under this section shall remain available until expended.

"(2) INITIAL DATE OF AVAILABILITY.—Authorizations from the Highway Trust Fund (other than the Mass Transit Account) by this section shall be available for obligation on the date of their apportionment or allocation or on October 1 of the fiscal year for which they are authorized, whichever occurs first.

"(3) CONTRACT AUTHORITY.—Approval by the Secretary of a grant with funds made available under this section imposes upon the United States a contractual obligation for payment of the Government's share of costs incurred in carrying out the objectives of the grant.".

(c) GRANT PROGRAMS.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) the following sums for the following Federal Motor Carrier Safety Administration programs:

(1) COMMERCIAL DRIVER'S LICENSE PROGRAM IMPROVEMENT GRANTS.—For commercial driver's license program improvement grants under section 31313 of title 49, United States Code $25,000,000 for each of fiscal years 2006 through 2009.

(2) BORDER ENFORCEMENT GRANTS.—For border enforcement grants under section 31107 of such title $32,000,000 for each of fiscal years 2006, 2007, 2008, and 2009.

(3) PERFORMANCE AND REGISTRATION INFORMATION SYSTEM MANAGEMENT GRANT PROGRAM.—For the performance and registration information system management grant program under section 31109 of such title $5,000,000 for each of fiscal years 2006, 2007, 2008, and 2009.

(4) COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS DEPLOYMENT.—For carrying out the commercial vehicle information systems and networks deployment program under section 4126 of this Act, $25,000,000 for each of fiscal years 2006 through 2009.

(5) SAFETY DATA IMPROVEMENT GRANTS.—For safety data improvement grants under section 4128 of this Act $2,000,000 for fiscal year 2006 and $3,000,000 for each of fiscal years 2007 through 2009.

(d) PERIOD OF AVAILABILITY.—The amounts made available under subsection (c) of this section shall remain available until expended.

(e) INITIAL DATE OF AVAILABILITY.—Amounts authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) by subsection (c) shall be available for obligation on the date of their apportionment or allocation or on October 1 of the fiscal year for which they are authorized, whichever occurs first.

(f) CONTRACT AUTHORITY.—Approval by the Secretary of a grant with funds made available under subsection (c) imposes upon the United States a contractual obligation for payment of the Government's share of costs incurred in carrying out the objectives of the grant.

**SEC. 4102. INCREASED PENALTIES FOR OUT-OF-SERVICE VIOLATIONS AND FALSE RECORDS.**

(a) RECORDKEEPING AND REPORTING VIOLATIONS.—Section 521(b)(2)(B) of title 49, United States Code, is amended—

(1) in clause (i) by striking "$500" and inserting "$1,000"; and

(2) by striking "$5,000" each place it appears and inserting "$10,000".

(b) VIOLATIONS OF OUT-OF-SERVICE ORDERS.—Section 31310(i)(2) of title 49, United States Code, is amended—

(1) by striking "Not later than December 18, 1992, the" and inserting "The";

(2) in subparagraph (A)—

(A) by striking "90 days" and inserting "180 days"; and

(B) by striking "$1,000" and inserting "$2,500";

(3) in subparagraph (B)—

(A) by striking "one year" and inserting "2 years"; and

(B) by striking "$1,000; and" and inserting "$5,000;";

(4) in subparagraph (C) by striking "$10,000." and inserting "$25,000; and"; and

(5) by adding at the end the following:

"(D) an employer that knowingly and willfully allows or requires an employee to operate a commercial motor vehicle in violation of an out-of-service order shall, upon conviction, be subject for each offense to imprisonment for a term not to exceed one year or a fine under title 18, or both.".

**SEC. 4103. PENALTY FOR DENIAL OF ACCESS TO RECORDS.**

Section 521(b) of title 49, United States Code, is amended—

(1) by striking "(b)(1)(A) If the Secretary" and inserting the following:

"(b) VIOLATIONS RELATING TO COMMERCIAL MOTOR VEHICLE SAFETY REGULATION AND OPERATORS.—

"(1) NOTICE.—

"(A) IN GENERAL.—If the Secretary"; and

(2) by adding at the end of paragraph (2) the following:

"(E) COPYING OF RECORDS AND ACCESS TO EQUIPMENT, LANDS, AND BUILDINGS.—A person subject to chapter 51 or a motor carrier, broker, freight forwarder, or owner or operator of a commercial motor vehicle subject to part B of subtitle VI who fails to allow promptly, upon demand, the Secretary (or an employee designated by the Secretary) to inspect and copy any record or inspect and examine equipment, lands, buildings and other property in accordance with sections 504(c), 5121(c), and 14122(b) shall be liable to the United States for a civil penalty not to exceed $1,000 for each offense. Each day the Secretary is denied the right to inspect and copy any record or inspect and examine equipment, lands, buildings and other property shall constitute a separate offense, except that the total of all civil penalties against any violator for all offenses related to a single violation shall not exceed $10,000. It shall be a defense to such penalty that the records did not exist at the time of the Secretary's request or could not be timely produced without unreasonable expense or effort. Nothing in this subparagraph amends or supersedes any remedy available to the Secretary under section 502(d), section 507(c), or any other provision of this title.".

**SEC. 4104. REVOCATION OF OPERATING AUTHORITY.**

Section 13905(e) of title 49, United States Code, is amended—

(1) by striking paragraph (1) and inserting the following:

"(1) PROTECTION OF SAFETY.—Notwithstanding subchapter II of chapter 5 of title 5, the Secretary—

"(A) may suspend the registration of a motor carrier, a freight forwarder, or a broker for failure to comply with requirements of the Secretary pursuant to section 13904(c)

or 13906 or an order or regulation of the Secretary prescribed under those sections; and

"(B) shall revoke the registration of a motor carrier that has been prohibited from operating in interstate commerce for failure to comply with the safety fitness requirements of section 31144.";

(2) in paragraph (2) by striking "may suspend a registration" and inserting "shall revoke the registration"; and

(3) by striking paragraph (3) and inserting the following:

"(3) NOTICE; PERIOD OF SUSPENSION.—The Secretary may suspend or revoke under this subsection the registration only after giving notice of the suspension or revocation to the registrant. A suspension remains in effect until the registrant complies with the applicable sections or, in the case of a suspension under paragraph (2), until the Secretary revokes the suspension.".

**SEC. 4105. STATE LAWS RELATING TO VEHICLE TOWING.**

(a) STATE LAWS RELATING TO VEHICLE TOWING.—Section 14501(c) of title 49, United States Code, is amended by adding at the end the following:

"(5) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to prevent a State from requiring that, in the case of a motor vehicle to be towed from private property without the consent of the owner or operator of the vehicle, the person towing the vehicle have prior written authorization from the property owner or lessee (or an employee or agent thereof) or that such owner or lessee (or an employee or agent thereof) be present at the time the vehicle is towed from the property, or both.".

(b) PREDATORY TOW TRUCK OPERATIONS.—

(1) STUDY.—The Secretary shall conduct a study—

(A) to identify issues related to the protection of the rights of individuals whose motor vehicles are towed;

(B) to establish the scope and geographic reach of any issues so identified, and

(C) to identify potential remedies for those issues.

(2) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the results of the study.

**SEC. 4106. MOTOR CARRIER SAFETY GRANTS.**

(a) STATE PLAN CONTENTS.—Section 31102(b)(1) of title 49, United States Code, is amended—

(1) by striking subparagraph (A) and inserting the following:

"(A) implements performance-based activities, including deployment of technology to enhance the efficiency and effectiveness of commercial motor vehicle safety programs;";

(2) by striking subparagraph (E) and inserting the following:

"(E) provides that the total expenditure of amounts of the State and its political subdivisions (not including amounts of the Government) for commercial motor vehicle safety programs for enforcement of commercial motor vehicle size and weight limitations, drug interdiction, and State traffic safety

laws and regulations under subsection (c) of this section will be maintained at a level at least equal to the average level of that expenditure for the 3 full fiscal years beginning after October 1 of the year 5 years prior to the beginning of each Government fiscal year.";

(3) by striking subparagraph (Q) and inserting the following:

"(Q) provides that the State has established a program to ensure that—

"(i) accurate, complete, and timely motor carrier safety data is collected and reported to the Secretary; and

"(ii) the State will participate in a national motor carrier safety data correction system prescribed by the Secretary;";

(4) by aligning subparagraph (R) with subparagraph (S);

(5) by striking "and" at the end of subparagraph (S);

(6) by striking the period at the end of subparagraph (T) and inserting a semicolon; and

(7) by adding at the end the following:

"(U) provides that the State will include in the training manual for the licensing examination to drive a noncommercial motor vehicle and a commercial motor vehicle, information on best practices for driving safely in the vicinity of noncommercial and commercial motor vehicles;

"(V) provides that the State will enforce the registration requirements of section 13902 by prohibiting the operation of any vehicle discovered to be operated by a motor carrier without a registration issued under such section or to operate beyond the scope of such registration;

"(W) provides that the State will conduct comprehensive and highly visible traffic enforcement and commercial motor vehicle safety inspection programs in high-risk locations and corridors; and

"(X) except in the case of an imminent or obvious safety hazard, ensures that an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a station, terminal, border crossing, maintenance facility, destination, or other location where a motor carrier may make a planned stop.".

(b) USE OF GRANTS TO ENFORCE OTHER LAWS.—Section 31102 of such title is amended—

(1) by striking subsection (c) and inserting the following:

"(c) USE OF GRANTS TO ENFORCE OTHER LAWS.—A State may use amounts received under a grant under subsection (a)—

"(1) for the following activities if the activities are carried out in conjunction with an appropriate inspection of the commercial motor vehicle to enforce Government or State commercial motor vehicle safety regulations:

"(A) enforcement of commercial motor vehicle size and weight limitations at locations other than fixed weight facilities, at specific locations such as steep grades or mountainous terrains where the weight of a commercial motor vehicle can significantly affect the safe operation of the vehicle, or at ports where intermodal shipping containers enter and leave the United States; and

"(B) detection of the unlawful presence of a controlled substance (as defined under section 102 of the Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. 802)) in a commercial motor vehicle or on the person of any occupant (including the operator) of the vehicle; and

"(2) for documented enforcement of State traffic laws and regulations designed to promote the safe operation of commercial motor vehicles, including documented enforcement of such laws and regulations relating to noncommercial motor vehicles when necessary to promote the safe operation of commercial motor vehicles if the number of motor carrier safety activities (including roadside safety inspections) conducted in the State is maintained at a level at least equal to the average level of such activities conducted in the State in fiscal years 2003, 2004, and 2005; except that the State may not use more than 5 percent of the basic amount the State receives under the grant under subsection (a) for enforcement activities relating to noncommercial motor vehicles described in this paragraph unless the Secretary determines a higher percentage will result in significant increases in commercial motor vehicle safety."; and

(2) by adding at the end the following:

"(e) ANNUAL REPORT.—The Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science and Transportation of the Senate an annual report that—

"(1) analyzes commercial motor vehicle safety trends among the States and documents the most effective commercial motor vehicle safety programs implemented with grants under this section; and

"(2) describes the effect of activities carried out with grants made under this section on commercial motor vehicle safety.".

**SEC. 4107. HIGH PRIORITY ACTIVITIES AND NEW ENTRANTS AUDITS.**

(a) HIGH PRIORITY ACTIVITIES.—Section 31104 of title 49, United States Code (as amended by section 4101 of this Act), is amended by adding at the end the following:

"(k) HIGH-PRIORITY ACTIVITIES.—

"(1) CRITERIA.—The Secretary shall establish safety performance criteria to be used to distribute high priority program funds under this subsection.

"(2) SET ASIDE.—The Secretary may set aside from amounts made available by subsection (a) up to $15,000,000 for each of fiscal years 2006 through 2009 for States, local governments, and organizations representing government agencies or officials described in paragraph (3) for carrying out high priority activities and projects that improve commercial motor vehicle safety and compliance with commercial motor vehicle safety regulations (including activities and projects that are national in scope), increase public awareness and education, demonstrate new technologies, and reduce the number and rate of accidents involving commercial motor vehicles.

"(3) DESCRIPTION OF RECIPIENTS.—Amounts set aside under this subsection shall be allocated by the Secretary only to State agencies, local governments, and organizations representing government agencies or officials that use and train

qualified officers and employees in coordination with State motor vehicle safety agencies.

"(4) LIMITATION.—At least 90 percent of the amounts set aside for a fiscal year under this subsection shall be awarded in grants to State agencies and local government agencies.".

(b) NEW ENTRANT AUDITS.—Section 31104 of such title is amended—

(1) by redesignating the second subsection as subsection (f); and

(2) by adding at the end of such subsection the following:

"(5) NEW ENTRANT AUDITS.—

"(A) GRANTS.—The Secretary may make grants to States and local governments for new entrant motor carrier audits under this subsection without requiring a matching contribution from such States and local governments.

"(B) SET ASIDE.—The Secretary shall set aside from amounts made available by section 31104(a) up to $29,000,000 per fiscal year for audits of new entrant motor carriers conducted pursuant to this paragraph.

"(C) DETERMINATION.—If the Secretary determines that a State or local government is not able to use government employees to conduct new entrant motor carrier audits, the Secretary may use the funds set aside under this paragraph to conduct audits for such States or local governments.".

**SEC. 4108. DATA QUALITY IMPROVEMENT.**

(a) IN GENERAL.—Section 31106(a)(3) of title 49, United States Code, is amended—

(1) by striking "and" at the end of subparagraph (D);

(2) by striking the period at the end of subparagraph (E) and inserting a semicolon; and

(3) by adding at the end the following:

"(F) ensure, to the maximum extent practical, all the data is complete, timely, and accurate across all information systems and initiatives; and

"(G) establish and implement a national motor carrier safety data correction system.".

(b) REPORT ON STATUS OF SAFETY FITNESS RATING SYSTEM REVISION.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the status of revision of the safety fitness rating system of motor carriers.

**SEC. 4109. PERFORMANCE AND REGISTRATION INFORMATION SYSTEM MANAGEMENT.**

(a) DESIGN AND CONDITIONS FOR PARTICIPATION.—Section 31106(b) of title 49, United States Code, is amended by striking paragraphs (2), (3), and (4) and inserting the following:

"(2) DESIGN.—The program shall link Federal motor carrier safety information systems with State commercial vehicle registration and licensing systems and shall be designed to enable a State to—

"(A) determine the safety fitness of a motor carrier or registrant when licensing or registering the registrant

or motor carrier or while the license or registration is in effect; and

"(B) deny, suspend, or revoke the commercial motor vehicle registrations of a motor carrier or registrant that has been issued an operations out-of-service order by the Secretary.

"(3) CONDITIONS FOR PARTICIPATION.—The Secretary shall require States, as a condition of participation in the program, to—

"(A) comply with the uniform policies, procedures, and technical and operational standards prescribed by the Secretary under subsection (a)(4);

"(B) possess or seek the authority to possess for a time period no longer than determined reasonable by the Secretary, to impose sanctions relating to commercial motor vehicle registration on the basis of a Federal safety fitness determination; and

"(C) establish and implement a process to cancel the motor vehicle registration and seize the registration plates of a vehicle when an employer is found liable under section 31310(i)(2)(C) for knowingly allowing or requiring an employee to operate such a commercial motor vehicle in violation of an out-of-service order.

"(4) GRANTS.—From the funds authorized by section 31104(i), the Secretary may make a grant in a fiscal year to a State to implement the performance and registration information system management requirements of this subsection.".

(b) PERFORMANCE AND REGISTRATION INFORMATION SYSTEM MANAGEMENT GRANTS.—

(1) IN GENERAL.—Subchapter I of chapter 311 of title 49, United States Code, is further amended by adding at the end the following:

**"§ 31109. Performance and registration information system management**

"The Secretary of Transportation may make a grant to a State to implement the performance and registration information system management requirements of section 31106(b).".

(2) CONFORMING AMENDMENT.—The analysis for such subchapter is amended by adding at the end the following:

"31109. Performance and registration information system management.".

**SEC. 4110. BORDER ENFORCEMENT GRANTS.**

(a) IN GENERAL.—Chapter 311 of title 49, United States Code, is amended—

(1) by striking the heading for subchapter I and inserting the following: 49 USC 31100.

"SUBCHAPTER I—GENERAL AUTHORITY AND STATE GRANTS";

and

(2) by striking section 31107 and inserting the following:

**"§ 31107. Border enforcement grants**

"(a) GENERAL AUTHORITY.—The Secretary of Transportation may make a grant in a fiscal year to an entity or State that shares a land border with another country for carrying out border commercial motor vehicle safety programs and related enforcement activities and projects.

"(b) MAINTENANCE OF EXPENDITURES.—The Secretary may make a grant to a State under this section only if the State agrees that the total expenditure of amounts of the State and political subdivisions of the State, exclusive of amounts from the United States, for carrying out border commercial motor vehicle safety programs and related enforcement activities and projects will be maintained at a level at least equal to the average level of that expenditure by the State and political subdivisions of the State for the last 2 fiscal years of the State or the Federal Government ending before October 1, 2005, whichever the State designates.

"(c) GOVERNMENTS SHARE OF COSTS.—The Secretary shall reimburse a State under a grant made under this section an amount that is not more than 100 percent of the costs incurred by the State in a fiscal year for carrying out border commercial motor vehicle safety programs and related enforcement activities and projects.

"(d) AVAILABILITY AND REALLOCATION OF AMOUNTS.—Allocations to a State remain available for expenditure in the State for the fiscal year in which they are allocated and for the next fiscal year. Amounts not expended by a State during those 2 fiscal years are available to the Secretary for reallocation under this section.".

(b) CLERICAL AMENDMENTS.—

(1) ITEM RELATING TO SUBCHAPTER I.—The analysis for such chapter is amended by striking the item relating to subchapter I and inserting the following:

"SUBCHAPTER I—GENERAL AUTHORITY AND STATE GRANTS".

(2) ITEM RELATING TO SECTION 31107.—The analysis for such chapter is amended by striking the item relating to section 31107 and inserting the following:

"31107. Border enforcement grants.".

**SEC. 4111. MOTOR CARRIER RESEARCH AND TECHNOLOGY PROGRAM.**

(a) IN GENERAL.—Section 31108 of title 49, United States Code, is amended to read as follows:

**"§ 31108. Motor carrier research and technology program**

"(a) RESEARCH, TECHNOLOGY, AND TECHNOLOGY TRANSFER ACTIVITIES.—

"(1) ESTABLISHMENT.—The Secretary of Transportation shall establish and carry out a motor carrier and motor coach research and technology program.

"(2) MULTIYEAR PLAN.—The program must include a multiyear research plan that focuses on nonredundant innovative research and shall be coordinated with other research programs or projects ongoing or planned within the Department of Transportation, as appropriate.

"(3) RESEARCH, DEVELOPMENT, AND TECHNOLOGY TRANSFER ACTIVITIES.—The Secretary may carry out under the program

research, development, technology, and technology transfer activities with respect to—

"(A) the causes of accidents, injuries, and fatalities involving commercial motor vehicles;

"(B) means of reducing the number and severity of accidents, injuries, and fatalities involving commercial motor vehicles;

"(C) improving the safety and efficiency of commercial motor vehicles through technological innovation and improvement;

"(D) improving technology used by enforcement officers when conducting roadside inspections and compliance reviews to increase efficiency and information transfers; and

"(E) increasing the safety and security of hazardous materials transportation.

"(4) TESTS AND DEVELOPMENT.—The Secretary may test, develop, or assist in testing and developing any material, invention, patented article, or process related to the research and technology program.

"(5) TRAINING.—The Secretary may use the funds made available to carry out this section for training or education of commercial motor vehicle safety personnel, including training in accident reconstruction and detection of controlled substances or other contraband and stolen cargo or vehicles.

"(6) PROCEDURES.—The Secretary may carry out this section—

"(A) independently;

"(B) in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

"(C) by making grants to, or entering into contracts and cooperative agreements with, any Federal laboratory, State agency, authority, association, institution, for-profit or nonprofit corporation, organization, foreign country, or person.

"(7) DEVELOPMENT AND PROMOTION OF USE OF PRODUCTS.—The Secretary shall use funds made available to carry out this section to develop, administer, communicate, and promote the use of products of research, technology, and technology transfer programs under this section.

"(b) COLLABORATIVE RESEARCH AND DEVELOPMENT.—

"(1) IN GENERAL.—To advance innovative solutions to problems involving commercial motor vehicle and motor carrier safety, security, and efficiency, and to stimulate the deployment of emerging technology, the Secretary may carry out, on a cost-shared basis, collaborative research and development with—

"(A) non-Federal entities, including State and local governments, foreign governments, colleges and universities, corporations, institutions, partnerships, and sole proprietorships that are incorporated or established under the laws of any State; and

"(B) Federal laboratories.

"(2) COOPERATIVE AGREEMENTS.—In carrying out this subsection, the Secretary may enter into cooperative research and

development agreements (as defined in section 12 of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3710a)).

"(3) COST SHARING.—

"(A) FEDERAL SHARE.—The Federal share of the cost of activities carried out under a cooperative research and development agreement entered into under this subsection shall not exceed 50 percent; except that, if there is substantial public interest or benefit associated with any such activity, the Secretary may approve a greater Federal share.

"(B) TREATMENT OF DIRECTLY INCURRED NON-FEDERAL COSTS.—All costs directly incurred by the non-Federal partners, including personnel, travel, and hardware or software development costs, shall be credited toward the non-Federal share of the cost of the activities described in subparagraph (A).

"(4) USE OF TECHNOLOGY.—The research, development, or use of a technology under a cooperative research and development agreement entered into under this subsection, including the terms under which the technology may be licensed and the resulting royalties may be distributed, shall be subject to the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3701 et seq.).".

(b) CLERICAL AMENDMENT.—The analysis for chapter 311 of such title is amended by striking the item relating to section 31108 and inserting the following:

"31108. Motor carrier research and technology program.".

**SEC. 4112. NEBRASKA CUSTOM HARVESTERS LENGTH EXEMPTION.**

(a) IN GENERAL.—Section 31112(c) of title 49, United States Code, is amended by adding at the end the following:

"(5) Nebraska may allow the operation of a truck tractor and 2 trailers or semitrailers not in actual lawful operation on a regular or periodic basis on June 1, 1991, if the length of the property-carrying units does not exceed 81 feet 6 inches and such combination is used only to transport equipment utilized by custom harvesters under contract to agricultural producers to harvest one or more of wheat, soybeans, and milo during the harvest months for such crops, as defined by the State of Nebraska.".

(b) CONFORMING AMENDMENT.—Such section 31112(c) is amended by striking the subsection designation and heading and inserting the following:

"(c) SPECIAL RULES FOR WYOMING, OHIO, ALASKA, IOWA, AND NEBRASKA.—".

**SEC. 4113. PATTERN OF SAFETY VIOLATIONS BY MOTOR CARRIER MANAGEMENT.**

(a) DUTIES OF EMPLOYERS AND EMPLOYEES.—Section 31135 of title 49, United States Code, is amended—

(1) by inserting "(a) IN GENERAL.—" before "Each"; and

(2) by adding at the end the following:

"(b) PATTERN OF NONCOMPLIANCE.—If the Secretary finds that an officer of a motor carrier engages or has engaged in a pattern or practice of avoiding compliance, or masking or otherwise concealing noncompliance, with regulations on commercial motor

vehicle safety prescribed under this subchapter, while serving as an officer of any motor carrier, the Secretary may suspend, amend, or revoke any part of the motor carrier's registration under section 13905.

"(c) REGULATIONS.—Not later than 1 year after the date of enactment of this subsection, the Secretary shall by regulation establish standards to implement subsection (b). Deadline.

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

"(1) MOTOR CARRIER.—The term 'motor carrier' has the meaning such term has under section 13102.

"(2) OFFICER.—The term 'officer' means an owner, director, chief executive officer, chief operating officer, chief financial officer, safety director, vehicle maintenance supervisor, and driver supervisor of a motor carrier, regardless of the title attached to those functions, and any person, however designated, exercising controlling influence over the operations of a motor carrier.".

(b) CROSS REFERENCE.—Section 13902(a)(1)(B) of such title is amended to read as follows:

"(B)(i) any safety regulations imposed by the Secretary;

"(ii) the duties of employers and employees established by the Secretary under section 31135; and

"(iii) the safety fitness requirements established by the Secretary under section 31144; and".

**SEC. 4114. INTRASTATE OPERATIONS OF INTERSTATE MOTOR CARRIERS.**

(a) IN GENERAL.—Section 31144(a) of title 49, United States Code, is amended to read as follows:

"(a) IN GENERAL.—The Secretary shall—

"(1) determine whether an owner or operator is fit to operate safely commercial motor vehicles, utilizing among other things the accident record of an owner or operator operating in interstate commerce and the accident record and safety inspection record of such owner or operator—

"(A) in operations that affect interstate commerce within the United States; and

"(B) in operations in Canada and Mexico if the owner or operator also conducts operations within the United States;

"(2) periodically update such safety fitness determinations;

"(3) make such final safety fitness determinations readily available to the public; and Public information.

"(4) prescribe by regulation penalties for violations of this section consistent with section 521.". Regulations.

(b) PROHIBITED TRANSPORTATION.—The first subsection (c) of section 31144 of such title is amended by adding at the end the following:

"(5) TRANSPORTATION AFFECTING INTERSTATE COMMERCE.—Owners or operators of commercial motor vehicles prohibited from operating in interstate commerce pursuant to paragraphs (1) through (3) of this section may not operate any commercial motor vehicle that affects interstate commerce until the Secretary determines that such owner or operator is fit.".

(c) DETERMINATION OF UNFITNESS BY STATE.—Section 31144 of such title is amended—

(1) by redesignating subsections (d), (e), and the second subsection (c) as subsections (e), (f), and (g), respectively; and

(2) by inserting after subsection (c) the following:

"(d) DETERMINATION OF UNFITNESS BY STATE.—If a State that receives motor carrier safety assistance program funds under section 31102 determines, by applying the standards prescribed by the Secretary under subsection (b), that an owner or operator of a commercial motor vehicle that has its principal place of business in that State and operates in intrastate commerce is unfit under such standards and prohibits the owner or operator from operating such vehicle in the State, the Secretary shall prohibit the owner or operator from operating such vehicle in interstate commerce until the State determines that the owner or operator is fit.".

**SEC. 4115. TRANSFER PROVISION.**

49 USC 31136 note.

(a) IN GENERAL.—Title II of the Motor Carrier Safety Improvement Act of 1999 (113 Stat. 1748–1773) is amended by inserting after section 228—

(1) the following:

**"SEC. 229. CERTAIN EXEMPTIONS.";**

and

(2) the text of section 345 of the National Highway System Designation Act of 1995 (49 U.S.C. 31136 note).

(b) CLERICAL AMENDMENT.—The table of contents for such Act is amended by inserting after the item relating to section 228 the following:

"Sec. 229. Certain exemptions.".

49 USC 31136 note.

(c) CONFORMING AMENDMENT.—Section 229 of such Act (as added by this section) is amended by striking subsection (f).

(d) CONFORMING REPEAL.—Section 345 of the National Highway System Designation Act of 1995 (49 U.S.C. 31136 note; 109 Stat. 613) is repealed.

**SEC. 4116. MEDICAL PROGRAM.**

49 USC 31131.

(a) IN GENERAL.—Subchapter III of chapter 311 of title 49, United States Code, is amended by adding at the end the following:

## "§ 31149. Medical program

"(a) MEDICAL REVIEW BOARD.—

"(1) ESTABLISHMENT AND FUNCTION.—The Secretary of Transportation shall establish a Medical Review Board to provide the Federal Motor Carrier Safety Administration with medical advice and recommendations on medical standards and guidelines for the physical qualifications of operators of commercial motor vehicles, medical examiner education, and medical research.

"(2) COMPOSITION.—The Medical Review Board shall be appointed by the Secretary and shall consist of 5 members selected from medical institutions and private practice. The membership shall reflect expertise in a variety of medical specialties relevant to the driver fitness requirements of the Federal Motor Carrier Safety Administration.

"(b) CHIEF MEDICAL EXAMINER.—The Secretary shall appoint a chief medical examiner who shall be an employee of the Federal Motor Carrier Safety Administration and who shall hold a position

under section 3104 of title 5, United States Code, relating to employment of specially qualified scientific and professional personnel, and shall be paid under section 5376 of title 5, United States Code, relating to pay for certain senior-level positions.

"(c) MEDICAL STANDARDS AND REQUIREMENTS.—

"(1) IN GENERAL.—The Secretary, with the advice of the Medical Review Board and the chief medical examiner, shall—

"(A) establish, review, and revise—

"(i) medical standards for operators of commercial motor vehicles that will ensure that the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely; and

"(ii) requirements for periodic physical examinations of such operators performed by medical examiners who have, at a minimum, self-certified that they have completed training in physical and medical examination standards and are listed on a national registry maintained by the Department of Transportation;

"(B) require each such operator to have a current valid medical certificate;

"(C) conduct periodic reviews of a select number of medical examiners on the national registry to ensure that proper examinations of such operators are being conducted;

"(D) develop, as appropriate, specific courses and materials for medical examiners listed in the national registry established under this section, and require those medical examiners to, at a minimum, self-certify that they have completed specific training, including refresher courses, to be listed in the registry;

"(E) require medical examiners to transmit the name of the applicant and numerical identifier, as determined by the Administrator of the Federal Motor Carrier Safety Administration, for any completed medical examination report required under section 391.43 of title 49, Code of Federal Regulations, electronically to the chief medical examiner on monthly basis; and

"(F) periodically review a representative sample of the medical examination reports associated with the name and numerical identifiers of applicants transmitted under subparagraph (E) for errors, omissions, or other indications of improper certification.

"(2) MONITORING PERFORMANCE.—The Secretary shall investigate patterns of errors or improper certification by a medical examiner. If the Secretary finds that a medical examiner has issued a medical certificate to an operator of a commercial motor vehicle who fails to meet the applicable standards at the time of the examination or that a medical examiner has falsely claimed to have completed training in physical and medical examination standards as required by this section, the Secretary may remove such medical examiner from the registry and may void the medical certificate of the applicant or holder.

"(d) NATIONAL REGISTRY OF MEDICAL EXAMINERS.—The Secretary, acting through the Federal Motor Carrier Safety Administration— Establishment.

"(1) shall establish and maintain a current national registry of medical examiners who are qualified to perform examinations and issue medical certificates;

"(2) shall remove from the registry the name of any medical examiner that fails to meet or maintain the qualifications established by the Secretary for being listed in the registry or otherwise does not meet the requirements of this section or regulation issued under this section;

"(3) shall accept as valid only medical certificates issued by persons on the national registry of medical examiners; and

"(4) may make participation of medical examiners in the national registry voluntary if such a change will enhance the safety of operators of commercial motor vehicles.

"(e) REGULATIONS.—The Secretary shall issue such regulations as may be necessary to carry out this section.".

(b) MEDICAL EXAMINERS.—Section 31136(a)(3) of such title is amended to read as follows:

"(3) the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely and the periodic physical examinations required of such operators are performed by medical examiners who have received training in physical and medical examination standards and, after the national registry maintained by the Department of Transportation under section 31149(d) is established, are listed on such registry; and".

(c) DEFINITION OF MEDICAL EXAMINER.—Section 31132 of such title is amended—

(1) by redesignating paragraphs (6) through (10) as paragraphs (7) through (11), respectively; and

(2) by inserting after paragraph (5) the following:

"(6) 'medical examiner' means an individual licensed, certified, or registered in accordance with regulations issued by the Federal Motor Carrier Safety Administration as a medical examiner.".

49 USC 31104 note.

(d) FUNDING.—Amounts made available pursuant to section 31104(i) of title 49, United States Code, shall be used by the Secretary to carry out section 31149 of title 49, United States Code.

(e) CLERICAL AMENDMENT.—The analysis for such subchapter is amended by inserting after the item relating to section 31148 the following:

"31149. Medical program.".

49 USC 31149 note.

(f) EFFECTIVE DATE.—The amendment made by subsection (a) shall take effect on the 365th day following the date of enactment of this Act.

**SEC. 4117. SAFETY PERFORMANCE HISTORY SCREENING.**

(a) IN GENERAL.—Subchapter III of chapter 311 of title 49, United States Code (as amended by section 4116 of this Act), is amended by adding at the end the following:

**"§ 31150. Safety performance history screening**

"(a) IN GENERAL.—The Secretary of Transportation shall provide persons conducting preemployment screening services for the motor carrier industry electronic access to the following reports contained in the Motor Carrier Management Information System:

"(1) Commercial motor vehicle accident reports.

"(2) Inspection reports that contain no driver-related safety violations.

"(3) Serious driver-related safety violation inspection reports.

"(b) CONDITIONS ON PROVIDING ACCESS.—Before providing a person access to the Motor Carrier Management Information System under subsection (a), the Secretary shall—

"(1) ensure that any information that is released to such person will be in accordance with the Fair Credit Reporting Act (15 U.S.C. 1681 et seq.) and all other applicable Federal law;

"(2) ensure that such person will not conduct a screening without the operator-applicant's written consent;

"(3) ensure that any information that is released to such person will not be released to any person or entity, other than the motor carrier requesting the screening services or the operator-applicant, unless expressly authorized or required by law; and

"(4) provide a procedure for the operator-applicant to correct inaccurate information in the System in a timely manner.

"(c) DESIGN.—The process for providing access to the Motor Carrier Management Information System under subsection (a) shall be designed to assist the motor carrier industry in assessing an individual operator's crash and serious safety violation inspection history as a preemployment condition. Use of the process shall not be mandatory and may only be used during the preemployment assessment of an operator-applicant.

"(d) SERIOUS DRIVER-RELATED SAFETY VIOLATION DEFINED.—In this section, the term 'serious driver-related violation' means a violation by an operator of a commercial motor vehicle that the Secretary determines will result in the operator being prohibited from continuing to operate a commercial motor vehicle until the violation is corrected.".

(b) CLERICAL AMENDMENT.—The analysis for such subchapter (as amended by section 4116 of this Act) is amended by adding at the end the following:

"31150. Safety performance history screening.".

**SEC. 4118. ROADABILITY.**

(a) IN GENERAL.—Subchapter III of chapter 311 of title 49, United States Code (as amended by sections 4116 and 4117 of this Act) is amended by adding at the end the following:

**"§ 31151. Roadability**

"(a) INSPECTION, REPAIR, AND MAINTENANCE OF INTERMODAL EQUIPMENT.—

"(1) IN GENERAL.—Not later than 1 year after the date of enactment of this section, the Secretary of Transportation, after providing notice and opportunity for comment, shall issue regulations establishing a program to ensure that intermodal equipment used to transport intermodal containers is safe and systematically maintained. Deadline.

"(2) INTERMODAL EQUIPMENT SAFETY REGULATIONS.—The Secretary shall issue the regulations under this section as a subpart of the Federal motor carrier safety regulations.

"(3) CONTENTS.—The regulations issued under this section shall include, at a minimum—

"(A) a requirement to identify intermodal equipment providers responsible for the inspection and maintenance of intermodal equipment that is interchanged or intended for interchange to motor carriers in intermodal transportation;

"(B) a requirement to match intermodal equipment readily to an intermodal equipment provider through a unique identifying number;

"(C) a requirement that an intermodal equipment provider identified under subparagraph (A) systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, intermodal equipment described in subparagraph (A) that is intended for interchange with a motor carrier;

"(D) a requirement to ensure that each intermodal equipment provider identified under subparagraph (A) maintains a system of maintenance and repair records for such equipment;

"(E) requirements that—

"(i) a specific list of intermodal equipment components or items be identified for the visual or audible inspection of which a driver is responsible before operating the equipment over the road; and

"(ii) the inspection under clause (i) be conducted as part of the Federal requirement in effect on the date of enactment of this Act that a driver be satisfied that the intermodal equipment components are in good working order before the equipment is operated over the road;

"(F) a requirement that a facility at which an intermodal equipment provider regularly makes intermodal equipment available for interchange have an operational process and space readily available for a motor carrier to have an equipment defect identified pursuant to subparagraph (E) repaired or the equipment replaced prior to departure;

"(G) a program for the evaluation and audit of compliance by intermodal equipment providers with applicable Federal motor carrier safety regulations;

"(H) a civil penalty structure consistent with section 521(b) of title 49, United States Code, for intermodal equipment providers that fail to attain satisfactory compliance with applicable Federal motor carrier safety regulations; and

"(I) a prohibition on intermodal equipment providers from placing intermodal equipment in service on the public highways to the extent such providers or their equipment are found to pose an imminent hazard;

"(J) a process by which motor carriers and agents of motor carriers shall be able to request the Federal Motor Carrier Safety Administration to undertake an investigation of an intermodal equipment provider identified under subparagraph (A) that is alleged to be not in compliance with the regulations under this section;

"(K) a process by which equipment providers and agents of equipment providers shall be able to request the Administration to undertake an investigation of a motor

carrier that is alleged to be not in compliance with the regulations issued under this section;

"(L) a process by which a driver or motor carrier transporting intermodal equipment is required to report to the intermodal equipment provider or the provider's designated agent any actual damage or defect in the intermodal equipment of which the driver or motor carrier is aware at the time the intermodal equipment is returned to the intermodal equipment provider or the provider's designated agent;

"(M) a requirement that any actual damage or defect identified in the process established under subparagraph (L) be repaired before the equipment is made available for interchange to a motor carrier and that repairs of equipment made pursuant to the requirements of this subparagraph and reports made pursuant to the subparagraph (L) process be documented in the maintenance records for such equipment; and

"(N) a procedure under which motor carriers, drivers and intermodal equipment providers may seek correction of their motor carrier safety records through the deletion from those records of violations of safety regulations attributable to deficiencies in the intermodal chassis or trailer for which they should not have been held responsible.

"(4) DEADLINE FOR RULEMAKING PROCEEDING.—Not later than 120 days after the date of enactment of this section, the Secretary shall initiate a rulemaking proceeding for issuance of the regulations under this section.

"(b) INSPECTION, REPAIR, AND MAINTENANCE OF INTERMODAL EQUIPMENT.—The Secretary or an employee of the Department of Transportation designated by the Secretary may inspect intermodal equipment, and copy related maintenance and repair records for such equipment, on demand and display of proper credentials.

"(c) OUT-OF-SERVICE UNTIL REPAIR.—Any intermodal equipment that is determined under this section to fail to comply with applicable Federal safety regulations may be placed out of service by the Secretary or a Federal, State, or government official designated by the Secretary and may not be used on a public highway until the repairs necessary to bring such equipment into compliance have been completed. Repairs of equipment taken out of service shall be documented in the maintenance records for such equipment.

"(d) PREEMPTION GENERALLY.—Except as provided in subsection (e), a law, regulation, order, or other requirement of a State, a political subdivision of a State, or a tribal organization relating to commercial motor vehicle safety is preempted if such law, regulation, order, or other requirement exceeds or is inconsistent with a requirement imposed under or pursuant to this section.

"(e) PRE-EXISTING STATE REQUIREMENTS.—

"(1) IN GENERAL.—Except as provided in paragraph (2), a State requirement for the periodic inspection of intermodal chassis by intermodal equipment providers that was in effect on January 1, 2005, shall remain in effect only until the date on which requirements prescribed under this section take effect.

"(2) NONPREEMPTION DETERMINATIONS.—

"(A) IN GENERAL.—Notwithstanding subsection (d), a State requirement described in paragraph (1) is not preempted by a Federal requirement prescribed under this

section if the Secretary determines that the State requirement is as effective as the Federal requirement and does not unduly burden interstate commerce.

"(B) APPLICATION REQUIRED.—Subparagraph (A) applies to a State requirement only if the State applies to the Secretary for a determination under this paragraph with respect to the requirement before the date on which the regulations issued under this section take effect. The Secretary shall make a determination with respect to any such application within 6 months after the date on which the Secretary receives the application.

Deadline.

"(C) AMENDED STATE REQUIREMENTS.—Any amendment to a State requirement not preempted under this subsection because of a determination by the Secretary under subparagraph (A) may not take effect unless—

"(i) it is submitted to the Secretary before the effective date of the amendment; and

"(ii) the Secretary determines that the amendment would not cause the State requirement to be less effective than the Federal requirement and would not unduly burden interstate commerce.

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

"(1) INTERMODAL EQUIPMENT.—The term 'intermodal equipment' means trailing equipment that is used in the intermodal transportation of containers over public highways in interstate commerce, including trailers and chassis.

"(2) INTERMODAL EQUIPMENT INTERCHANGE AGREEMENT.—The term 'intermodal equipment interchange agreement' means the Uniform Intermodal Interchange and Facilities Access Agreement or any other written document executed by an intermodal equipment provider or its agent and a motor carrier or its agent, the primary purpose of which is to establish the responsibilities and liabilities of both parties with respect to the interchange of the intermodal equipment.

"(3) INTERMODAL EQUIPMENT PROVIDER.—The term 'intermodal equipment provider' means any person that interchanges intermodal equipment with a motor carrier pursuant to a written interchange agreement or has a contractual responsibility for the maintenance of the intermodal equipment.

"(4) INTERCHANGE.—The term 'interchange'—

"(A) means the act of providing intermodal equipment to a motor carrier pursuant to an intermodal equipment interchange agreement for the purpose of transporting the equipment for loading or unloading by any person or repositioning the equipment for the benefit of the equipment provider; but

"(B) does not include the leasing of equipment to a motor carrier for primary use in the motor carrier's freight hauling operations.".

(b) CLERICAL AMENDMENT.—The analysis for such subchapter (as amended by sections 4116 and 4117 of this Act) is amended by adding at the end the following:

"31151. Roadability.".

**SEC. 4119. INTERNATIONAL COOPERATION.**

(a) IN GENERAL.—Chapter 311 of title 49, United States Code, is amended by adding at the end the following:

"SUBCHAPTER IV—MISCELLANEOUS

**"§ 31161. International cooperation**

"The Secretary of Transportation is authorized to use funds made available by section 31104(i) to participate and cooperate in international activities to enhance motor carrier, commercial motor vehicle, driver, and highway safety by such means as exchanging information, conducting research, and examining needs, best practices, and new technology.".

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

"SUBCHAPTER IV—MISCELLANEOUS

"31161. International cooperation.".

**SEC. 4120. FINANCIAL RESPONSIBILITY FOR PRIVATE MOTOR CARRIERS.**

(a) TRANSPORTATION OF PASSENGERS.—

(1) GENERAL REQUIREMENT.—Section 31138(a) of title 49, United States Code, is amended—

(A) by striking "for compensation"; and

(B) by inserting "commercial" before "motor vehicle".

(2) OTHER PERSONS.—Section 31138(c) of such title is amended by adding at the end the following:

"(4) OTHER PERSONS.—The Secretary may require a person, other than a motor carrier (as defined in section 13102), transporting passengers by commercial motor vehicle to file with the Secretary the evidence of financial responsibility specified in subsection (c)(1) in an amount not less than the greater of the amount required by subsection (b)(1) or the amount required for such person to transport passengers under the laws of the State or States in which the person is operating; except that the amount of the financial responsibility must be sufficient to pay not more than the amount of the financial responsibility for each final judgment against the person for bodily injury to, or death of, an individual resulting from the negligent operation, maintenance, or use of the commercial motor vehicle, or for loss or damage to property, or both.".

(b) TRANSPORTATION OF PROPERTY.—Section 31139 of such title is amended—

(1) in subsection (b)(1)—

(A) by striking "for compensation"; and

(B) by inserting "commercial" before "motor vehicle";

(2) by redesignating subsections (c) through (g) as subsections (d) through (h), respectively; and

(3) by inserting after subsection (b) the following:

"(c) FILING OF EVIDENCE OF FINANCIAL RESPONSIBILITY.—The Secretary may require a motor private carrier (as defined in section 13102) to file with the Secretary the evidence of financial responsibility specified in subsection (b) in an amount not less than the greater of the minimum amount required by this section or the amount required for such motor private carrier to transport property under the laws of the State or States in which the motor private

carrier is operating; except that the amount of the financial responsibility must be sufficient to pay not more than the amount of the financial responsibility for each final judgment against the motor private carrier for bodily injury to, or death of, an individual resulting from negligent operation, maintenance, or use of the commercial motor vehicle, or for loss or damage to property, or both.".

**SEC. 4121. DEPOSIT OF CERTAIN CIVIL PENALTIES INTO HIGHWAY TRUST FUND.**

Sections 31138(d)(5) and 31139(f)(5) of title 49, United States Code, are each amended by striking "Treasury as miscellaneous receipts" and inserting "Highway Trust Fund (other than the Mass Transit Account)".

**SEC. 4122. CDL LEARNER'S PERMIT PROGRAM.**

Chapter 313 of title 49, United States Code, is amended—

(1) in section 31302 by inserting "and may have only one learner's permit at any time" after "time";

(2) in section 31308—

(A) by inserting after "license" the first place it appears "and learner's permits";

(B) by striking "licenses." and inserting "licenses and permits.";

(C) by redesignating paragraphs (2) and (3) as paragraphs (3) and (4), respectively; and

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

"(2) before a commercial driver's license learner's permit may be issued to an individual, the individual must pass a written test, that complies with the minimum standards prescribed by the Secretary under section 31305(a), on the operation of the commercial motor vehicle that the individual will be operating under the permit;"; and

(E) in paragraphs (3) and (4) of section 31308 (as so redesignated) and in section 31309 (b) by inserting after "license" each place it appears "or learner's permit".

**SEC. 4123. COMMERCIAL DRIVER'S LICENSE INFORMATION SYSTEM MODERNIZATION.**

(a) MODERNIZATION PLAN.—Section 31309 of title 49, United States Code, is amended by adding at the end the following:

"(e) MODERNIZATION PLAN.—

Deadline. Publication.

"(1) IN GENERAL.—Not later than 120 days after the date of enactment of this subsection, the Secretary shall develop and publish a comprehensive national plan to modernize the information system under this section that—

"(A) complies with applicable Federal information technology security standards;

"(B) provides for the electronic exchange of all information including the posting of convictions;

"(C) contains self auditing features to ensure that data is being posted correctly and consistently by the States;

"(D) integrates the commercial driver's license and the medical certificate; and

"(E) provides a schedule for modernization of the system.

"(2) CONSULTATION.—The plan shall be developed in consultation with representatives of the motor carrier industry,

State safety enforcement agencies, and State licensing agencies designated by the Secretary.

"(3) STATE FUNDING OF FUTURE EFFORTS.—The plan shall specify that States will fund future efforts to modernize the commercial driver's information system.

"(4) DEADLINE FOR STATE PARTICIPATION.—

"(A) IN GENERAL.—The Secretary shall establish in the plan a date by which all States must be operating commercial driver's license information systems that are compatible with the modernized information system under this section.

"(B) FACTORS TO CONSIDER.—In establishing the date under subparagraph (A), the Secretary shall consider the following:

"(i) Availability and cost of technology and equipment needed to comply with subparagraph (A).

"(ii) Time necessary to install, and test the operation of, such technology and equipment.

"(5) IMPLEMENTATION.—The Secretary shall implement the plan developed under subsection (a) and modernize the information system under this section to meet the requirements of the plan.

"(f) FUNDING.—At the Secretary's discretion, a State may use the funds made available to the State under section 31318 to modernize its commercial driver's license information system to be compatible with the modernized information system under this section.".

(b) STATE PARTICIPATIONS.—Section 31311(a) of such title is amended—

(1) in paragraph (15) by striking "(g)(1)(A), and (g)(2)" and inserting "(i)(1)(A) and (i)(2)";

(2) in paragraph (17) by striking "section 31310(h)" and inserting "as 31310(j)"; and

(3) by adding at the end the following:

"(21) By the date established by the Secretary under section 31309(e)(4), the State shall be operating a commercial driver's license information system that is compatible with the modernized commercial driver's license information system under section 31309.".

(c) GRANTS.— 49 USC 31309 note.

(1) IN GENERAL.—The Secretary may make a grant to a State or organization representing agencies and officials of a State in a fiscal year to modernize the commercial driver's license information system of the State to be compatible with the modernized commercial driver's license information system under section 31309 of title 49, United States Code, if the State is in substantial compliance with the requirements of section 31311 of such title and this section, as determined by the Secretary.

(2) CRITERIA.—The Secretary shall establish criteria for the distribution of grants and notify each State annually of such criteria.

(3) USE OF GRANT.—A State may use a grant under this subsection only to implement improvements that are consistent with the modernization plan developed by the Secretary.

(4) GOVERNMENT SHARE.—A grant under this subsection to a State or organization may not be for more than 80 percent

of the costs incurred by the State or organization in a fiscal year in modernizing the commercial driver's license information system of the State to be compatible with the modernized commercial driver's license information system under section 31309 of title 49, United States Code. In determining these costs, the Secretary shall include in-kind contributions of the State.

(d) FUNDING.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section—

(1) $5,000,000 for fiscal year 2006;

(2) $7,000,000 for fiscal year 2007;

(3) $8,000,000 for fiscal year 2008; and

(4) $8,000,000 for fiscal year 2009.

(e) CONTRACT AUTHORITY AND AVAILABILITY.—

(1) PERIOD OF AVAILABILITY.—The amounts made available under subsection (d) shall remain available until expended.

(2) INITIAL DATE OF AVAILABILITY.—Amounts authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) by subsection (d) shall be available for obligation on the date of their apportionment or allocation or on October 1 of the fiscal year for which they are authorized, whichever occurs first.

(3) CONTRACT AUTHORITY.—Approval by the Secretary of a grant with funds made available under subsection (d) imposes upon the United States a contractual obligation for payment of the Government's share of costs incurred in carrying out the objectives of the grant.

Deadline.

(f) BASELINE AUDIT.—Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the Inspector General of the Department of Transportation, shall perform a baseline audit of the information system maintained under section 31309 of title 49, United States Code. The audit shall include—

(1) an assessment of the validity of data in the information system on a State-by-State basis;

(2) an assessment of the extent to which convictions are validly posted on a driver's record;

(3) recommendations to the Secretary on how to update the baseline audit annually to ensure that any shortcomings in the information system are addressed, and a methodology for conducting the update;

(4) identification, on a State-by-State basis, of any actions that the Inspector General finds necessary to improve the integrity of data collected by the system and to ensure the proper posting of convictions; and

(5) an analysis of amounts and use of the revenues derived from fees charged for use of the commercial driver's license information system.

**SEC. 4124. COMMERCIAL DRIVER'S LICENSE IMPROVEMENTS.**

(a) STATE GRANTS.—Chapter 313 of title 49, United States Code, is amended by inserting after section 31312 the following:

**"§ 31313. Grants for commercial driver's license program improvements**

"(a) GRANTS FOR COMMERCIAL DRIVER'S LICENSE PROGRAM IMPROVEMENTS.—

"(1) GENERAL AUTHORITY.—The Secretary of Transportation may make a grant to a State in a fiscal year—

"(A) to comply with the requirements of section 31311; and

"(B) in the case of a State that is making a good faith effort toward substantial compliance with the requirements of section 31311 and this section, to improve its implementation of its commercial driver's license program.

"(2) PURPOSES FOR WHICH GRANTS MAY BE USED.—

"(A) IN GENERAL.—A State may use grants under paragraphs (1)(A) and (1)(B) only for expenses directly related to its compliance with section 31311; except that a grant under paragraph (1)(B) may be used for improving implementation of the State's commercial driver's license program, including expenses for computer hardware and software, publications, testing, personnel, training, and quality control. The grant may not be used to rent, lease, or buy land or buildings.

"(B) PRIORITY.—In making grants under paragraph (1)(B), the Secretary shall give priority to States that will use such grants to achieve compliance with the requirements of the Motor Carrier Safety Improvement Act of 1999, including the amendments made by such Act.

"(3) APPLICATION.—In order to receive a grant under this section, a State shall submit an application for such grant that is in such form, and contains such information, as the Secretary may require. The application shall include the State's assessment of its commercial driver's license program.

"(4) MAINTENANCE OF EXPENDITURES.—The Secretary may make a grant to a State under this subsection only if the State agrees that the total expenditure of amounts of the State and political subdivisions of the State, exclusive of amounts from the United States, for the State's commercial driver's license program will be maintained at a level at least equal to the average level of that expenditure by the State and political subdivisions of the State for the last 2 fiscal years of the State ending before the date of enactment of this section.

"(5) GOVERNMENT SHARE.—The Secretary shall reimburse a State under a grant made under this subsection an amount that is not more than 100 percent of the costs incurred by the State in a fiscal year in complying with section 31311 and improving its implementation of its commercial driver's license program. In determining such costs, the Secretary shall include in-kind contributions by the State. Amounts required to be expended by the State under paragraph (4) may not be included as part of the non-Federal share of such costs.

"(b) HIGH-PRIORITY ACTIVITIES.—

"(1) GRANTS FOR NATIONAL CONCERNS.—The Secretary may make a grant to a State agency, local government, or other person for 100 percent of the costs of research, development, demonstration projects, public education, and other special activities and projects relating to commercial driver licensing and motor vehicle safety that are of benefit to all jurisdictions

of the United States or are designed to address national safety concerns and circumstances.

"(2) FUNDING.—The Secretary may deduct up to 10 percent of the amounts made available to carry out this section for a fiscal year to make grants under this subsection.

"(c) EMERGING ISSUES.—The Secretary may designate up to 10 percent of the amounts made available to carry out this section for a fiscal year for allocation to a State agency, local government, or other person at the discretion of the Secretary to address emerging issues relating to commercial driver's license improvements.

"(d) APPORTIONMENT.—Except as otherwise provided in subsection (c), all amounts made available to carry out this section for a fiscal year shall be apportioned to States according to criteria prescribed by the Secretary.".

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 31312 the following:

"31313. Grants for commercial driver's license program improvements.".

(c) AMOUNTS WITHHELD.—Subsections (a) and (b) of section 31314 of such title are each amended by inserting "up to" after "withhold".

**SEC. 4125. HOBBS ACT.**

(a) JURISDICTION OF COURT OF APPEALS OVER COMMERCIAL MOTOR VEHICLE SAFETY REGULATION AND OPERATORS AND MOTOR CARRIER SAFETY.—Section 2342(3)(A) of title 28, United States Code, is amended by inserting before "of title 49" the following: ", subchapter III of chapter 311, chapter 313, or chapter 315".

(b) JUDICIAL REVIEW.—Section 351(a) of title 49, United States Code, is amended by striking "Federal Highway Administration" and inserting "Federal Motor Carrier Safety Administration".

(c) AUTHORITY TO CARRY OUT CERTAIN TRANSFERRED DUTIES AND POWERS.—Section 352 of title 49, United States Code, is amended by striking "Federal Highway Administration" and inserting "Federal Motor Carrier Safety Administration".

**SEC. 4126. COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS DEPLOYMENT.**

(a) IN GENERAL.—The Secretary shall carry out a commercial vehicle information systems and networks program to—

(1) improve the safety and productivity of commercial vehicles and drivers; and

(2) reduce costs associated with commercial vehicle operations and Federal and State commercial vehicle regulatory requirements.

(b) PURPOSE.—The program shall advance the technological capability and promote the deployment of intelligent transportation system applications for commercial vehicle operations, including commercial vehicle, commercial driver, and carrier-specific information systems and networks.

(c) CORE DEPLOYMENT GRANTS.—

(1) IN GENERAL.—The Secretary shall make grants to eligible States for the core deployment of commercial vehicle information systems and networks.

(2) AMOUNT OF GRANTS.—The maximum aggregate amount the Secretary may grant to a State for the core deployment

of commercial vehicle information systems and networks under this subsection and sections 5001(a)(5) and 5001(a)(6) of the Transportation Equity Act for the 21st Century (112 Stat. 420) may not exceed $2,500,000.

(3) USE OF FUNDS.—Funds from a grant under this subsection may only be used for the core deployment of commercial vehicle information systems and networks. An eligible State that has either completed the core deployment of commercial vehicle information systems and networks or completed such deployment before grant funds are expended under this subsection may use the grant funds for the expanded deployment of commercial vehicle information systems and networks in the State.

(d) EXPANDED DEPLOYMENT GRANTS.—

(1) IN GENERAL.—For each fiscal year, from the funds remaining after the Secretary has made grants under subsection (c), the Secretary may make grants to each eligible State, upon request, for the expanded deployment of commercial vehicle information systems and networks.

(2) ELIGIBILITY.—Each State that has completed the core deployment of commercial vehicle information systems and networks in such State is eligible for an expanded deployment grant under this subsection.

(3) AMOUNT OF GRANTS.—Each fiscal year, the Secretary may distribute funds available for expanded deployment grants equally among the eligible States, but not to exceed $1,000,000 per State.

(4) USE OF FUNDS.—A State may use funds from a grant under this subsection only for the expanded deployment of commercial vehicle information systems and networks.

(e) ELIGIBILITY.—To be eligible for a grant under this section, a State—

(1) shall have a commercial vehicle information systems and networks program plan approved by the Secretary that describes the various systems and networks at the State level that need to be refined, revised, upgraded, or built to accomplish deployment of core capabilities;

(2) shall certify to the Secretary that its commercial vehicle information systems and networks deployment activities, including hardware procurement, software and system development, and infrastructure modifications— Certification.

(A) are consistent with the national intelligent transportation systems and commercial vehicle information systems and networks architectures and available standards; and

(B) promote interoperability and efficiency to the extent practicable; and

(3) shall agree to execute interoperability tests developed by the Federal Motor Carrier Safety Administration to verify that its systems conform with the national intelligent transportation systems architecture, applicable standards, and protocols for commercial vehicle information systems and networks.

(f) FEDERAL SHARE.—The Federal share of the cost of a project payable from funds made available to carry out this section shall not exceed 50 percent. The total Federal share of the cost of a project payable from all eligible Federal sources shall not exceed 80 percent.

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

(1) COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS.—The term "commercial vehicle information systems and networks" means the information systems and communications networks that provide the capability to—

(A) improve the safety of commercial motor vehicle operations;

(B) increase the efficiency of regulatory inspection processes to reduce administrative burdens by advancing technology to facilitate inspections and increase the effectiveness of enforcement efforts;

(C) advance electronic processing of registration information, driver licensing information, fuel tax information, inspection and crash data, and other safety information;

(D) enhance the safe passage of commercial motor vehicles across the United States and across international borders; and

(E) promote the communication of information among the States and encourage multistate cooperation and corridor development.

(2) COMMERCIAL MOTOR VEHICLE OPERATIONS.—The term "commercial motor vehicle operations"—

(A) means motor carrier operations and motor vehicle regulatory activities associated with the commercial motor vehicle movement of goods, including hazardous materials, and passengers; and

(B) with respect to the public sector, includes the issuance of operating credentials, the administration of motor vehicle and fuel taxes, and roadside safety and border crossing inspection and regulatory compliance operations.

(3) CORE DEPLOYMENT.—The term "core deployment" means the deployment of systems in a State necessary to provide the State with the following capabilities:

(A) Safety information exchange to—

(i) electronically collect and transmit commercial motor vehicle and driver inspection data at a majority of inspection sites in the State;

(ii) connect to the safety and fitness electronic records system for access to interstate carrier and commercial motor vehicle data, summaries of past safety performance, and commercial motor vehicle credentials information; and

(iii) exchange carrier data and commercial motor vehicle safety and credentials information within the State and connect to such system for access to interstate carrier and commercial motor vehicle data.

(B) Interstate credentials administration to—

(i) perform end-to-end processing, including carrier application, jurisdiction application processing, and credential issuance, of at least the international registration plan and international fuel tax agreement credentials and extend this processing to other credentials, including intrastate registration, vehicle titling,

oversize vehicle permits, overweight vehicle permits, carrier registration, and hazardous materials permits;

(ii) connect to such plan and agreement clearinghouses; and

(iii) have at least 10 percent of the credentialing transaction volume in the State handled electronically and have the capability to add more carriers and to extend to branch offices where applicable.

(C) Roadside electronic screening to electronically screen transponder-equipped commercial vehicles at a minimum of one fixed or mobile inspection site in the State and to replicate this screening at other sites in the State.

(4) EXPANDED DEPLOYMENT.—The term "expanded deployment" means the deployment of systems in a State that exceed the requirements of a core deployment of commercial vehicle information systems and networks, improve safety and the productivity of commercial motor vehicle operations, and enhance transportation security.

**SEC. 4127. OUTREACH AND EDUCATION.**

(a) IN GENERAL.—The Secretary shall conduct, through any combination of grants, contracts, or cooperative agreements, an outreach and education program to be administered by the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration.

(b) PROGRAM ELEMENTS.—The program shall include, at a minimum, the following:

(1) A program to promote a more comprehensive and national effort to educate commercial motor vehicle drivers and passenger vehicle drivers about how commercial motor vehicle drivers and passenger vehicle drivers can more safely share the road with each other.

(2) A program to promote enhanced traffic enforcement efforts aimed at reducing the incidence of the most common unsafe driving behaviors that cause or contribute to crashes involving commercial motor vehicles and passenger vehicles.

(3) A program to establish a public-private partnership to provide resources and expertise for the development and dissemination of information relating to sharing the road referred to in paragraphs (1) and (2) to each partner's constituents and to the general public through the use of brochures, videos, paid and public advertisements, the Internet, and other media.

(c) FEDERAL SHARE.—The Federal share of a program or activity for which a grant is made under this section shall be 100 percent of the cost of such program or activity.

(d) ANNUAL REPORT.—The Secretary shall prepare and transmit to Congress an annual report on the programs and activities carried out under this section. The final annual report shall be submitted not later than September 30, 2009.

(e) FUNDING.—From amounts made available under section 31104(i) of title 49, United States Code, the Secretary shall make available $1,000,000 to the Federal Motor Carrier Safety Administration, and $3,000,000 to the National Highway Traffic Safety Administration, for each of fiscal years 2006, 2007, 2008, and 2009 to carry out this section (other than subsection (f)).

Reports.
Deadline.

(f) STUDY.—The Comptroller General shall update the Government Accountability Office's evaluation of the "Share the Road Safely" program to determine if it has achieved reductions in the number and severity of commercial motor vehicle crashes, including reductions in the number of deaths and the severity of injuries sustained in these crashes and shall report its updated evaluation to Congress no later than June 30, 2006.

**SEC. 4128. SAFETY DATA IMPROVEMENT PROGRAM.**

Grants.

(a) IN GENERAL.—The Secretary shall make grants to States for projects and activities to improve the accuracy, timeliness, and completeness of commercial motor vehicle safety data reported to the Secretary.

(b) ELIGIBILITY.—A State shall be eligible for a grant under this section in a fiscal year if the Secretary determines that the State has—

(1) conducted a comprehensive audit of its commercial motor vehicle safety data system within the preceding 2 years;

(2) developed a plan that identifies and prioritizes its commercial motor vehicle safety data needs and goals; and

(3) identified performance-based measures to determine progress toward those goals.

(c) FEDERAL SHARE.—The Federal share of a grant under this section shall be 80 percent of the cost of the activities for which the grant is made.

(d) BIENNIAL REPORT.—Not later than 2 years after the date of enactment of this Act, and biennially thereafter, the Secretary shall transmit to Congress a report on the activities and results of the program carried out under this section, together with any recommendations the Secretary determines appropriate.

**SEC. 4129. OPERATION OF COMMERCIAL MOTOR VEHICLES BY INDIVIDUALS WHO USE INSULIN TO TREAT DIABETES MELLITUS.**

Deadline.

(a) REVISION OF FINAL RULE.—Not later than 90 days after the date of the enactment of this Act, the Secretary shall begin revising the final rule published in the Federal Register on September 3, 2003, relating to persons with diabetes, to allow individuals who use insulin to treat their diabetes to operate commercial motor vehicles in interstate commerce. The revised final rule shall provide for the individual assessment of applicants who use insulin to treat their diabetes and who are, except for their use of insulin, otherwise qualified under the Federal motor carrier safety regulations. The revised final rule shall be consistent with the criteria described in section 4018 of the Transportation Equity Act for the 21st Century (49 U.S.C. 31305 note) and shall conclude the rulemaking process in the Federal Motor Carrier Safety Administration docket relating to qualifications of drivers with diabetes.

Applicability.

(b) NO PERIOD OF COMMERCIAL DRIVING WHILE USING INSULIN REQUIRED FOR QUALIFICATION.—After the earlier of the date of issuance of the revised final rule under subsection (a) or the 90th day following the date of enactment of this Act, the Secretary may not require individuals with insulin-treated diabetes mellitus who are applying for an exemption from the physical qualification standards to have experience operating commercial motor vehicles while using insulin in order to be exempted from the physical qualification standards to operate a commercial motor vehicle in interstate commerce.

(c) MINIMUM PERIOD OF INSULIN USE.—Subject to subsection (b), the Secretary shall require individuals with insulin-treated diabetes mellitus to have a minimum period of insulin use to demonstrate stable control of diabetes before operating a commercial motor vehicle in interstate commerce. Such demonstration shall be consistent with the findings reported in July 2000, by the expert medical panel established by the Secretary, in "A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate Commercial Motor Vehicles in Interstate Commerce as Directed by the Transportation Equity Act for the 21st Century". For individuals who have been newly diagnosed with type 1 diabetes, the minimum period of insulin use may not exceed 2 months, unless directed by the treating physician. For individuals who have type 2 diabetes and are converting to insulin use, the minimum period of insulin use may not exceed 1 month, unless directed by the treating physician.

(d) LIMITATIONS.—Insulin-treated individuals may not be held by the Secretary to a higher standard of physical qualification in order to operate a commercial motor vehicle in interstate commerce than other individuals applying to operate, or operating, a commercial motor vehicle in interstate commerce; except to the extent that limited operating, monitoring, and medical requirements are deemed medically necessary under regulations issued by the Secretary.

**SEC. 4130. OPERATORS OF VEHICLES TRANSPORTING AGRICULTURAL COMMODITIES AND FARM SUPPLIES.**

(a) AGRICULTURAL EXEMPTION.—Section 229(a)(1) of the Federal Motor Carrier Safety Improvement Act of 1999 (as added by section 4115 of this Act), is amended to read as follows: 49 USC 31136 note.

"(1) TRANSPORTATION OF AGRICULTURAL COMMODITIES AND FARM SUPPLIES.—Regulations prescribed by the Secretary under sections 31136 and 31502 regarding maximum driving and on-duty time for drivers used by motor carriers shall not apply during planting and harvest periods, as determined by each State, to drivers transporting agricultural commodities or farm supplies for agricultural purposes in a State if such transportation is limited to an area within a 100 air mile radius from the source of the commodities or the distribution point for the farm supplies.".

(b) REVIEW BY THE SECRETARY.—Section 229(c) of such Act is amended by striking "paragraph (2)" and inserting "paragraph (1), (2), or (4)".

(c) DEFINITIONS.—Section 229(e) of such Act is amended by adding at the end the following:

"(7) AGRICULTURAL COMMODITY.—The term 'agricultural commodity' means any agricultural commodity, non-processed food, feed, fiber, or livestock (including livestock as defined in section 602 of the Emergency Livestock Feed Assistance Act of 1988 (7 U.S.C. 1471) and insects).

"(8) FARM SUPPLIES FOR AGRICULTURAL PURPOSES.—The term 'farm supplies for agricultural purposes' means products directly related to the growing or harvesting of agricultural commodities during the planting and harvesting seasons within each State, as determined by the State, and livestock feed at any time of the year.".

**SEC. 4131. MAXIMUM HOURS OF SERVICE FOR OPERATORS OF GROUND WATER WELL DRILLING RIGS.**

49 USC 31136 note.

Section 229(a)(2) of the Motor Carrier Safety Improvement Act of 1999 (as added by section 4115 of this Act), is amended by adding at the end the following: "Except as required in section 395.3 of title 49, Code of Federal Regulations, as in effect on the date of enactment of this sentence, no additional off-duty time shall be required in order to operate such vehicle.".

**SEC. 4132. HOURS OF SERVICE FOR OPERATORS OF UTILITY SERVICE VEHICLES.**

49 USC 31136 note.

Section 229 of the Federal Motor Carrier Safety Improvements Act of 1999 (as added by section 4115 of this Act), is amended—

(1) in subsection (a) by striking paragraph (4) and inserting the following:

"(4) OPERATORS OF UTILITY SERVICE VEHICLES.—

"(A) INAPPLICABILITY OF FEDERAL REGULATIONS.—Such regulations shall not apply to a driver of a utility service vehicle.

"(B) PROHIBITION ON STATE REGULATIONS.—A State, a political subdivision of a State, an interstate agency, or other entity consisting of two or more States, shall not enact or enforce any law, rule, regulation, or standard that imposes requirements on a driver of a utility service vehicle that are similar to the requirements contained in such regulations."; and

(2) in subsection (b) by striking "Nothing" and inserting "Except as provided in subsection (a)(4), nothing".

49 USC 31136 note.

**SEC. 4133. HOURS OF SERVICE RULES FOR OPERATORS PROVIDING TRANSPORTATION TO MOVIE PRODUCTION SITES.**

Notwithstanding sections 31136 and 31502 of title 49, United States Code, and any other provision of law, the maximum daily hours of service for an operator of a commercial motor vehicle providing transportation of property or passengers to or from a theatrical or television motion picture production site located within a 100 air mile radius of the work reporting location of such operator shall be those in effect under the regulations in effect under such sections on April 27, 2003.

49 USC 31301 note.

**SEC. 4134. GRANT PROGRAM FOR COMMERCIAL MOTOR VEHICLE OPERATORS.**

(a) ESTABLISHMENT.—The Secretary shall establish a grant program for persons to train operators of commercial motor vehicles (as defined in section 31301 of title 49, United States Code). The purpose of the program shall be to train operators and future operators in the safe use of such vehicles.

(b) FEDERAL SHARE.—The Federal share of the cost for which a grant is made under this section shall be 80 percent.

(c) FUNDING.—From amounts made available under section 31104(i) of title 49, United States Code, the Secretary shall make available $1,000,000 for each of fiscal years 2005 through 2009 to carry out this section.

49 USC 31301 note.

**SEC. 4135. CDL TASK FORCE.**

(a) IN GENERAL.—The Secretary shall convene a task force to study and address current impediments and foreseeable challenges to the commercial driver's license program's effectiveness

and measures needed to realize the full safety potential of the commercial driver's license program, including such issues as—

(1) State enforcement practices;

(2) operational procedures to detect and deter fraud;

(3) needed improvements for seamless information sharing between States;

(4) effective methods for accurately sharing electronic data between States;

(5) adequate proof of citizenship;

(6) updated technology; and

(7) timely notification from judicial bodies concerning traffic and criminal convictions of commercial driver's license holders.

(b) MEMBERSHIP.—Members of the task force should include State motor vehicle administrators, organizations representing government agencies or officials, members of the Judicial Conference, representatives of the trucking industry, representatives of labor organizations, safety advocates, and other significant stakeholders.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary, on behalf of the task force, shall complete a report of the task forces findings and recommendations for legislative, regulatory, and enforcement changes to improve the commercial drivers license program and submit such the report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(d) FUNDING.—From the funds amounts made available by section 4101(c)(1), $200,000 shall be available for each of fiscal years 2006 and 2007 to carry out this section.

**SEC. 4136. INTERSTATE VAN OPERATIONS.**

49 USC 31136 note.

The Federal motor carrier safety regulations that apply to interstate operations of commercial motor vehicles designed to transport between 9 and 15 passengers (including the driver) shall apply to all interstate operations of such carriers regardless of the distance traveled.

**SEC. 4137. DECALS.**

The Commercial Vehicle Safety Alliance may not restrict the sale of any inspection decal to the Federal Motor Carrier Safety Administration unless the Administration fails to meet its responsibilities under its memorandum of understanding with the Alliance (other than a failure due to the Administration's compliance with Federal law).

**SEC. 4138. HIGH RISK CARRIER COMPLIANCE REVIEWS.**

49 USC 31144 note.

From the funds authorized by section 31104(i) of title 49, United States Code, the Secretary shall ensure that compliance reviews are completed on motor carriers that have demonstrated through performance data that they pose the highest safety risk. At a minimum, a compliance review shall be conducted whenever a motor carrier is rated as category A or B for 2 consecutive months.

**SEC. 4139. FOREIGN COMMERCIAL MOTOR VEHICLES.**

(a) OPERATING AUTHORITY ENFORCEMENT ASSISTANCE FOR STATES.— 49 USC 31100 note.

(1) TRAINING AND OUTREACH.—Not later than 180 days after the date of enactment of this Act, the Administrator Deadline.

of the Federal Motor Carrier Safety Administration shall conduct outreach and provide training as necessary to State personnel engaged in the enforcement of Federal motor carrier safety regulations to ensure their awareness of the process to be used for verification of the operating authority of motor carriers, including motor carriers of passengers, and to ensure proper enforcement when motor carriers are found to be in violation of operating authority requirements.

(2) ASSESSMENT.—The Inspector General of the Department of Transportation may periodically assess the implementation and effectiveness of the training and outreach program.

(b) STUDY OF FOREIGN COMMERCIAL MOTOR VEHICLES.—

Deadline.

(1) REVIEW.—Not later than 1 year after the date of enactment of this Act, the Administrator shall conduct a review to determine the degree to which Canadian and Mexican commercial motor vehicles, including motor carriers of passengers, currently operating or expected to operate in the United States comply with the Federal motor vehicle safety standards.

(2) REPORTS.—Not later than 1 year after the date of enactment, the Administrator shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives containing the findings and conclusions of the review. Not later than 4 months after the date on which the report is submitted to the Committees, the Inspector General of the Department shall provide comments and observations to the Committees on the scope and methodology of the review.

**SEC. 4140. SCHOOL BUS DRIVER QUALIFICATIONS AND ENDORSEMENT KNOWLEDGE TEST.**

(a) RECOGNITION OF TEST.—The Secretary shall recognize any driver who passes a test approved by the Federal Motor Carrier Safety Administration as meeting the knowledge test requirement for a school bus endorsement under section 383.123 of title 49, Code of Federal Regulations.

Effective date. Termination date.

(b) DRIVER QUALIFICATIONS.—Section 383.123 of such title (as in effect on the date of enactment of this Act) shall not be in effect during the period beginning on the date of enactment of this Act and ending on September 30, 2006.

**SEC. 4141. DRIVEAWAY SADDLEMOUNT VEHICLES.**

(a) DEFINITION.—Section 31111(a) title 49, United States Code, is amended by adding at the end the following:

"(4) DRIVE-AWAY SADDLEMOUNT WITH FULLMOUNT VEHICLE TRANSPORTER COMBINATION.—The term 'drive-away saddlemount with fullmount vehicle transporter combination' means a vehicle combination designed and specifically used to tow up to 3 trucks or truck tractors, each connected by a saddle to the frame or fifth-wheel of the forward vehicle of the truck or truck tractor in front of it.".

(b) GENERAL LIMITATIONS.—Section 31111(b)(1) of such title is amended—

(1) by redesignating subparagraphs (D) and (E) as subparagraphs (E) and (F), respectively; and

(2) by inserting after subparagraph (C) the following:

"(D) imposes a vehicle length limitation of not less than or more than 97 feet on a driveaway saddlemount with fullmount vehicle transporter combinations;".

**SEC. 4142. REGISTRATION OF MOTOR CARRIERS AND FREIGHT FORWARDERS.**

(a) DEFINITIONS RELATING TO MOTOR CARRIERS.—Paragraphs (6), (7), (12), and (13) of section 13102 of title 49, United States Code, are each amended by striking "motor vehicle" and inserting "commercial motor vehicle (as defined in section 31132)".

(b) FREIGHT FORWARDERS.—Section 13903(a) of such title is amended—

(1) by striking "The Secretary" and inserting the following:

"(1) HOUSEHOLD GOODS.—The Secretary";

(2) by inserting "of household goods" after "freight forwarder"; and

(3) by adding at the end the following:

"(2) OTHERS.—The Secretary may register a person to provide service subject to jurisdiction under subchapter III of chapter 135 as a freight forwarder (other than a freight forwarder of household goods) if the Secretary finds that such registration is needed for the protection of shippers and that the person is fit, willing, and able to provide the service and to comply with this part and applicable regulations of the Secretary and Board.".

(c) BROKERS.—Section 13904(a) of such title is amended—

(1) by striking "The Secretary" and inserting the following:

"(1) HOUSEHOLD GOODS.—The Secretary";

(2) by inserting "of household goods" after "broker"; and

(3) by adding at the end the following:

"(2) OTHERS.—The Secretary may register a person to provide service subject to jurisdiction under subchapter III of chapter 135 as a broker (other than a broker of household goods) if the Secretary finds that such registration is needed for the protection of shippers and that the person is fit, willing, and able to provide the service and to comply with this part and applicable regulations of the Secretary and Board.".

**SEC. 4143. AUTHORITY TO STOP COMMERCIAL MOTOR VEHICLES.**

(a) IN GENERAL.—Chapter 2 of title 18, United States Code, is amended by adding at the end the following:

**"§ 39. Commercial motor vehicles required to stop for inspections**

"(a) A driver of a commercial motor vehicle (as defined in section 31132 of title 49) shall stop and submit to inspection of the vehicle, driver, cargo, and required records when directed to do so by an authorized employee of the Federal Motor Carrier Safety Administration of the Department of Transportation, at or in the vicinity of an inspection site. The driver shall not leave the inspection site until authorized to do so by an authorized employee.

Penalty.

"(b) A driver of a commercial motor vehicle, as defined in subsection (a), who knowingly fails to stop for inspection when directed to do so by an authorized employee of the Administration at or in the vicinity of an inspection site, or leaves the inspection site without authorization, shall be fined under this title or imprisoned not more than 1 year, or both.".

(b) AUTHORITY OF FMCSA.—Chapter 203 of such title is amended by adding at the end the following:

**"§ 3064. Powers of Federal Motor Carrier Safety Administration**

"Authorized employees of the Federal Motor Carrier Safety Administration may direct a driver of a commercial motor vehicle (as defined in section 31132 of title 49) to stop for inspection of the vehicle, driver, cargo, and required records at or in the vicinity of an inspection site.".

(c) CLERICAL AMENDMENTS.—

(1) The analysis for chapter 2 of such title is amended by inserting after the item relating to section 38 the following:

"39. Commercial motor vehicles required to stop for inspections.".

(2) The analysis for chapter 203 of such title is amended by inserting after the item relating to section 3063 the following:

"3064. Powers of Federal Motor Carrier Safety Administration.".

49 USC 31100 note.

**SEC. 4144. MOTOR CARRIER SAFETY ADVISORY COMMITTEE.**

(a) ESTABLISHMENT AND DUTIES.—The Secretary shall establish in the Federal Motor Carrier Safety Administration a motor carrier safety advisory committee. The committee shall—

(1) provide advice and recommendations to the Administrator of the Federal Motor Carrier Safety Administration about needs, objectives, plans, approaches, content, and accomplishments of the motor carrier safety programs carried out by the Administration; and

(2) provide advice and recommendations to the Administrator on motor carrier safety regulations.

(b) MEMBERS, CHAIRMAN, PAY, AND EXPENSES.—

(1) IN GENERAL.—The committee shall be composed of not more than 20 members appointed by the Administrator from among individuals who are not employees of the Administration and who are specially qualified to serve on the committee because of their education, training, or experience. The members shall include representatives of the motor carrier industry, safety advocates, and safety enforcement officials. Representatives of a single enumerated interest group may not constitute a majority of the members of the advisory committee.

(2) CHAIRMAN.—The Administrator shall designate the chairman of the committee.

(3) PAY.—A member of the committee shall serve without pay; except that the Administrator may allow a member, when attending meetings of the committee or a subcommittee of the committee, expenses authorized under section 5703 of title 5, relating to per diem, travel, and transportation expenses.

(c) SUPPORT STAFF, INFORMATION, AND SERVICES.—The Administrator shall provide support staff for the committee. On request of the committee, the Administrator shall provide information, administrative services, and supplies that the Administrator considers necessary for the committee to carry out its duties and powers.

(d) TERMINATION DATE.—Notwithstanding the Federal Advisory Committee Act (5 U.S.C. App.), the advisory committee shall terminate on September 30, 2010.

**SEC. 4145. TECHNICAL CORRECTIONS.**

(a) INTERMODAL TRANSPORTATION ADVISORY BOARD.—Section 5502(b) of title 49, United States Code, is amended—

(1) by striking "and" at the end of paragraph (4);

(2) by striking the period at the end of paragraph (5) and inserting "; and"; and

(3) by adding at the end the following:

"(6) the Federal Motor Carrier Safety Administration.".

(b) REFERENCE TO AGENCY.—Section 31502(e) of such title is amended—

(1) in paragraph (2) by striking "Regional Director of the Federal Highway Administration" and inserting "Field Administrator of the Federal Motor Carrier Safety Administration"; and

(2) in paragraph (3) by striking "Regional Director" and inserting "Field Administrator".

**SEC. 4146. EXEMPTION DURING HARVEST PERIODS.**

Grapes. Applicability. Effective date. Termination date. New York.

Regulations issued by the Secretary under sections 31136 and 31502 of title 49, United States Code, regarding maximum driving and on-duty time for a driver used by a motor carrier, shall not apply, beginning on the date of enactment of this Act and ending at the end of fiscal year 2009, for the transportation of grapes west of Interstate 81 in the State of New York if such transportation—

(1) is during a harvesting period, as determined by the State; and

(2) is limited to a 150-air mile radius from where the grapes are picked or distributed.

**SEC. 4147. EMERGENCY CONDITION REQUIRING IMMEDIATE RESPONSE.**

49 USC 31136 note.

Section 229 of the Motor Carrier Safety Improvement Act of 1999 (as added and amended by section 4115 of this Act) is amended by adding at the end the following:

"(f) EMERGENCY CONDITION REQUIRING IMMEDIATE RESPONSE.—

"(1) PROPANE OR PIPELINE EMERGENCY.—A regulation prescribed under section 31136 or 31502 of title 49, United States Code, shall not apply to a driver of a commercial motor vehicle which is used primarily in the transportation of propane winter heating fuel or a driver of a motor vehicle used to respond to a pipeline emergency if such regulations would prevent the driver from responding to an emergency condition requiring immediate response.

"(2) DEFINITION.—An emergency condition requiring immediate response is any condition that, if left unattended, is reasonably likely to result in immediate serious bodily harm, death, or substantial damage to property. In the case of propane such conditions shall include (but are not limited to) the detection of gas odor, the activation of carbon monoxide alarms, the detection of carbon monoxide poisoning, and any real or suspected damage to a propane gas system following a severe storm or flooding. An 'emergency condition requiring an immediate response' does not include requests to re-fill empty gas tanks. In the case of pipelines such conditions include (but are not limited to) indication of an abnormal pressure event, leak, release or rupture.".

**SEC. 4148. SUBSTANCE ABUSE PROFESSIONALS.**

The Secretary shall conduct a rulemaking to permit a State licensed or certified marriage and family therapist, to act as a substance abuse professional under subpart O of part 40 of title 49, Code of Federal Regulations.

**SEC. 4149. OFFICE OF INTERMODALISM.**

Section 5503 of title 49, United States Code, is amended—

(1) in subsection (e) by inserting "Amounts reserved under section 5504(d) not awarded to States as grants may be used by the Director to provide technical assistance under this subsection." after "organizations.";

(2) by redesignating subsection (f) as subsection (h); and

(3) by inserting after subsection (e) the following:

"(f) NATIONAL INTERMODAL SYSTEM IMPROVEMENT PLAN.—

"(1) IN GENERAL.—The Director, in consultation with the advisory board established under section 5502 and other public and private transportation interests, shall develop a plan to improve the national intermodal transportation system. The plan shall include—

"(A) an assessment and forecast of the national intermodal transportation system's impact on mobility, safety, energy consumption, the environment, technology, international trade, economic activity, and quality of life in the United States;

"(B) an assessment of the operational and economic attributes of each passenger and freight mode of transportation and the optimal role of each mode in the national intermodal transportation system;

"(C) a description of recommended intermodal and multimodal research and development projects;

"(D) a description of emerging trends that have an impact on the national intermodal transportation system;

"(E) recommendations for improving intermodal policy, transportation decision-making, and financing to maximize mobility and the return on investment of Federal spending on transportation;

"(F) an estimate of the impact of current Federal and State transportation policy on the national intermodal transportation system; and

"(G) specific near and long-term goals for the national intermodal transportation system.

"(2) PROGRESS REPORTS.—The Director shall submit an initial report on the plan to improve the national intermodal transportation system 2 years after the date of enactment of the Surface Transportation Safety Improvement Act of 2005, and a follow-up report 2 years after that, to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives. The progress report shall—

"(A) describe progress made toward achieving the plan's goals;

"(B) describe challenges and obstacles to achieving the plan's goals;

"(C) update the plan to reflect changed circumstances or new developments; and

"(D) make policy and legislative recommendations the Director believes are necessary and appropriate to achieve the goals of the plan.

"(3) PLAN DEVELOPMENT FUNDING.—Such sums as may be necessary from the administrative expenses of the Research and Innovative Technology Administration shall be reserved by the Secretary of Transportation each year for the purpose of completing and updating the plan to improve the national intermodal transportation plan.

"(g) IMPACT MEASUREMENT METHODOLOGY; IMPACT REVIEW.—The Director and the Director of the Bureau of Transportation Statistics shall jointly—

"(1) develop, in consultation with the modal administrations, and State and local planning organizations, common measures to compare transportation investment decisions across the various modes of transportation; and

"(2) formulate a methodology for measuring the impact of intermodal transportation on—

"(A) the environment;

"(B) public health and welfare;

"(C) energy consumption;

"(D) the operation and efficiency of the transportation system;

"(E) congestion, including congestion at the Nation's ports; and

"(F) the economy and employment.

"(h) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary of Transportation such sums as may be necessary for fiscal years 2006 through 2009 to carry out this chapter.".

# Subtitle B—Household Goods Transportation

Household Goods Mover Oversight Enforcement and Reform Act of 2005.
49 USC 10101 note.

**SEC. 4201. SHORT TITLE.**

This subtitle may be cited as the "Household Goods Mover Oversight Enforcement and Reform Act of 2005"

**SEC. 4202. DEFINITIONS; APPLICATION OF PROVISIONS.**

49 USC 13102 note.

(a) TERMS USED IN THIS CHAPTER.—In this subtitle, the terms "carrier", "household goods", "motor carrier", "Secretary", and "transportation" have the meaning given to such terms in section 13102 of title 49, United States Code.

(b) HOUSEHOLD GOODS MOTOR CARRIER AND INDIVIDUAL SHIPPER IN PART B OF SUBTITLE IV OF TITLE 49.—Section 13102 of title 49, United States Code (as amended by section 4141 of this Act) is amended by redesignating paragraphs (12) through (24) as paragraphs (14) through (26) and by inserting after paragraph (11) the following:

"(12) HOUSEHOLD GOODS MOTOR CARRIER.—

"(A) IN GENERAL.—The term 'household goods motor carrier' means a motor carrier that, in the ordinary course of its business of providing transportation of household goods, offers some or all of the following additional services:

"(i) Binding and nonbinding estimates.

"(ii) Inventorying.

"(iii) Protective packing and unpacking of individual items at personal residences.

"(iv) Loading and unloading at personal residences.

"(B) INCLUSION.—The term includes any person that is considered to be a household goods motor carrier under regulations, determinations, and decisions of the Federal Motor Carrier Safety Administration that are in effect on the date of enactment of the Household Goods Mover Oversight Enforcement and Reform Act of 2005.

"(C) LIMITED SERVICE EXCLUSION.—The term does not include a motor carrier when the motor carrier provides transportation of household goods in containers or trailers that are entirely loaded and unloaded by an individual (other than an employee or agent of the motor carrier).

"(13) INDIVIDUAL SHIPPER.—The term 'individual shipper' means any person who—

"(A) is the shipper, consignor, or consignee of a household goods shipment;

"(B) is identified as the shipper, consignor, or consignee on the face of the bill of lading;

"(C) owns the goods being transported; and

"(D) pays his or her own tariff transportation charges.".

49 USC 13102 note.

(c) APPLICATION OF CERTAIN PROVISIONS OF LAW.—The provisions of title 49, United States Code, and this subtitle (including any amendments made by this subtitle), that relate to the transportation of household goods apply only to a household goods motor carrier (as defined in section 13102 of title 49, United States Code).

**SEC. 4203. PAYMENT OF RATES.**

Section 13707(b) of title 49, United States Code, is amended by adding at the end the following:

"(3) SHIPMENTS OF HOUSEHOLD GOODS.—

"(A) IN GENERAL.—A carrier providing transportation of a shipment of household goods shall give up possession of the household goods being transported at the destination upon payment of—

"(i) 100 percent of the charges contained in a binding estimate provided by the carrier;

"(ii) not more than 110 percent of the charges contained in a nonbinding estimate provided by the carrier; or

"(iii) in the case of a partial delivery of the shipment, the prorated percentage of the charges calculated in accordance with subparagraph (B).

"(B) CALCULATION OF PRORATED CHARGES.—For purposes of subparagraph (A)(iii), the prorated percentage of the charges shall be the percentage of the total charges due to the carrier as described in clause (i) or (ii) of subparagraph (A) that is equal to the percentage of the weight of that portion of the shipment delivered to the total weight of the shipment.

"(C) POST-CONTRACT SERVICES.—Subparagraph (A) does not apply to additional services requested by a shipper after the contract of service is executed that were not included in the estimate.

"(D) IMPRACTICABLE OPERATIONS.—Subparagraph (A) does not apply to impracticable operations, as defined by

the applicable carrier tariff, except that the charges collected at delivery for such operations shall not exceed 15 percent of all other charges due at delivery. Any remaining charges due shall be paid within 30 days after the carrier presents its freight bill.". Deadline.

**SEC. 4204. ADDITIONAL REGISTRATION REQUIREMENTS FOR MOTOR CARRIERS OF HOUSEHOLD GOODS.**

Section 13902(a) of title 49, United States Code, is amended—

(1) by striking paragraphs (2) and (3);

(2) by redesignating paragraph (4) as paragraph (5);

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

"(2) ADDITIONAL REGISTRATION REQUIREMENTS FOR HOUSEHOLD GOODS MOTOR CARRIERS.—In addition to meeting the requirements of paragraph (1), the Secretary may register a person to provide transportation of household goods as a household goods motor carrier only after that person—

"(A) provides evidence of participation in an arbitration program and provides a copy of the notice of the arbitration program as required by section 14708(b)(2);

"(B) identifies its tariff and provides a copy of the notice of the availability of that tariff for inspection as required by section 13702(c);

"(C) provides evidence that it has access to, has read, is familiar with, and will observe all applicable Federal laws relating to consumer protection, estimating, consumers' rights and responsibilities, and options for limitations of liability for loss and damage; and

"(D) discloses any relationship involving common stock, common ownership, common management, or common familial relationships between that person and any other motor carrier, freight forwarder, or broker of household goods within 3 years of the proposed date of registration.

"(3) CONSIDERATION OF EVIDENCE; FINDINGS.—The Secretary shall consider, and to the extent applicable, make findings on any evidence demonstrating that the registrant is unable to comply with any applicable requirement of paragraph (1) or, in the case of a registrant to which paragraph (2) applies, paragraph (1) or (2).

"(4) WITHHOLDING.—If the Secretary determines that a registrant under this section does not meet, or is not able to meet, any requirement of paragraph (1) or, in the case of a registrant to which paragraph (2) applies, paragraph (1) or (2), the Secretary shall withhold registration."; and

(4) by adding at the end of paragraph (5) (as redesignated by paragraph (2) of this section) "In the case of a registration for the transportation of household goods as a household goods motor carrier, the Secretary may also hear a complaint on the ground that the registrant fails or will fail to comply with the requirements of paragraph (2) of this subsection.".

**SEC. 4205. HOUSEHOLD GOODS CARRIER OPERATIONS.**

Section 14104(b) of title 49, United States Code, is amended—

(1) by redesignating paragraph (2) as paragraph (3); and

(2) by striking paragraph (1) and inserting the following:

"(1) REQUIRED TO BE IN WRITING.—

"(A) IN GENERAL.—Except as otherwise provided in this subsection, every motor carrier providing transportation of household goods described in section 13102(10)(A) as a household goods motor carrier and subject to jurisdiction under subchapter I of chapter 135 shall conduct a physical survey of the household goods to be transported on behalf of a prospective individual shipper and shall provide the shipper with a written estimate of charges for the transportation and all related services.

"(B) WAIVER.—A shipper may elect to waive a physical survey under this paragraph by written agreement signed by the shipper before the shipment is loaded. A copy of the waiver agreement must be retained as an addendum to the bill of lading and shall be subject to the same record inspection and preservation requirements of the Secretary as are applicable to bills of lading.

"(C) ESTIMATE.—

"(i) IN GENERAL.—Notwithstanding a waiver under subparagraph (B), a carrier's statement of charges for transportation must be submitted to the shipper in writing and must indicate whether it is binding or nonbinding. The written estimate shall be based on a physical survey of the household goods if the household goods are located within a 50-mile radius of the location of the carrier's household goods agent preparing the estimate.

"(ii) BINDING.—A binding estimate under this paragraph must indicate that the carrier and shipper are bound by such charges. The carrier may impose a charge for providing a written binding estimate.

"(iii) NONBINDING.—A nonbinding estimate under this paragraph must indicate that the actual charges will be based upon the actual weight of the individual shipper's shipment and the carrier's lawful tariff charges. The carrier may not impose a charge for providing a nonbinding estimate.

"(2) OTHER INFORMATION.—At the time that a motor carrier provides the written estimate required by paragraph (1), the motor carrier shall provide the shipper a copy of the Department of Transportation publication FMCSA–ESA–03–005 (or its successor publication) entitled 'Ready to Move?'. Before the execution of a contract for service, the motor carrier shall provide the shipper copy of the Department of Transportation publication OCE 100, entitled 'Your Rights and Responsibilities When You Move' required by section 375.213 of title 49, Code of Federal Regulations (or any successor regulation).".

**SEC. 4206. ENFORCEMENT OF REGULATIONS RELATED TO TRANSPORTATION OF HOUSEHOLD GOODS.**

(a) NONPREEMPTION OF INTRASTATE TRANSPORTATION OF HOUSEHOLD GOODS.—Section 14501(c)(2)(B) of title 49, United States Code, is amended by inserting "intrastate" before "transportation".

(b) ENFORCEMENT OF FEDERAL LAW WITH RESPECT TO INTERSTATE HOUSEHOLD GOODS CARRIERS.—

(1) IN GENERAL.—Chapter 147 of such title is amended by adding at the end the following:

**"§ 14710. Enforcement of Federal laws and regulations with respect to transportation of household goods**

"(a) ENFORCEMENT BY STATES.—Notwithstanding any other provision of this title, a State authority may enforce the consumer protection provisions of this title that apply to individual shippers, as determined by the Secretary, and are related to the delivery and transportation of household goods in interstate commerce. Any fine or penalty imposed on a carrier in a proceeding under this subsection shall be paid, notwithstanding any other provision of law, to and retained by the State.

"(b) NOTICE.—The State shall serve written notice to the Secretary or the Board, as the case may be, of any civil action under subsection (a) prior to initiating such civil action. The notice shall include a copy of the complaint to be filed to initiate such civil action, except that if it is not feasible for the State to provide such prior notice, the State shall provide the notice immediately upon instituting such civil action.

"(c) ENFORCEMENT ASSISTANCE OUTREACH PLAN.—The Federal Motor Carrier Safety Administration shall implement an outreach plan to enhance the coordination and effective enforcement of Federal laws and regulations with respect to transportation of household goods between and among Federal and State law enforcement and consumer protection authorities. The outreach shall include, as appropriate, local law enforcement and consumer protection authorities.

"(d) STATE AUTHORITY DEFINED.—In this section, the term 'State authority' means an agency of a State that has authority under the laws of the State to regulate the intrastate movement of household goods.

**"§ 14711. Enforcement by State attorneys general**

"(a) IN GENERAL.—A State, as parens patriae, may bring a civil action on behalf of its residents in an appropriate district court of the United States to enforce the consumer protection provisions of this title that apply to individual shippers, as determined by the Secretary, and are related to the delivery and transportation of household goods by a household goods motor carrier subject to jurisdiction under subchapter I of chapter 135 or regulations or orders of the Secretary or the Board issued under such provisions or to impose the civil penalties authorized by this part or such regulations or orders, whenever the attorney general of the State has reason to believe that the interests of the residents of the State have been or are being threatened or adversely affected by a carrier or broker providing transportation subject to jurisdiction under subchapter I or III of chapter 135 or a foreign motor carrier providing transportation that is registered under section 13902 and is engaged in household goods transportation that violates this part or a regulation or order of the Secretary or Board, as applicable, issued under this part.

"(b) NOTICE AND CONSENT.—

"(1) IN GENERAL.—The State shall serve written notice to the Secretary or the Board, as the case may be, of any civil action under subsection (a) prior to initiating such civil action. The notice shall include a copy of the complaint to be filed to initiate such civil action.

"(2) CONDITIONS.—The Secretary or the Board—

"(A) shall review the initiation of a civil action under this section by a State if—

"(i) the carrier or broker that is the subject of the action is not registered with the Department of Transportation;

"(ii) the license of the carrier or broker for failure to file proof of required bodily injury or cargo liability insurance is pending, or the license has been revoked for any other reason by the Department;

"(iii) the carrier is not rated or has received a conditional or unsatisfactory safety rating by the Department; or

"(iv) the carrier or broker has been licensed with the Department for less than 5 years; and

"(B) may review if the carrier or broker fails to meet criteria developed by the Secretary that are consistent with this section.

"(3) CONGRESSIONAL NOTIFICATION.—The Secretary shall notify the Committee on Commerce, Science, and Transportation, of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives of any criteria developed by the Secretary under paragraph (2)(B).

"(4) 60-DAY DEADLINE.—The Secretary or the Board shall be considered to have consented to any civil action of a State under this section if the Secretary or the Board has taken no action with respect to the notice within 60 calendar days after the date on which the Secretary or the Board received notice under paragraph (1).

"(c) AUTHORITY TO INTERVENE.—Upon receiving the notice required by subsection (b), the Secretary or board may intervene in a civil action of a State under this section and upon intervening—

"(1) be heard on all matters arising in such civil action; and

"(2) file petitions for appeal of a decision in such civil actions.

"(d) CONSTRUCTION.—For purposes of bringing any civil action under subsection (a), nothing in this section shall—

"(1) convey a right to initiate or maintain a class action lawsuit in the enforcement of a Federal law or regulation; or

"(2) prevent the attorney general of a State from exercising the powers conferred on the attorney general by the laws of such State to conduct investigations or to administer oaths or affirmations or to compel the attendance of witnesses or the production of documentary and other evidence.

"(e) VENUE; SERVICE OF PROCESS.—In a civil action brought under subsection (a)—

"(1) the venue shall be a Federal judicial district in which—

"(A) the carrier, foreign motor carrier, or broker operates;

"(B) the carrier, foreign motor carrier, or broker was authorized to provide transportation at the time the complaint arose; or

"(C) where the defendant in the civil action is found;

"(2) process may be served without regard to the territorial limits of the district or of the State in which the civil action is instituted; and

"(3) a person who participated with a carrier or broker in an alleged violation that is being litigated in the civil action may be joined in the civil action without regard to the residence of the person.

"(f) ENFORCEMENT OF STATE LAW.—Nothing contained in this section shall prohibit an authorized State official from proceeding in State court to enforce a criminal statute of such State.".

(c) CLERICAL AMENDMENT.—The analysis for such chapter 147 is amended by inserting after the item relating to section 14709 the following:

"14710. Enforcement of Federal laws and regulations with respect to transportation of household goods.

"14711. Enforcement by State attorneys general.".

**SEC. 4207. LIABILITY OF CARRIERS UNDER RECEIPTS AND BILLS OF LADING.**

Section 14706(f) of title 49, United States Code, is amended—

(1) by striking "A carrier" and inserting the following: "(1) IN GENERAL.—A carrier"; and

(2) by adding at the end the following:

"(2) FULL VALUE PROTECTION OBLIGATION.—Unless the carrier receives a waiver in writing under paragraph (3), a carrier's maximum liability for household goods that are lost, damaged, destroyed, or otherwise not delivered to the final destination is an amount equal to the replacement value of such goods, subject to a maximum amount equal to the declared value of the shipment and to rules issued by the Surface Transportation Board and applicable tariffs.

"(3) APPLICATION OF RATES.—The released rates established by the Board under paragraph (1) (commonly known as 'released rates') shall not apply to the transportation of household goods by a carrier unless the liability of the carrier for the full value of such household goods under paragraph (2) is waived, in writing, by the shipper.".

**SEC. 4208. ARBITRATION REQUIREMENTS.**

(a) OFFERING SHIPPERS ARBITRATION.—Section 14708(a) of title 49, United States Code, is amended by inserting before the period at the end the following: "and to determine whether carrier charges, in addition to those collected at delivery, must be paid by shippers for transportation and services related to transportation of household goods".

(b) THRESHOLD FOR BINDING ARBITRATION.—Section 14708(b)(6) of such title is amended by striking "$5,000" each place it appears and inserting "$10,000".

(c) DEADLINE FOR DECISION.—Section 14708(b)(8) of such title is amended in last sentence—

(1) by striking "and"; and

(2) by inserting after "for damages" the following: ", and an order requiring the payment of additional carrier charges".

(d) ATTORNEY'S FEES TO SHIPPERS.—Section 14708(d)(3) of such title is amended—

(1) by redesignating subparagraph (B) as subparagraph (C); and

(2) by striking "(3)(A) a decision resolving the dispute was not" and inserting the following:

"(3)(A) the shipper was not advised by the carrier during the claim settlement process that a dispute settlement program was available to resolve the dispute;

"(B) a decision resolving the dispute was not".

**SEC. 4209. CIVIL PENALTIES RELATING TO HOUSEHOLD GOODS BROKERS AND UNAUTHORIZED TRANSPORTATION.**

Section 14901(d) of title 49, United States Code, is amended—

(1) by striking "If a carrier" and inserting the following: "(1) IN GENERAL.—If a carrier"; and

(2) by adding at the end the following:

"(2) ESTIMATE OF BROKER WITHOUT CARRIER AGREEMENT.—If a broker for transportation of household goods subject to jurisdiction under subchapter I of chapter 135 makes an estimate of the cost of transporting any such goods before entering into an agreement with a carrier to provide transportation of household goods subject to such jurisdiction, the broker is liable to the United States for a civil penalty of not less than $10,000 for each violation.

"(3) UNAUTHORIZED TRANSPORTATION.—If a person provides transportation of household goods subject to jurisdiction under subchapter I of chapter 135 or provides broker services for such transportation without being registered under chapter 139 to provide such transportation or services as a motor carrier or broker, as the case may be, such person is liable to the United States for a civil penalty of not less than $25,000 for each violation.".

**SEC. 4210. PENALTIES FOR HOLDING HOUSEHOLD GOODS HOSTAGE.**

(a) IN GENERAL.—Chapter 149 of title 49, United States Code, is amended by adding at the end the following:

**"§ 14915. Penalties for failure to give up possession of household goods**

"(a) CIVIL PENALTY.—

"(1) IN GENERAL.—Whoever is found holding a household goods shipment hostage is liable to the United States for a civil penalty of not less than $10,000 for each violation.

"(2) EACH DAY, A SEPARATE VIOLATION.—Each day a carrier is found to have failed to give up possession of household goods may constitute a separate violation.

"(3) SUSPENSION.—If the person found holding a shipment hostage is a carrier or broker, the Secretary may suspend for a period of not less than 12 months nor more than 36 months the registration of such carrier or broker under chapter 139. The force and effect of such suspension of a carrier or broker shall extend to and include any carrier or broker having the same ownership or operational control as the suspended carrier or broker.

"(b) CRIMINAL PENALTY.—Whoever has been convicted of having failed to give up possession of household goods shall be fined under title 18 or imprisoned for not more than 2 years, or both.

"(c) FAILURE TO GIVE UP POSSESSION OF HOUSEHOLD GOODS DEFINED.—For purposes of this section, the term 'failed to give up possession of household goods' means the knowing and willful failure, in violation of a contract, to deliver to, or unload at, the destination of a shipment of household goods that is subject to jurisdiction under subchapter I or III of chapter 135 of this title,

for which charges have been estimated by the motor carrier providing transportation of such goods, and for which the shipper has tendered a payment described in clause (i), (ii), or (iii) of section 13707(b)(3)(A).".

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

"14915. Penalties for failure to give up possession of household goods.".

**SEC. 4211. CONSUMER HANDBOOK ON DOT WEB SITE.**

Deadline.

Not later than 1 year after the date of enactment of this Act, the Secretary shall take such action as may be necessary to ensure that publication ESA 03005 of the Federal Motor Carrier Safety Administration entitled "Your Rights and Responsibilities When You Move", is prominently displayed, and available in language that is readily understandable by the general public, on the Web site of the Department of Transportation.

**SEC. 4212. RELEASE OF HOUSEHOLD GOODS BROKER INFORMATION.**

Deadline. Regulations.

Not later than 1 year after the date of enactment of this Act, the Secretary shall modify the regulations contained in part 375 of title 49, Code of Federal Regulations, to require a broker that is subject to such regulations to provide shippers with the following information whenever they have contact with a shipper or potential shipper:

(1) The Department of Transportation number of the broker.

(2) The ESA 03005 publication referred to in section 4211 of this Act.

(3) A list of all motor carriers providing transportation of household goods used by the broker and a statement that the broker is not a motor carrier providing transportation of household goods.

**SEC. 4213. WORKING GROUP FOR DEVELOPMENT OF PRACTICES AND PROCEDURES TO ENHANCE FEDERAL-STATE RELATIONS.**

49 USC 14710 note.

Deadline.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary shall establish a working group of State attorneys general, State consumer protection administrators, and Federal and local law enforcement officials for the purpose of developing practices and procedures to enhance the Federal-State partnership in enforcement efforts, exchange of information, and coordination of enforcement efforts with respect to interstate transportation of household goods and of making legislative and regulatory recommendations to the Secretary concerning such enforcement efforts.

(b) CONSULTATION.—In carrying out subsection (a), the working group shall consult with industries involved in the transportation of household goods, the public, and other interested parties.

(c) FEDERAL ADVISORY COMMITTEE ACT EXEMPTION.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the working group established under subsection (a).

(d) TERMINATION DATE.—The working group shall remain in effect until September 30, 2009.

**SEC. 4214. CONSUMER COMPLAINT INFORMATION.**

49 USC 14701 note. Deadline.

(a) ESTABLISHMENT OF SYSTEM.—Not later than 1 year after the date of enactment of this Act, the Secretary shall—

(1) establish (A) a system for filing and logging consumer complaints relating to household goods motor carriers for the purpose of compiling or linking complaint information gathered by the Department of Transportation and the States with regard to such carriers, (B) a database of the complaints, and (C) a procedure for the public to have access, subject to section 552(a) of title 5, United States Code, to aggregated information and for carriers to challenge duplicate or fraudulent information in the database;

Regulations.

(2) issue regulations requiring each motor carrier of household goods to submit on a quarterly basis a report summarizing—

(A) the number of shipments that originate and are delivered for individual shippers during the reporting period by the carrier;

(B) the number and general category of complaints lodged by consumers with the carrier;

(C) the number of claims filed with the carrier for loss and damage in excess of $500;

(D) the number of such claims resolved during the reporting period;

(E) the number of such claims declined in the reporting period; and

(F) the number of such claims that are pending at the close of the reporting period; and

(3) develop a procedure to forward a complaint, including the motor carrier bill of lading number, if known, related to the complaint to a motor carrier named in such complaint and to an appropriate State authority (as defined in section 14710(d) of title 49, United States Code) in the State in which the complainant resides.

(b) USE OF INFORMATION.—The Secretary shall consider information in the data base established under subsection (a) in its household goods compliance and enforcement program.

49 USC 14706 note.
Deadline.
Regulations.

**SEC. 4215. REVIEW OF LIABILITY OF CARRIERS.**

(a) REVIEW.—Not later than 1 year after the date of enactment of this Act, the Surface Transportation Board shall complete a review of the current Federal regulations regarding the level of liability protection provided by motor carriers that provide transportation of household goods and revise such regulations, if necessary, to provide enhanced protection in the case of loss or damage.

(b) DETERMINATIONS.—The review required by subsection (a) shall include a determination of—

(1) whether the current regulations provide adequate protection;

(2) the benefits of purchase by a shipper of insurance to supplement the carrier's limitations on liability; and

(3) whether there are abuses of the current regulations that leave the shipper unprotected in the event of loss and damage to a shipment of household goods.

**SEC. 4216. APPLICATION OF STATE CONSUMER PROTECTION LAWS TO CERTAIN HOUSEHOLD GOODS CARRIERS.**

(a) STUDY.—The Comptroller General shall conduct a study on the current consumer protection authorities and actions of the Department of Transportation and the impact on shippers and carriers of household goods involved in interstate transportation

of allowing State attorneys general to apply State consumer protection laws to such transportation.

(b) MATTERS TO BE CONSIDERED.—In conducting the study, the Comptroller General shall consider, at a minimum—

(1) the level of consumer protection being provided to consumers through Federal household goods regulations and how household goods regulations relating to consumer protection compare to regulations relating to consumer protection for other modes of transportation regulated by the Department of Transportation;

(2) the history and background of State enforcement of State consumer protection laws on household goods carriers providing intrastate transportation and what effects such laws have on the ability of intrastate household goods carriers to operate;

(3) what operational impacts, if any, would result on household goods carriers engaged in interstate commerce being subject to the State consumer protection laws; and

(4) the potential for States to regulate rates or other business operations if State consumer protection laws applied to interstate household goods movements.

(c) CONSULTATION.—In conducting the study, the Comptroller General shall consult with the Secretary, State attorneys general, consumer protection agencies, and the household goods industry.

(d) REPORT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall transmit to the Committee of Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science and Transportation of the Senate a report on the results of the study.

## Subtitle C—Unified Carrier Registration Act of 2005

Unified Carrier Registration Act of 2005.

**SEC. 4301. SHORT TITLE.**

49 USC 10101 note.

This subtitle may be cited as the "Unified Carrier Registration Act of 2005".

**SEC. 4302. RELATIONSHIP TO OTHER LAWS.**

49 USC 13902 note.

Except as provided in section 14504 of title 49, United States Code, and sections 14504a and 14506 of title 49, United States Code, as added by this subtitle, this subtitle is not intended to prohibit any State or any political subdivision of any State from enacting, imposing, or enforcing any law or regulation with respect to a motor carrier, motor private carrier, broker, freight forwarder, or leasing company that is not otherwise prohibited by law.

**SEC. 4303. INCLUSION OF MOTOR PRIVATE AND EXEMPT CARRIERS.**

(a) PERSONS REGISTERED TO PROVIDE TRANSPORTATION OR SERVICE AS A MOTOR CARRIER OR MOTOR PRIVATE CARRIER.—Section 13905 of title 49, United States Code, is amended—

(1) by redesignating subsections (b), (c), (d), and (e) as subsections (c), (d), (e), and (f), respectively; and

(2) by inserting after subsection (a) the following:

"(b) PERSON REGISTERED WITH SECRETARY.—

"(1) IN GENERAL.—Except as provided in paragraph (2), any person having registered with the Secretary to provide

transportation or service as a motor carrier or motor private carrier under this title, as in effect on January 1, 2005, but not having registered pursuant to section 13902(a), shall be treated, for purposes of this part, to be registered to provide such transportation or service for purposes of sections 13908 and 14504a.

"(2) EXCLUSIVELY INTRASTATE OPERATORS.—Paragraph (1) does not apply to a motor carrier or motor private carrier (including a transporter of waste or recyclable materials) engaged exclusively in intrastate transportation operations.".

(b) SECURITY REQUIREMENT.—Section 13906(a) of such title is amended—

(1) by redesignating paragraphs (2) and (3) as paragraphs (3) and (4), respectively; and

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

Deadline.

"(2) SECURITY REQUIREMENT.—Not later than 120 days after the date of enactment of the Unified Carrier Registration Act of 2005, any person, other than a motor private carrier, registered with the Secretary to provide transportation or service as a motor carrier under section 13905(b) shall file with the Secretary a bond, insurance policy, or other type of security approved by the Secretary, in an amount not less than required by sections 31138 and 31139.".

(c) TERMINATION OF TRANSITION RULE.—Section 13902 of such title is amended—

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

"(3) TERMINATION.—This subsection shall cease to be in effect on the transition termination date."; and

(2) by redesignating subsection (f) as subsection (g), and inserting after subsection (e) the following:

"(f) MODIFICATION OF CARRIER REGISTRATION.—

"(1) IN GENERAL.—On and after the transition termination date, the Secretary—

"(A) may not register a motor carrier under this section as a motor common carrier or a motor contract carrier;

"(B) shall register applicants under this section as motor carriers; and

"(C) shall issue any motor carrier registered under this section after that date a motor carrier certificate of registration that specifies whether the holder of the certificate may provide transportation of persons, household goods, other property, or any combination thereof.

"(2) PRE-EXISTING CERTIFICATES AND PERMITS.—The Secretary shall redesignate any motor carrier certificate or permit issued before the transition termination date as a motor carrier certificate of registration. On and after the transition termination date, any person holding a motor carrier certificate of registration redesignated under this paragraph may provide both contract carriage (as defined in section 13102(4)(B)) and transportation under terms and conditions meeting the requirements of section 13710(a)(1). The Secretary may not, pursuant to any regulation or form issued before or after the transition termination date, make any distinction among holders of motor carrier certificates of registration on the basis of whether the holder would have been classified as a common carrier or as a contract carrier under—

"(A) subsection (d) of this section, as that section was in effect before the transition termination date; or

"(B) any other provision of this title that was in effect before the transition termination date.

"(3) TRANSITION TERMINATION DATE DEFINED.—In this section, the term 'transition termination date' means the first day of January occurring more than 12 months after the date of enactment of the Unified Carrier Registration Act of 2005.".

(d) CLERICAL AMENDMENTS.—

(1) HEADING FOR SECTION 13906.—Section 13906 of such title is amended by striking the section designation and heading and inserting the following:

**"§ 13906. Security of motor carriers, motor private carriers, brokers, and freight forwarders"**.

(2) CHAPTER ANALYSIS.—The analysis for chapter 139 of such title is amended by striking the item relating to section 13906 and inserting the following:

"13906. Security of motor carriers, motor private carriers, brokers, and freight forwarders.".

**SEC. 4304. UNIFIED CARRIER REGISTRATION SYSTEM.**

Section 13908 of title 49, United States Code, is amended to read as follows:

**"§ 13908. Registration and other reforms**

"(a) ESTABLISHMENT OF UNIFIED CARRIER REGISTRATION SYSTEM.—The Secretary, in cooperation with the States, representatives of the motor carrier, motor private carrier, freight forwarder, and broker industries and after notice and opportunity for public comment, shall issue within 1 year after the date of enactment of the Unified Carrier Registration Act of 2005 regulations to establish an online Federal registration system, to be named the 'Unified Carrier Registration System', to replace— Regulations. Deadline.

"(1) the current Department of Transportation identification number system, the single State registration system under section 14504;

"(2) the registration system contained in this chapter and the financial responsibility information system under section 13906; and

"(3) the service of process agent systems under sections 503 and 13304.

"(b) ROLE AS CLEARINGHOUSE AND DEPOSITORY OF INFORMATION.—The Unified Carrier Registration System shall serve as a clearinghouse and depository of information on, and identification of, all foreign and domestic motor carriers, motor private carriers, brokers, freight forwarders, and others required to register with the Department of Transportation, including information with respect to a carrier's safety rating, compliance with required levels of financial responsibility, and compliance with the provisions of section 14504a. The Secretary shall ensure that Federal agencies, States, representatives of the motor carrier industry, and the public have access to the Unified Carrier Registration System, including the records and information contained in the System.

"(c) PROCEDURES FOR CORRECTING INFORMATION.—Not later than 60 days after the effective date of this section, the Secretary shall prescribe regulations establishing procedures that enable a Regulations. Deadline.

motor carrier to correct erroneous information contained in any part of the Unified Carrier Registration System.

"(d) FEE SYSTEM.—The Secretary shall establish, under section 9701 of title 31, a fee system for the Unified Carrier Registration System according to the following guidelines:

"(1) REGISTRATION AND FILING EVIDENCE OF FINANCIAL RESPONSIBILITY.—The fee for new registrants shall as nearly as possible cover the costs of processing the registration but shall not exceed $300.

"(2) EVIDENCE OF FINANCIAL RESPONSIBILITY.—The fee for filing evidence of financial responsibility pursuant to this section shall not exceed $10 per filing. No fee shall be charged for a filing for purposes of designating an agent for service of process or the filing of other information relating to financial responsibility.

"(3) ACCESS AND RETRIEVAL FEES.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), the fee system shall include a nominal fee for the access to or retrieval of information from the Unified Carrier Registration System to cover the costs of operating and upgrading the System, including the personnel costs incurred by the Department and the costs of administration of the unified carrier registration agreement.

"(B) EXCEPTIONS.—There shall be no fee charged under this paragraph—

"(i) to any agency of the Federal Government or a State government or any political subdivision of any such government for the access to or retrieval of information and data from the Unified Carrier Registration System for its own use; or

"(ii) to any representative of a motor carrier, motor private carrier, leasing company, broker, or freight forwarder (as each is defined in section 14504a) for the access to or retrieval of the individual information related to such entity from the Unified Carrier Registration System for the individual use of such entity.

"(e) APPLICATION TO CERTAIN INTRASTATE OPERATIONS.—Nothing in this section requires the registration of a motor carrier, a motor private carrier of property, or a transporter of waste or recyclable materials operating exclusively in intrastate transportation not otherwise required to register with the Secretary under another provision of this title.".

**SEC. 4305. REGISTRATION OF MOTOR CARRIERS BY STATES.**

(a) TERMINATION OF REGISTRATION PROVISIONS.—Section 14504, and the item relating to such section in the analysis for chapter 145, of title 49, United States Code, are repealed effective on the first January 1st occurring more than 12 months after the date of enactment of this Act.

(b) UNIFIED CARRIER REGISTRATION SYSTEM PLAN AND AGREEMENT.—Chapter 145 of title 49, United States Code, is amended by inserting after section 14504 the following:

### "§ 14504a. Unified Carrier Registration System plan and agreement

"(a) DEFINITIONS.—In this section and section 14506, the following definitions apply:

"(1) COMMERCIAL MOTOR VEHICLE.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), the term 'commercial motor vehicle' has the meaning such term has under section 31101.

"(B) EXCEPTION.—With respect to 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 shall have the option to include, in addition to commercial motor vehicles as defined in subparagraph (A), any self-propelled vehicle used on the highway in commerce to transport passengers or property for compensation regardless of the gross vehicle weight rating of the vehicle or the number of passengers transported by such vehicle.

"(2) BASE-STATE.—

"(A) IN GENERAL.—Subject to subparagraph (B), the term 'base-State' means, with respect to a unified carrier registration agreement, a State—

"(i) that is in compliance with the requirements of subsection (e); and

"(ii) in which the motor carrier, motor private carrier, broker, freight forwarder, or leasing company to which the agreement applies maintains its principal place of business.

"(B) DESIGNATION OF BASE-STATE.—A motor carrier, motor private carrier, broker, freight forwarder, or leasing company may designate another State in which it maintains an office or operating facility to be its base-State in the event that—

"(i) the State in which the motor carrier, motor private carrier, broker, freight forwarder, or leasing company maintains its principal place of business is not in compliance with the requirements of subsection (e); or

"(ii) the motor carrier, motor private carrier, broker, freight forwarder, or leasing company does not have a principal place of business in the United States.

"(3) INTRASTATE FEE.—The term 'intrastate fee' means any fee, tax, or other type of assessment, including per vehicle fees and gross receipts taxes, imposed on a motor carrier or motor private carrier for the renewal of the intrastate authority or insurance filings of such carrier with a State.

"(4) LEASING COMPANY.—The term 'leasing company' means a lessor that is engaged in the business of leasing or renting for compensation motor vehicles without drivers to a motor carrier, motor private carrier, or freight forwarder.

"(5) MOTOR CARRIER.—The term 'motor carrier' includes all carriers that are otherwise exempt from this part under subchapter I of chapter 135 or exemption actions by the former Interstate Commerce Commission under this title.

"(6) PARTICIPATING STATE.—The term 'participating State' means a State that has complied with the requirements of subsection (e).

"(7) SSRS.—The term 'SSRS' means the single state registration system in effect on the date of enactment of this section.

"(8) UNIFIED CARRIER REGISTRATION AGREEMENT.—The terms 'unified carrier registration agreement' and 'UCR agreement' mean the interstate agreement developed under the unified carrier registration plan governing the collection and distribution of registration and financial responsibility information provided and fees paid by motor carriers, motor private carriers, brokers, freight forwarders, and leasing companies pursuant to this section.

"(9) UNIFIED CARRIER REGISTRATION PLAN.—The terms 'unified carrier registration plan' and 'UCR plan' mean the organization of State, Federal, and industry representatives responsible for developing, implementing, and administering the unified carrier registration agreement.

"(10) VEHICLE REGISTRATION.—The term 'vehicle registration' means the registration of any commercial motor vehicle under the International Registration Plan (as defined in section 31701) or any other registration law or regulation of a jurisdiction.

"(b) APPLICABILITY OF PROVISIONS TO FREIGHT FORWARDERS.—A freight forwarder that operates commercial motor vehicles and is not required to register as a carrier pursuant to section 13903(b) shall be subject to the provisions of this section as if the freight forwarder is a motor carrier.

"(c) UNREASONABLE BURDEN.—For purposes of this section, it shall be considered an unreasonable burden upon interstate commerce for any State or any political subdivision of a State, or any political authority of two or more States—

"(1) to enact, impose, or enforce any requirement or standards with respect to, or levy any fee or charge on, any motor carrier or motor private carrier providing transportation or service subject to jurisdiction under subchapter I of chapter 135 (in this section referred to as an 'interstate motor carrier' and an 'interstate motor private carrier', respectively) in connection with—

"(A) the registration with the State of the interstate operations of the motor carrier or motor private carrier;

"(B) the filing with the State of information relating to the financial responsibility of the a motor carrier or motor private carrier pursuant to sections 31138 or 31139;

"(C) the filing with the State of the name of the local agent for service of process of the motor carrier or motor private carrier pursuant to sections 503 or 13304; or

"(D) the annual renewal of the intrastate authority, or the insurance filings, of the motor carrier or motor private carrier, or other intrastate filing requirement necessary to operate within the State if the motor carrier or motor private carrier is—

"(i) registered under section 13902 or section 13905(b); and

"(ii) in compliance with the laws and regulations of the State authorizing the carrier to operate in the State in accordance with section 14501(c)(2)(A); except with respect to—

"(I) intrastate service provided by motor carriers of passengers that is not subject to the preemption provisions of section 14501(a);

"(II) motor carriers of property, motor private carriers, brokers, or freight forwarders, or their services or operations, that are described in subparagraphs (B) and (C) of section 14501(c)(2).

"(III) the intrastate transportation of waste or recyclable materials by any carrier; or

"(2) to require any interstate motor carrier or motor private carrier that also performs intrastate operations to pay any fee or tax which a carrier engaged exclusively in interstate operations is exempt.

"(d) UNIFIED CARRIER REGISTRATION PLAN.—

"(1) BOARD OF DIRECTORS.—

"(A) GOVERNANCE OF PLAN; ESTABLISHMENT.—The unified carrier registration plan shall have a board of directors consisting of representatives of the Department of Transportation, participating States, and the motor carrier industry. The Secretary shall establish the board.

"(B) COMPOSITION.—The board shall consist of 15 directors appointed by the Secretary as follows:

"(i) FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION.—One director from each of the Federal Motor Carrier Safety Administration's 4 service areas (as those areas were defined by the Federal Motor Carrier Safety Administration on January 1, 2005) from among the chief administrative officers of the State agencies responsible for overseeing the administration of the UCR agreement.

"(ii) STATE AGENCIES.—Five directors from the professional staffs of State agencies responsible for overseeing the administration of the UCR agreement in their respective States. Nominees for these 5 directorships shall be submitted to the Secretary by the national association of professional employees of the State agencies responsible for overseeing the administration of the UCR agreement in their respective States.

"(iii) MOTOR CARRIER INDUSTRY.—Five directors from the motor carrier industry. At least 1 of the appointees under this clause shall be a representative of a national trade association representing the general motor carrier of property industry. At least 1 of the appointees under this clause shall represent a motor carrier that falls within the smallest fleet fee bracket.

"(iv) DEPARTMENT OF TRANSPORTATION.—The Deputy Administrator of the Federal Motor Carrier Safety Administration, or such other presidential appointee from the Department, as the Secretary may appoint.

"(C) CHAIRPERSON AND VICE-CHAIRPERSON.—The Secretary shall designate 1 director as chairperson and 1 director as vice-chairperson of the board. The chairperson and vice-chairperson shall serve in such capacity for the term of their appointment as directors.

"(D) TERMS.—

"(i) INITIAL TERMS.—In appointing the initial board, the Secretary shall designate 5 of the appointed directors for initial terms of 3 years, 5 of the appointed

directors for initial terms of 2 years, and 5 of the appointed directors for initial terms of 1 year.

"(ii) THEREAFTER.—After the initial term, all directors shall be appointed for terms of 3 years; except that the term of the Deputy Administrator or other individual designated by the Secretary under subparagraph (B)(iv) shall be at the discretion of the Secretary.

"(iii) SUCCESSION.—A director may be appointed to succeed himself or herself.

"(iv) END OF SERVICE.—A director may continue to serve on the board until his or her successor is appointed.

"(2) RULES AND REGULATIONS GOVERNING THE UCR AGREEMENT.—The board of directors shall issue rules and regulations to govern the UCR agreement. The rules and regulations shall—

"(A) prescribe uniform forms and formats, for—

"(i) the annual submission of the information required by a base-State of a motor carrier, motor private carrier, leasing company, broker, or freight forwarder;

"(ii) the transmission of information by a participating State to the Unified Carrier Registration System;

"(iii) the payment of excess fees by a State to the designated depository and the distribution of fees by the depository to those States so entitled; and

"(iv) the providing of notice by a motor carrier, motor private carrier, broker, freight forwarder, or leasing company to the board of the intent of such entity to change its base-State, and the procedures for a State to object to such a change under subparagraph (C);

"(B) provide for the administration of the unified carrier registration agreement, including procedures for amending the agreement and obtaining clarification of any provision of the Agreement;

"(C) provide procedures for dispute resolution under the agreement that provide due process for all involved parties; and

"(D) designate a depository.

"(3) COMPENSATION AND EXPENSES.—

"(A) IN GENERAL.—Except for the representative of the Department appointed under paragraph (1)(B)(iv), no director shall receive any compensation or other benefits from the Federal Government for serving on the board or be considered a Federal employee as a result of such service.

"(B) EXPENSES.—All directors shall be reimbursed for expenses they incur attending meetings of the board. In addition, the board may approve the reimbursement of expenses incurred by members of any subcommittee or task force appointed under paragraph (5) for carrying out the duties of the subcommittee or task force. The reimbursement of expenses to directors and subcommittee and task force members shall be under subchapter II of chapter 57 of title 5, United States Code, governing reimbursement of expenses for travel by Federal employees.

"(4) MEETINGS.—

"(A) IN GENERAL.—The board shall meet at least once per year. Additional meetings may be called, as needed, by the chairperson of the board, a majority of the directors, or the Secretary.

"(B) QUORUM.—A majority of directors shall constitute a quorum.

"(C) VOTING.—Approval of any matter before the board shall require the approval of a majority of all directors present at the meeting.

"(D) OPEN MEETINGS.—Meetings of the board and any subcommittees or task forces appointed under paragraph (5) shall be subject to the provisions of section 552b of title 5.

"(5) SUBCOMMITTEES.—

"(A) INDUSTRY ADVISORY SUBCOMMITTEE.—The chairperson shall appoint an industry advisory subcommittee. The industry advisory subcommittee shall consider any matter before the board and make recommendations to the board.

"(B) OTHER SUBCOMMITTEES.—The chairperson shall appoint an audit subcommittee, a dispute resolution subcommittee, and any additional subcommittees and task forces that the board determines to be necessary.

"(C) MEMBERSHIP.—The chairperson of each subcommittee shall be a director. The other members of subcommittees and task forces may be directors or nondirectors.

"(D) REPRESENTATION ON SUBCOMMITTEES.—Except for the industry advisory subcommittee (the membership of which shall consist solely of representatives of entities subject to the fee requirements of subsection (f)), each subcommittee and task force shall include representatives of the participating States and the motor carrier industry.

"(6) DELEGATION OF AUTHORITY.—The board may contract with any person or any agency of a State to perform administrative functions required under the unified carrier registration agreement, but may not delegate its decision or policy-making responsibilities.

"(7) DETERMINATION OF FEES.—

"(A) RECOMMENDATION BY BOARD.—The board shall recommend to the Secretary the initial annual fees to be assessed carriers, leasing companies, brokers, and freight forwarders under the unified carrier registration agreement. In making its recommendation to the Secretary for the level of fees to be assessed in any agreement year, and in setting the fee level, the board and the Secretary shall consider—

"(i) the administrative costs associated with the unified carrier registration plan and the agreement;

"(ii) whether the revenues generated in the previous year and any surplus or shortage from that or prior years enable the participating States to achieve the revenue levels set by the board; and

"(iii) the provisions governing fees under subsection (f)(1).

"(B) SETTING FEES.—The Secretary shall set the initial annual fees for the next agreement year and any subsequent adjustment of those fees—

Deadline.

"(i) within 90 days after receiving the board's recommendation under subparagraph (A); and

Notification. Public information.

"(ii) after notice and opportunity for public comment.

"(8) LIABILITY PROTECTIONS FOR DIRECTORS.—No individual appointed to serve on the board shall be liable to any other director or to any other party for harm, either economic or non-economic, caused by an act or omission of the individual arising from the individual's service on the board if—

"(A) the individual was acting within the scope of his or her responsibilities as a director; and

"(B) the harm was not caused by willful or criminal misconduct, gross negligence, reckless misconduct, or a conscious, flagrant indifference to the right or safety of the party harmed by the individual.

"(9) INAPPLICABILITY OF FEDERAL ADVISORY COMMITTEE ACT.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the unified carrier registration plan, the board, or its committees.

"(10) CERTAIN FEES NOT AFFECTED.—This section does not limit the amount of money a State may charge for vehicle registration or the amount of any fuel use tax a State may impose pursuant to the International Fuel Tax Agreement (as defined in section 31701).

"(e) STATE PARTICIPATION.—

"(1) STATE PLAN.—No State shall be eligible to participate in the unified carrier registration plan or to receive any revenues derived under the UCR agreement, unless the State submits to the Secretary, not later than 3 years after the date of enactment of the Unified Carrier Registration Act of 2005, a plan—

"(A) identifying the State agency that has or will have the legal authority, resources, and qualified personnel necessary to administer the agreement in accordance with the rules and regulations promulgated by the board of directors; and

"(B) demonstrating that an amount at least equal to the revenue derived by the State from the unified carrier registration agreement shall be used for motor carrier safety programs, enforcement, or the administration of the UCR plan and UCR agreement.

"(2) AMENDED PLANS.—A State that submits a plan under this subsection may change the agency designated in the plan by filing an amended plan with the Secretary and the chairperson of the board of directors.

"(3) WITHDRAWAL OF PLAN.—If a State withdraws, or notifies the Secretary that it is withdrawing, the plan it submitted under this subsection, the State may no longer participate in the unified carrier registration agreement or receive any portion of the revenues derived under the agreement. The Secretary shall notify the chairperson upon receiving notice from a State that it is withdrawing its plan or withdrawing from the agreement, or both.

Notification.

"(4) TERMINATION OF ELIGIBILITY.—If a State fails to submit a plan to the Secretary in accordance with paragraph (1) or withdraws its plan under paragraph (3), the State may not submit or resubmit a plan or participate in the agreement.

"(5) PROVISION OF PLAN TO CHAIRPERSON.—The Secretary shall provide a copy of each plan submitted under this subsection to the chairperson of the board of directors not later than 10 days after date of submission of the plan. Deadline.

"(f) CONTENTS OF UNIFIED CARRIER REGISTRATION AGREEMENT.—The unified carrier registration agreement shall provide the following:

"(1) FEES.—(A) Fees charged—

"(i) to a motor carrier, motor private carrier, or freight forwarder in connection with the filing of proof of financial responsibility under the UCR agreement shall be based on the number of commercial motor vehicles owned or operated by the motor carrier, motor private carrier, or freight forwarder; and

"(ii) to a broker or leasing company in connection with such a filing shall be equal to the smallest fee charged to a motor carrier, motor private carrier, and freight forwarder or under this paragraph.

"(B) The fees shall be determined by the Secretary based upon the recommendation of the board under subsection (d)(7).

"(C) The board shall develop for purposes of charging fees no more than 6 and no less than 4 brackets of carriers (including motor private carriers) based on the size of fleet.

"(D) The fee scale shall be progressive in the amount of the fee.

"(E) The board may ask the Secretary to adjust the fees within a reasonable range on an annual basis if the revenues derived from the fees—

"(i) are insufficient to provide the revenues to which the States are entitled under this section; or

"(ii) exceed those revenues.

"(2) DETERMINATION OF OWNERSHIP OR OPERATION.—For purposes of this subsection, a commercial motor vehicle is owned or operated by a motor carrier, motor private carrier, or freight forwarder if the vehicle is registered under Federal law or State law, or both, in the name of the motor carrier, motor private carrier, or freight forwarder or is controlled by the motor carrier, motor private carrier, or freight forwarder under a long term lease during a vehicle registration year.

"(3) CALCULATION OF NUMBER OF COMMERCIAL MOTOR VEHICLES OWNED OR OPERATED.—The number of commercial motor vehicles owned or operated by a motor carrier, motor private carrier, or freight forwarder for purposes of paragraph (1) shall be based either on the number of commercial motor vehicles the motor carrier, motor private carrier, or freight forwarder has indicated it operates on its most recently filed MCS–150 or the total number of such vehicles it owned or operated for the 12-month period ending on June 30 of the year immediately prior to the registration year of the Unified Carrier Registration System. A motor carrier may include in the calculation of its fleet size for purposes of paragraph (1) any commercial motor vehicle. Motor carriers and motor private carriers in the calculation of their fleet size for purposes of

paragraph (1) may elect not to include commercial motor vehicles used exclusively in the intrastate transportation of property, waste, or recyclable material.

"(4) PAYMENT OF FEES.—Motor carriers, motor private carriers, leasing companies, brokers, and freight forwarders shall pay all fees required under this section to their base-State pursuant to the UCR Agreement.

"(g) PAYMENT OF FEES.—Revenues derived under the UCR Agreement shall be allocated to participating States as follows:

"(1) A State that participated in the SSRS in the last registration year under the SSRS ending before the date of enactment of the Unified Carrier Registration Act of 2005 and complies with subsection (e) is entitled to receive under this section a portion of the revenues generated under the UCR agreement equivalent to the revenues it received under the SSRS in such last registration year, as long as the State continues to comply with subsection (e).

"(2) A State that collected intrastate registration fees from interstate motor carriers, interstate motor private carriers, or interstate exempt carriers and complies with subsection (e) is entitled to receive under this section an additional portion of the revenues generated under the UCR agreement equivalent to the revenues it received from such carriers in the last calendar year ending before the date of enactment of the Unified Carrier Registration Act of 2005, as long as the State continues to comply with subsection (e).

"(3) States that comply with subsection (e) but did not participate in SSRS during such last registration year shall be entitled under this section to an annual allotment not to exceed $500,000 from the revenues generated under the UCR agreement, as long as the State continues to comply with the provisions of subsection (e).

"(4) The amount of revenues generated under the UCR agreement to which a State is entitled under this section shall be calculated by the board and approved by the Secretary.

"(h) DISTRIBUTION OF UCR AGREEMENT REVENUES.—

"(1) ELIGIBILITY.—Each State that is in compliance with subsection (e) shall be entitled under this section to a portion of the revenues derived from the UCR Agreement in accordance with subsection (g).

"(2) ENTITLEMENT TO REVENUES.—A State that is in compliance with subsection (e) may retain an amount of the gross revenues it collects from motor carriers, motor private carriers, brokers, freight forwarders and leasing companies under the UCR agreement equivalent to the portion of revenues to which the State is entitled under subsection (g). All revenues a participating State collects in excess of the amount to which the State is so entitled shall be forwarded to the depository designated by the board under subsection (d)(2)(D).

"(3) DISTRIBUTION OF FUNDS FROM DEPOSITORY.—The excess funds deposited in the depository shall be distributed by the board of directors as follows:

"(A) On a pro rata basis to each participating State that did not collect revenues under the UCR agreement equivalent to the amount such State is entitled under subsection (g), except that the sum of the gross revenues collected under the UCR agreement by a participating State

and the amount distributed to it from the depository shall not exceed the amount to which the State is entitled under subsection (g).

"(B) After all distributions under subparagraph (A) have been made, to pay the administrative costs of the UCR plan and the UCR agreement.

"(4) RETENTION OF CERTAIN EXCESS FUNDS.—Any excess funds held by the depository after distributions and payments under paragraphs (3)(A) and (3)(B) shall be retained in the depository, and the fees charged under the UCR agreement to motor carriers, motor private carriers, leasing companies, freight forwarders, and brokers for the next fee year shall be reduced by the Secretary accordingly.

"(i) ENFORCEMENT.—

"(1) CIVIL ACTIONS.—Upon request by the Secretary, the Attorney General may bring a civil action in the United States district court described in paragraph (2) to enforce an order issued to require compliance with this section and with the terms of the UCR agreement.

"(2) VENUE.—An action under this section may be brought only in a United States district court in the State in which compliance with the order is required.

"(3) RELIEF.—Subject to section 1341 of title 28, the court, on a proper showing shall issue a temporary restraining order or a preliminary or permanent injunction requiring that the State or any person comply with this section.

"(4) ENFORCEMENT BY STATES.—Nothing in this section—

"(A) prohibits a participating State from issuing citations and imposing reasonable fines and penalties pursuant to the applicable laws and regulations of the State on any motor carrier, motor private carrier, freight forwarder, broker, or leasing company for failure to—

"(i) submit information documents as required under subsection (d)(2); or

"(ii) pay the fees required under subsection (f); or

"(B) authorizes a State to require a motor carrier, motor private carrier, or freight forwarder to display as evidence of compliance any form of identification in excess of those permitted under section 14506 on or in a commercial motor vehicle.

"(j) APPLICATION TO INTRASTATE CARRIERS.—Notwithstanding any other provision of this section, a State may elect to apply the provisions of the UCR agreement to motor carriers and motor private carriers and freight forwarders subject to its jurisdiction that operate solely in intrastate commerce within the borders of the State.".

(c) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 14504 the following:

"14504a. Unified Carrier Registration System plan and agreement.".

**SEC. 4306. IDENTIFICATION OF VEHICLES.**

(a) IN GENERAL.—Chapter 145 of title 49, United States Code; is amended by adding at the end the following:

**"§ 14506. Identification of vehicles**

"(a) RESTRICTION ON REQUIREMENTS.—No State, political subdivision of a State, interstate agency, or other political agency of two or more States may enact or enforce any law, rule, regulation standard, or other provision having the force and effect of law that requires a motor carrier, motor private carrier, freight forwarder, or leasing company to display any form of identification on or in a commercial motor vehicle (as defined in section 14504a), other than forms of identification required by the Secretary of Transportation under section 390.21 of title 49, Code of Federal Regulations.

"(b) EXCEPTION.—Notwithstanding subsection (a), a State may continue to require display of credentials that are required—

"(1) under the International Registration Plan under section 31704;

"(2) under the International Fuel Tax Agreement under section 31705;

"(3) under a State law regarding motor vehicle license plates or other displays that the Secretary determines are appropriate;

"(4) in connection with Federal requirements for hazardous materials transportation under section 5103; or

"(5) in connection with the Federal vehicle inspection standards under section 31136.".

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 14505 the following:

"14506. Identification of vehicles.".

**SEC. 4307. USE OF UCR AGREEMENT REVENUES AS MATCHING FUNDS.**

(a) IN GENERAL.—Section 31103(a) of title 49, United States Code, is amended—

(1) by striking "31102(b)(1)(D)" inserting "31102(b)(1)(E)"; and

(2) by inserting "Amounts generated under the unified carrier registration agreement under section 14504a and received by a State and used for motor carrier safety purposes may be included as part of the State's share not provided by the United States." after "United States Government.".

(b) TECHNICAL CORRECTION.—Sections 31102(b)(3) of such title is amended by striking "paragraph (1)(D)" and inserting "paragraph (1)(E)".

49 USC 13902 note.

**SEC. 4308. REGULATIONS.**

The Secretary may issue such regulations as the Secretary determines are necessary to carry out this subtitle and the amendments made by this subtitle.

# Subtitle D—Miscellaneous Provisions

**SEC. 4401. TECHNICAL ADJUSTMENT.**

(a) DEFINITIONS.—In this section the following definitions:

(1) The term "Administrator" means the Administrator of General Services.

(2) The term "donee" means the corporation to which the Administrator donated the vessel.

(3) The term "vessel" means the vessel with Unit Identification number 13862.

(b) TRANSFER.—Not later than 30 days after the date of enactment of this Act, the donee shall transfer all of the rights, title, and interest of the donee in and to the vessel to the Administrator. Deadline.

(c) FUTURE CONVEYANCE.—Within 30 days after the transfer of the vessel under subsection (b), the Administrator shall remove the vessel to a Federal facility. Within 60 days after the date of the transfer of the vessel under subsection (b), the Administrator shall sell the vessel for fair market value. The Administrator shall require as a condition of any conveyance of the vessel that the vessel shall not be used within the United States, as defined in section 2101(44) of title 46, United States Code, or within the territorial sea of the United States as described in Presidential Proclamation No. 5928 of December 27, 1988. The donee shall not be required to pay any amounts for removing the vessel to a Federal facility under this subsection. Deadline.

(d) EFFECT ON PENDING LAWSUITS.—Nothing in this section shall have any effect on any lawsuit relating to transfer or use of the vessel.

(e) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary $4,000,000 for a grant to the donee. The Secretary shall transfer any funds appropriated under this subsection to the Secretary of the Interior, who shall obligate such funds through instruments and procedures that are equivalent to the instruments and procedures required to be used by the Bureau of Indian Affairs pursuant to title IV of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 458aa et seq.). Amounts paid to the donee under this section shall be treated as revenues originating from the Alaska Native Fund for purposes of section 21(a) of the Alaska Native Claims Settlement Act (43 U.S.C. 1602(a)).

**SEC. 4402. TRANSFER.**

Section 407(b) of the Coast Guard Authorization Act of 1998 (112 Stat. 3430) is amended—

(1) by striking "made—" and all that follows through "(1) subject" and inserting "made subject"; and

(2) by striking "; and" and all that follows and inserting a period.

**SEC. 4403. EXTENSION OF ASSISTANCE.**

Section 206(c) of Public Law 89–702 (16 U.S.C. 1166(c)) is amended—

(1) by striking "for fiscal years 2001, 2002, 2003, 2004, and 2005" the first place it it appears; and

(2) in paragraph (1) by inserting ", for fiscal years 2001, 2002, 2003, 2004, 2005, 2006, and 2007" after "subsection (a)".

**SEC. 4404. DESIGNATIONS.**

Alaska. Hawaii.

(a) DESIGNATION.—In the States of Alaska and Hawaii, members of the State legislature may serve on the policy board of a metropolitan planning organization designated under section 134 of title 23, United States Code, if such service is allowed by State law.

(b) REDESIGNATION.—In the States of Alaska and Hawaii, a metropolitan planning organization designated under section 134 of title 23, United States Code, may be redesignated as a result

of changes in State law that define new requirements for the metropolitan planning organization policy board.

**SEC. 4405. LIMITED EXCEPTION.**

Section 44704(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking "The" the first place it appears and inserting "ISSUANCE, INVESTIGATIONS, AND TESTS.—The";

(2) in paragraph (2) by striking "The" and inserting "SPECIFICATIONS.—The";

(3) in paragraph (3) by striking "If" and inserting "SPECIAL RULES FOR NEW AIRCRAFT AND APPLIANCES.—Except as provided in paragraph (4), if";

(4) by adding at the end the following:

"(4) LIMITATION FOR AIRCRAFT MANUFACTURED BEFORE AUGUST 5, 2004.—Paragraph (3) shall not apply to a person who began the manufacture of an aircraft before August 5, 2004, and who demonstrates to the satisfaction of the Administrator that such manufacture began before August 5, 2004, if the name of the holder of the type certificate for the aircraft does not appear on the airworthiness certificate or identification plate of the aircraft. The holder of the type certificate for the aircraft shall not be responsible for the continued airworthiness of the aircraft. A person may invoke the exception provided by this paragraph with regard to the manufacture of only one aircraft.";

(5) by indenting paragraph (1); and

(6) by aligning the left margin of paragraphs (1), (2), and (3) with the left margin of paragraph (4) (as added by paragraph (4) of this section).

Alaska.

**SEC. 4406. AIRPORT LAND AMENDMENT.**

(a) RELEASE OF REVERTER CONDITION.—The Secretary of the Interior shall execute such instruments as are necessary to release the condition on a portion of land situated adjacent to the community of Beaver, Alaska, conveyed pursuant to Patent No. 50–69–0130 and dated August 23, 1968, requiring that such land reverts to the United States if the land is not used for airport purposes. The Secretary shall ensure that the release executed pursuant to this subsection—

(1) applies only to approximately 33 acres of land identified as tracts II through VI of the Beaver Airport, a part of U.S. Survey No. 3798, Alaska (referred to in this section as the "community expansion land");

(2) is without any requirement for receipt of fair market value for the release and conveyance of the conditions otherwise applicable to the community expansion land; and

(3) is contingent on the conveyance by the State of Alaska of the community expansion land to the Beaver Kwit'chin Corporation, the Village Corporation of the village of Beaver, Alaska.

(b) RECONVEYANCE.—The Beaver Kwit'chin Corporation—

(1) shall reconvey to any individual who currently occupies a portion of the land referred to in subsection (a) or successor in interest to such an individual, all right, title, and interest of the Kwit'chin Corporation in and to such land as is currently occupied;

(2) may subsequently—

(A) convey the remaining land to other individuals or persons for community expansion purposes; or

(B) retain the remaining land in whole or in part for community uses.

**SEC. 4407. RIGHTS-OF-WAY.** Enactment.

Notwithstanding any other provision of law, the reciprocal rights-of-way and easements identified on the map numbered 92337 and dated June 15, 2005, are hereby enacted into law.

**SEC. 4408. RIALTO MUNICIPAL AIRPORT.** California.

(a) FINDINGS.—Congress finds that—

(1) Rialto Municipal Airport/Art Scholl Memorial Airport (Rialto Municipal Airport) is a general aviation airport located within a 20-mile radius of 10 other general aviation airports;

(2) Rialto Municipal Airport is located approximately 8.5 nautical miles from the former Norton Air Force Base which was selected for closure by the Base Realignment and Closure Commission in 1988 and was closed in 1994;

(3) there has been a significant decline in based aircraft and aviation operations at Rialto Municipal Airport due to the unexpected impact of increased capacity in the immediate vicinity of the airport;

(4) the transfer of Rialto Municipal Airport's operations, assets and liabilities is supported by the general aviation operators at the airport and will not compromise service or safety; and

(5) the closure of Rialto Municipal Airport shall be in compliance with applicable Federal laws and regulations.

(b) IN GENERAL.—Notwithstanding any law, regulation or grant assurance, but subject to the requirements of this section, the United States shall release all restrictions, conditions, and limitations on the use, encumbrance, conveyance, or closure of the Rialto Municipal Airport, in Rialto, California, to the extent such restrictions, conditions, and limitations are enforceable by the United States.

(c) CONDITIONS.—A release under subsection (b) shall be subject to the following conditions:

(1) Upon conveyance of the land or transfer of any interest or rights of use or occupancy of the land—

(A) the City of Rialto will pay the United States 45 percent of the current fair market value of the property, and this amount shall be used for projects eligible under chapter 471 of title 49, United States Code, at a commercial airport—

(i) for which a certificate is issued under part 139 of title 14, Code of Federal Regulations;

(ii) that is located within 10 nautical miles of Rialto Municipal Airport; and

(iii) that was included on the Department of Defense base closure list of 1988;

(B) the remaining 55 percent of the fair market value referred to in subparagraph (A) shall be retained by the City of Rialto;

(C) the city shall pay to the United States 90 percent of the unamortized portion of any Federal development grant for airport facilities other than land, amortized over a 20-year term, with interest. These funds shall be payable

over a period of 5 years and deposited into the Airport and Airway Trust Fund and available for projects eligible under chapter 471 of title 49, United States Code.

(2) The United States will not be responsible for any environmental cleanup of any land with respect to which such release is made.

(3) All airport and aviation-related equipment located at Rialto Municipal Airport and owned by the City of Rialto before the date of the release will be transferred to a commercial airport referred to in paragraph (1)(A).

**SEC. 4409. CONFORMING AMENDMENTS.**

Section 218 of title 23, United States Code, is amended—

(1) in subsection (a) by striking "prior to the date of the enactment of the reauthorization of the Transportation Equity Act for the 21st Century"; and

(2) by adding at the end the following:

Alaska.

"(c) For purposes of this section, the term 'Alaska Marine Highway System' includes all existing or planned transportation facilities and equipment in Alaska, including the lease, purchase, or construction of vessels, terminals, docks, floats, ramps, staging areas, parking lots, bridges and approaches thereto, and necessary roads.".

Alaska.

**SEC. 4410. RALPH M. BARTHOLOMEW VETERANS' MEMORIAL BRIDGE.**

(a) DESIGNATION.—The bridge joining the Island of Gravina to the community of Ketchican, Alaska, constructed pursuant to section 144(g)(1)(E) of title 23, United States Code, is designated as the "Ralph M. Bartholomew Veterans' Memorial Bridge".

(b) REFERENCES.—Any reference in law, map, regulation, document, paper, or other record of the United States to the bridge referred to in subsection (a) shall be deemed to be a reference to the "Ralph M. Bartholomew Veterans' Memorial Bridge".

Alaska.
Bridge.

**SEC. 4411. DON YOUNG'S WAY.**

(a) DESIGNATION.—The Knik Arm bridge in Alaska to be planned, designed, and constructed pursuant to section 117 of title 23, United States Code, as high priority project number 2465 under section 1702 of this Act, is designated as "Don Young's Way".

(b) REFERENCES.—Any reference in law, map, regulation, document, paper, or other record of the United States to the bridge referred to in subsection (a) shall be deemed to be a reference to "Don Young's Way".

**SEC. 4412. QUALITY BANK ADJUSTMENTS.**

(a) DEFINITION OF TAPS QUALITY BANK ADJUSTMENTS.—In this section, the term "TAPS quality bank adjustments" means monetary adjustments paid by or to a shipper of oil on the Trans Alaska Pipeline System through the operation of a quality bank to compensate for the value of the oil of the shipper that is commingled in the Pipeline.

(b) PROCEEDINGS.—

(1) IN GENERAL.—In a proceeding commenced before the date of enactment of this Act, the Federal Energy Regulatory Commission may not order retroactive changes in TAPS quality bank adjustments for any period before February 1, 2000.

(2) PROCEEDINGS COMMENCED AFTER THE DATE OF ENACTMENT.—In a proceeding commenced after the date of enactment

of this Act, the Commission may not order retroactive changes in TAPS quality bank adjustments for any period that exceeds the 15-month period immediately preceding the earliest date of the first order of the Federal Energy Regulatory Commission imposing quality bank adjustments in the proceeding.

(c) DEADLINE FOR CLAIMS.—

(1) IN GENERAL.—A claim relating to a quality bank under this section shall be filed with the Federal Energy Regulatory Commission not later than 2 years after the date on which the claim arose.

(2) FINAL ORDER.—Not later than 15 months after the date on which a claim is filed under paragraph (1), the Federal Energy Regulatory Commission shall issue a final order with respect to the claim.

**SEC. 4413. TECHNICAL AMENDMENT.**

Section 5006(d) of Public Law 101–380 is amended by inserting "annual" before "amount". 33 USC 2736.

# TITLE V—RESEARCH

## Subtitle A—Funding

**SEC. 5101. AUTHORIZATION OF APPROPRIATIONS.**

(a) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(1) SURFACE TRANSPORTATION RESEARCH, DEVELOPMENT, AND DEPLOYMENT PROGRAM.—To carry out sections 502, 503, 506, 507, 509, and 510 of title 23, United States Code, and sections 5201, 5203, 5204, 5309, 5501, 5502, 5503, 5504, 5506, 5511, 5512, and 5513 of this title $196,400,000 for each of fiscal years 2005 through 2009 shall be available.

(2) TRAINING AND EDUCATION.—To carry out section 504 of title 23, United States Code, and section 5502 of this Act $26,700,000 for each of fiscal years 2005 through 2009.

(3) BUREAU OF TRANSPORTATION STATISTICS.—For the Bureau of Transportation Statistics to carry out section 111 of title 49, United States Code, $27,000,000 for each of fiscal years 2005 through 2009.

(4) UNIVERSITY TRANSPORTATION RESEARCH.—To carry out sections 5505 and 5506 of title 49, United States Code, $69,700,000 for each of fiscal years 2005 through 2009.

(5) INTELLIGENT TRANSPORTATION SYSTEMS (ITS) RESEARCH.—To carry out subtitle C of this title, and section 511 of title 23, United States Code, $110,000,000 for each of fiscal years 2005 through 2009.

(6) ITS DEPLOYMENT.—To carry out sections 5208 and 5209 of the Transportation Equity Act for the 21st Century (112 Stat. 458; 112 Stat. 460), $122,000,000 for fiscal year 2005.

(b) APPLICABILITY OF TITLE 23, UNITED STATES CODE.—Funds authorized to be appropriated by subsection (a) shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that the Federal share of the cost of a project or activity carried out using such funds shall be 50 percent, unless otherwise expressly provided

by this Act (including the amendments made by this Act) or otherwise determined by the Secretary, and such funds shall remain available until expended and shall not be transferable.

**SEC. 5102. OBLIGATION CEILING.**

Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Highway Trust Fund (other than the Mass Transit Account) by section 5101(a) of this Act shall be $410,888,888 for each of fiscal years 2005 through 2009.

**SEC. 5103. FINDINGS.**

Congress finds the following:

(1) Research and development are critical to developing and maintaining a transportation system that meets the goals of safety, mobility, economic vitality, efficiency, equity, and environmental protection.

(2) Federally sponsored surface transportation research and development has produced many successes. The development of rumble strips has increased safety; research on materials has increased the lifespan of pavements, saving money and reducing the disruption caused by construction; and Geographic Information Systems have improved the management and efficiency of transit fleets.

(3) Despite these important successes, the Federal surface transportation research and development investment represents less than 1 percent of overall Government spending on surface transportation.

(4) While Congress increased funding for overall transportation programs by about 40 percent in the Transportation Equity Act for the 21st Century, funding for transportation research and development remained relatively flat.

(5) The Federal investment in research and development should be balanced between short-term applied and long-term fundamental research and development. The investment should also cover a wide range of research areas, including research on materials and construction, research on operations, research on transportation trends and human factors, and research addressing the institutional barriers to deployment of new technologies.

(6) That it is in the United States interest to increase the Federal investment in transportation research and development, and to conduct research in critical research gaps, in order to ensure that the transportation system meets the goals of safety, mobility, economic vitality, efficiency, equity, and environmental protection.

## Subtitle B—Research, Technology, and Education

**SEC. 5201. RESEARCH, TECHNOLOGY, AND EDUCATION.**

(a) RESEARCH, TECHNOLOGY, AND EDUCATION.—Title 23, United States Code, is amended—

(1) in the table of chapters by striking the item relating to chapter 5 and inserting the following:

**"5. Research, Technology, and Education ..... 501";**

and

(2) by striking the heading for chapter 5 and inserting the following:

**"CHAPTER 5—RESEARCH, TECHNOLOGY, AND EDUCATION".**

(b) STATEMENT OF PRINCIPLES GOVERNING RESEARCH AND TECHNOLOGY INVESTMENTS.—Section 502 of such title is amended—

(1) by redesignating subsections (a) through (g) as subsections (b) through (h), respectively; and

(2) by inserting before subsection (b) (as so redesignated) the following:

"(a) BASIC PRINCIPLES GOVERNING RESEARCH AND TECHNOLOGY INVESTMENTS.—

"(1) COVERAGE.—Surface transportation research and technology development shall include all activities leading to technology development and transfer, as well as the introduction of new and innovative ideas, practices, and approaches, through such mechanisms as field applications, education and training, and technical support.

"(2) FEDERAL RESPONSIBILITY.—Funding and conducting surface transportation research and technology transfer activities shall be considered a basic responsibility of the Federal Government when the work—

"(A) is of national significance;

"(B) supports research in which there is a clear public benefit and private sector investment is less than optimal;

"(C) supports a Federal stewardship role in assuring that State and local governments use national resources efficiently; or

"(D) presents the best means to support Federal policy goals compared to other policy alternatives.

"(3) ROLE.—Consistent with these Federal responsibilities, the Secretary shall—

"(A) conduct research;

"(B) support and facilitate research and technology transfer activities by State highway agencies;

"(C) share results of completed research; and

"(D) support and facilitate technology and innovation deployment.

"(4) PROGRAM CONTENT.—A surface transportation research program shall include—

"(A) fundamental, long-term highway research;

"(B) research aimed at significant highway research gaps and emerging issues with national implications; and

"(C) research related to policy and planning.

"(5) STAKEHOLDER INPUT.—Federal surface transportation research and development activities shall address the needs of stakeholders. Stakeholders include States, metropolitan planning organizations, local governments, the private sector, researchers, research sponsors, and other affected parties, including public interest groups.

"(6) COMPETITION AND PEER REVIEW.—Except as otherwise provided in this chapter, the Secretary shall award, to the

maximum extent practicable, all grants, contracts, and cooperative agreements for research and development under this chapter based on open competition and peer review of proposals.

"(7) PERFORMANCE REVIEW AND EVALUATION.—To the maximum extent practicable, all surface transportation research and development projects shall include a component of performance measurement and evaluation. Performance measures shall be established during the proposal stage of a research and development project and shall, to the maximum extent possible, be outcome-based. All evaluations shall be made readily available to the public.

Public information.

"(8) TECHNOLOGICAL INNOVATION.—The programs and activities carried out under this section shall be consistent with the surface transportation research and technology development strategic plan developed under section 508.".

(c) PROCUREMENT FOR RESEARCH, DEVELOPMENT, AND TECHNOLOGY TRANSFER ACTIVITIES.—Section 502(b)(3) of such title (as redesignated by subsection (b) of this section) is amended to read as follows:

"(3) COOPERATION, GRANTS, AND CONTRACTS.—The Secretary may carry out research, development, and technology transfer activities related to transportation—

"(A) independently;

"(B) in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

"(C) by making grants to, or entering into contracts and cooperative agreements with one or more of the following: the National Academy of Sciences, the American Association of State Highway and Transportation Officials, any Federal laboratory, Federal agency, State agency, authority, association, institution, for-profit or nonprofit corporation, organization, foreign country, or any other person.".

(d) TRANSPORTATION POOLED FUND PROGRAM.—Section 502(b) of such title (as redesignated by subsection (b) of this section) is amended by adding at the end the following:

"(6) POOLED FUNDING.—

"(A) COOPERATION.—To promote effective utilization of available resources, the Secretary may cooperate with a State and an appropriate agency in funding research, development, and technology transfer activities of mutual interest on a pooled funds basis.

"(B) SECRETARY AS AGENT.—The Secretary may enter into contracts, cooperative agreements, and grants as the agent for all participating parties in carrying out such research, development, or technology transfer activities.".

(e) OPERATIONS ELEMENTS IN RESEARCH ACTIVITIES.—Section 502 of such title is further amended—

(1) in subsection (b)(1)(B) (as redesignated by subsection (b) of this section) by inserting "transportation system management and operations," after "operation,";

(2) in subsection (d)(5)(C) (as redesignated by subsection (b) of this section) by inserting "system management and" after "transportation"; and

(3) by inserting at the end of subsection (d) (as redesignated by subsection (b) of this section) the following:

"(12) Investigation and development of various operational methodologies to reduce the occurrence and impact of recurrent congestion and nonrecurrent congestion and increase transportation system reliability.

"(13) Investigation of processes, procedures, and technologies to secure container and hazardous material transport, including the evaluation of regulations and the impact of good security practices on commerce and productivity.

"(14) Research, development, and technology transfer related to asset management.".

(f) FACILITATING TRANSPORTATION RESEARCH AND TECHNOLOGY DEPLOYMENT PARTNERSHIPS.—Section 502(c)(2) of such title (as redesignated by subsection (b) of this section) is amended to read as follows:

"(2) COOPERATION, GRANTS, CONTRACTS, AND AGREEMENTS.—Notwithstanding any other provision of law, the Secretary may directly initiate contracts, cooperative research and development agreements (as defined in section 12 of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3710a)) to fund, and accept funds from, the Transportation Research Board of the National Research Council of the National Academy of Sciences, State departments of transportation, cities, counties, and their agents to conduct joint transportation research and technology efforts.".

(g) EXPLORATORY ADVANCED RESEARCH PROGRAM.—Section 502(e) of such title (as redesignated by subsection (b) of this section) is amended to read as follows:

"(e) EXPLORATORY ADVANCED RESEARCH.—

"(1) IN GENERAL.—The Secretary shall establish an exploratory advanced research program, consistent with the surface transportation research and technology development strategic plan developed under section 508 that addresses longer-term, higher-risk research with potentially dramatic breakthroughs for improving the durability, efficiency, environmental impact, productivity, and safety (including bicycle and pedestrian safety) aspects of highway and intermodal transportation systems. In carrying out the program, the Secretary shall strive to develop partnerships with public and private sector entities.

"(2) RESEARCH AREAS.—In carrying out the program, the Secretary may make grants and enter into cooperative agreements and contracts in such areas of surface transportation research and technology as the Secretary determines appropriate, including the following:

"(A) Characterization of materials used in highway infrastructure, including analytical techniques, microstructure modeling, and the deterioration processes.

"(B) Assessment of the effects of transportation decisions on human health.

"(C) Development of surrogate measures of safety.

"(D) Environmental research.

"(E) Data acquisition techniques for system condition and performance monitoring.

"(F) System performance data and information processing needed to assess the day-to-day operational performance of the system in support of hour-to-hour operational decisionmaking.".

(h) FUNDING.—Of the amounts made available by section 5101(a) of this Act, $14,000,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 502(e) of such title.

(i) LONG-TERM PAVEMENT PERFORMANCE PROGRAM.—

(1) IN GENERAL.—Section 502(f) of such title (as redesignated by subsection (b) of this section) is amended to read as follows:

"(f) LONG-TERM PAVEMENT PERFORMANCE PROGRAM.—

"(1) AUTHORITY.—The Secretary shall continue to carry out, through September 30, 2009, tests, monitoring, and data analysis under the long-term pavement performance program.

"(2) GRANTS, COOPERATIVE AGREEMENTS, AND CONTRACTS.—Under the program, the Secretary shall make grants and enter into cooperative agreements and contracts to—

"(A) monitor, material-test, and evaluate highway test sections in existence as of the date of the grant, agreement, or contract;

"(B) analyze the data obtained under subparagraph (A); and

"(C) prepare products to fulfill program objectives and meet future pavement technology needs.".

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $10,120,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 502(f) of such title.

(j) SEISMIC RESEARCH.—

(1) IN GENERAL.—Section 502(g) of such title (as redesignated by subsection (b) of this section) is amended to read as follows:

"(g) SEISMIC RESEARCH.—The Secretary shall—

"(1) in consultation and cooperation with Federal agencies participating in the National Earthquake Hazards Reduction Program established by section 5 of the Earthquake Hazards Reduction Act of 1977 (42 U.S.C. 7704), coordinate the conduct of seismic research;

"(2) take such actions as are necessary to ensure that the coordination of the research is consistent with—

"(A) planning and coordination activities of the National Institute of Standards and Technology under section 5(b)(1) of that Act (42 U.S.C. 7704(b)(1)); and

"(B) the plan developed by the Director of the National Institute of Standards and Technology under section 8(b) of that Act (42 U.S.C. 7705b(b)); and

"(3) in cooperation with the Center for Civil Engineering Research at the University of Nevada, Reno, and the National Center for Earthquake Engineering Research at the University of Buffalo, carry out a seismic research program—

"(A) to study the vulnerability of the Federal-aid system and other surface transportation systems to seismic activity;

"(B) to develop and implement cost-effective methods to reduce the vulnerability; and

"(C) to conduct seismic research and upgrade earthquake simulation facilities as necessary to carry out the program.".

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $2,500,000 for each of fiscal years 2005

through 2009 shall be available to carry out section 502(g) of such title.

(k) INFRASTRUCTURE INVESTMENT NEEDS REPORT.—Section 502 of such title is further amended by adding at the end the following:

"(h) INFRASTRUCTURE INVESTMENT NEEDS REPORT.—

"(1) IN GENERAL.—Not later than July 31, 2006, and July 31 of every second year thereafter, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes—

"(A) estimates of the future highway, transit, and bridge needs of the United States; and

"(B) the backlog of current highway, transit, and bridge needs.

"(2) COMPARISON WITH PRIOR REPORTS.—Each report under paragraph (1) shall provide the means, including all necessary information, to relate and compare the conditions and service measures used in the previous biennial reports.".

(l) TURNER-FAIRBANK HIGHWAY RESEARCH CENTER.—Section 502 of such title is further amended by adding at the end the following:

"(i) TURNER-FAIRBANK HIGHWAY RESEARCH CENTER.—

"(1) IN GENERAL.—The Secretary shall operate in the Federal Highway Administration a Turner-Fairbank Highway Research Center.

"(2) USES OF THE CENTER.—The Turner-Fairbank Highway Research Center shall support—

"(A) the conduct of highway research and development related to new highway technology;

"(B) the development of understandings, tools, and techniques that provide solutions to complex technical problems through the development of economical and environmentally sensitive designs, efficient and quality-controlled construction practices, and durable materials; and

"(C) the development of innovative highway products and practices.".

(m) BIOBASED TRANSPORTATION RESEARCH.—Of the amounts made available by section 5101(a)(1) of this Act, $12,500,000 for each of fiscal years 2006 through 2009, equally divided and available, shall be available to carry out biobased research of national importance at the National Biodiesel Board and at research centers identified in section 9011 of the Farm Security and Rural Investment Act of 2002 (7 U.S.C. 8109).

**SEC. 5202. LONG-TERM BRIDGE PERFORMANCE PROGRAM; INNOVATIVE BRIDGE RESEARCH AND DEPLOYMENT PROGRAM.**

(a) LONG-TERM BRIDGE PERFORMANCE PROGRAM.—

(1) IN GENERAL.—Section 502 of title 23, United States Code, is further amended by adding at the end the following:

"(j) LONG-TERM BRIDGE PERFORMANCE PROGRAM.—

"(1) AUTHORITY.—The Secretary shall establish a 20-year long-term bridge performance program.

"(2) GRANTS, COOPERATIVE AGREEMENTS, AND CONTRACTS.—Under the program, the Secretary shall make grants and enter into cooperative agreements and contracts to—

"(A) monitor, material-test, and evaluate test bridges;

"(B) analyze the data obtained under subparagraph (A); and

"(C) prepare products to fulfill program objectives and meet future bridge technology needs.".

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $7,750,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 502(j) of such title.

(b) INNOVATIVE BRIDGE RESEARCH AND DEPLOYMENT PROGRAM.—

(1) IN GENERAL.—Section 503(b)(1) of such title is amended to read as follows:

"(1) IN GENERAL.—The Secretary shall establish and carry out a program to promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other highway structures.".

(2) GOALS.—Section 503(b)(2) of such title is amended to read as follows:

"(2) GOALS.—The goals of the program shall include—

"(A) the development of new, cost-effective, innovative highway bridge applications;

"(B) the development of construction techniques to increase safety and reduce construction time and traffic congestion;

"(C) the development of engineering design criteria for innovative products, materials, and structural systems for use in highway bridges and structures;

"(D) the reduction of maintenance costs and life-cycle costs of bridges, including the costs of new construction, replacement, or rehabilitation of deficient bridges;

"(E) the development of highway bridges and structures that will withstand natural disasters;

"(F) the documentation and wide dissemination of objective evaluations of the performance and benefits of these innovative designs, materials, and construction methods;

"(G) the effective transfer of resulting information and technology; and

"(H) the development of improved methods to detect bridge scour and economical bridge foundation designs that will withstand bridge scour.".

(3) FUNDING.—

(A) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $13,100,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 503(b) of such title.

(B) HIGH-PERFORMANCE CONCRETE BRIDGE TECHNOLOGY RESEARCH AND DEPLOYMENT.—The Secretary shall obligate $4,125,000 of the amount described in subparagraph (A) for each of fiscal years 2006 through 2009 to conduct research and deploy technology related to high-performance concrete bridges.

23 USC 503 note.

(c) HIGH PERFORMING STEEL BRIDGE RESEARCH AND TECHNOLOGY TRANSFER.—

(1) IN GENERAL.—The Secretary shall carry out a program to demonstrate the application of high-performing steel in the construction and rehabilitation of bridges.

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $4,100,000 for each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(d) STEEL BRIDGE TESTING.— 23 USC 503 note.

(1) IN GENERAL.—The Secretary shall carry out a program to test steel bridges using a nondestructive technology that is able to detect growing cracks, including subsurface flaws as small as 0.010 inches in length or depth, in the bridges.

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $1,250,000 for each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(3) FEDERAL SHARE.—The Federal share of the cost of activities carried out in accordance with this subsection shall be 80 percent.

**SEC. 5203. TECHNOLOGY DEPLOYMENT.**

(a) TECHNOLOGY DEPLOYMENT PROGRAM.—Section 503(a) of title 23, United States Code, is amended—

(1) in the subsection heading by striking "INITIATIVES AND PARTNERSHIPS";

(2) by striking paragraph (1) and inserting the following:

"(1) ESTABLISHMENT.—The Secretary shall develop and administer a national technology deployment program.";

(3) by striking paragraph (7) and inserting the following:

"(7) GRANTS, COOPERATIVE AGREEMENTS, AND CONTRACTS.—

"(A) IN GENERAL.—Under the program, the Secretary may make grants to, and enter into cooperative agreements and contracts with, States, other Federal agencies, universities and colleges, private sector entities, and nonprofit organizations to pay the Federal share of the cost of research, development, and technology transfer activities concerning innovative materials.

"(B) APPLICATIONS.—To receive a grant under this subsection, an entity described in subparagraph (A) shall submit an application to the Secretary. The application shall be in such form and contain such information as the Secretary may require. The Secretary shall select and approve an application based on whether the project that is the subject of the grant meets the purpose of the program described in paragraph (2)."; and

(4) by striking paragraph (8) and inserting the following:

"(8) TECHNOLOGY AND INFORMATION TRANSFER.—The Secretary shall ensure that the information and technology resulting from research conducted under paragraph (7) is made available to State and local transportation departments and other interested parties as specified by the Secretary.".

(b) INNOVATIVE PAVEMENT RESEARCH AND DEPLOYMENT PROGRAM.—

(1) IN GENERAL.—Section 503 of such title is further amended by adding at the end the following:

"(c) INNOVATIVE PAVEMENT RESEARCH AND DEPLOYMENT PROGRAM.—

"(1) IN GENERAL.—The Secretary shall establish and implement a program to promote, demonstrate, support, and document the application of innovative pavement technologies, practices, performance, and benefits.

"(2) GOALS.—The goals of the innovative pavement research and deployment program shall include—

"(A) the deployment of new, cost-effective, innovative designs, materials, recycled materials (including taconite tailings and foundry sand), and practices to extend pavement life and performance and to improve customer satisfaction;

"(B) the reduction of initial costs and life-cycle costs of pavements, including the costs of new construction, replacement, maintenance, and rehabilitation;

"(C) the deployment of accelerated construction techniques to increase safety and reduce construction time and traffic disruption and congestion;

"(D) the deployment of engineering design criteria and specifications for innovative practices, products, and materials for use in highway pavements;

"(E) the deployment of new nondestructive and real-time pavement evaluation technologies and techniques;

"(F) the evaluation, refinement, and documentation of the performance and benefits of innovative technologies deployed to improve life, performance, cost effectiveness, safety, and customer satisfaction;

"(G) effective technology transfer and information dissemination to accelerate implementation of innovative technologies and to improve life, performance, cost effectiveness, safety, and customer satisfaction; and

"(H) the development of designs and materials to reduce storm water runoff.

"(3) RESEARCH TO IMPROVE NHS PAVEMENT.—The Secretary shall obligate for each of fiscal years 2006 through 2009 from funds made available to carry out this subsection, $4,100,000 to conduct research to improve asphalt pavement, $4,100,000 to conduct research to improve concrete pavement, $4,100,000 to conduct research to improve alternative materials used in highways (including alternative materials used in highway drainage applications), and $2,450,000 to conduct research to improve aggregates used in highways on the National Highway System.".

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $22,625,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 503(c) of such title.

(c) SAFETY INNOVATION DEPLOYMENT PROGRAM.—

(1) IN GENERAL.—Section 503 of such title is further amended by adding at the end the following:

"(d) SAFETY INNOVATION DEPLOYMENT PROGRAM.—

"(1) IN GENERAL.—The Secretary shall establish and implement a program to demonstrate the application of innovative technologies in highway safety.

"(2) GOALS.—The goals of the program shall include—

"(A) the deployment and evaluation of safety technologies and innovations at State and local levels; and

"(B) the deployment of best practices in training, management, design, and planning.

"(3) GRANTS, COOPERATIVE AGREEMENTS, AND CONTRACTS.—

"(A) IN GENERAL.—Under the program, the Secretary shall make grants to, and enter into cooperative agreements and contracts with, States, other Federal agencies, universities and colleges, private sector entities, and nonprofit organizations for research, development, and technology transfer for innovative safety technologies.

"(B) APPLICATIONS.—To receive a grant under this subsection, an entity described in subparagraph (A) shall submit to the Secretary an application at such time and containing such information as the Secretary may require. The Secretary shall select and approve an application based on whether the project that is the subject of the application meets the goals of the program described in paragraph (2).

"(4) TECHNOLOGY AND INFORMATION TRANSFER.—The Secretary shall take such action as is necessary to ensure that the information and technology resulting from research conducted under paragraph (3) is made available to State and local transportation departments and other interested parties as specified by the Secretary.".

(2) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $12,750,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 503(d) of such title.

(d) AUTHORITY TO PURCHASE PROMOTIONAL ITEMS.—Section 503 of such title is further amended by adding at the end the following:

"(e) PROMOTIONAL AUTHORITY.—Funds authorized to be appropriated for necessary expenses for administration and operation of the Federal Highway Administration shall be available to purchase promotional items of nominal value for use in the recruitment of individuals and to promote the programs of the Federal Highway Administration.".

(e) DEMONSTRATION PROJECTS AND STUDIES.—

(1) WOOD COMPOSITE MATERIALS DEMONSTRATION PROJECT.—Of the funds made available by section 5101(a)(1) of this Act, $1,000,000 for each of fiscal years 2006 and 2007 shall be made available for conducting a demonstration at the University of Maine of the durability and potential effectiveness of wood composite materials in multimodal transportation facilities.

(2) ASPHALT RECLAMATION STUDY.—Of the funds made available by section 5101(a)(1) of this Act, $1,500,000 for fiscal year 2006 shall be available for asphalt and asphalt-related reclamation research at the South Dakota School of Mines.

(3) ALKALI SILICA REACTIVITY.—Of the funds made available by section 5101(a)(1) of this Act, $2,450,000 shall be made available by the Secretary for each of fiscal years 2006 through 2009 for further development and deployment of techniques to prevent and mitigate alkali silica reactivity.

(4) FEDERAL SHARE.—The Federal share of the cost of the projects—

(A) under paragraph (1) shall be 100 percent; and

(B) under paragraphs (2) and (3) shall be the share applicable under section 120(b) of such title unless otherwise specified or determined by the Secretary.

(f) TURNER-FAIRBANK FACILITY.—Of the funds made available by section 5101(a)(1) of this Act, $625,000 shall be available for each of fiscal years 2006 through 2009 to provide for physical demonstrations of the ongoing work at the Turner-Fairbank facility with respect to ultra-high performance concrete with ductility.

**SEC. 5204. TRAINING AND EDUCATION.**

(a) NATIONAL HIGHWAY INSTITUTE.—

(1) COURSES.—Section 504(a)(3) of title 23, United States Code, is amended to read as follows:

"(3) COURSES.—

"(A) IN GENERAL.—The Institute shall—

"(i) develop or update existing courses in asset management, including courses that include such components as—

"(I) the determination of life-cycle costs;

"(II) the valuation of assets;

"(III) benefit-to-cost ratio calculations; and

"(IV) objective decisionmaking processes for project selection; and

"(ii) continually develop courses relating to the application of emerging technologies for—

"(I) transportation infrastructure applications and asset management;

"(II) intelligent transportation systems;

"(III) operations (including security operations);

"(IV) the collection and archiving of data;

"(V) expediting the planning and development of transportation projects; and

"(VI) the intermodal movement of individuals and freight.

"(B) ADDITIONAL COURSES.—In addition to the courses developed under subparagraph (A), the Institute, in consultation with State transportation departments, metropolitan planning organizations, and the American Association of State Highway and Transportation Officials, may develop courses relating to technology, methods, techniques, engineering, construction, safety, maintenance, environmental mitigation and compliance, regulations, management, inspection, and finance.

"(C) REVISION OF COURSES OFFERED.—The Institute shall periodically—

"(i) review the course inventory of the Institute; and

"(ii) revise or cease to offer courses based on course content, applicability, and need.".

(2) FUNDING.—Of the amounts made available by section 5101(a)(2) of this Act, $9,600,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 504(a) of such title.

(b) LOCAL TECHNICAL ASSISTANCE PROGRAM.—Section 504(b) of such title is amended to read as follows:

"(b) LOCAL TECHNICAL ASSISTANCE PROGRAM.—

"(1) AUTHORITY.—The Secretary shall carry out a local technical assistance program that will provide access to surface transportation technology to—

"(A) highway and transportation agencies in urbanized and rural areas;

"(B) contractors that perform work for the agencies; and

"(C) infrastructure security staff.

"(2) GRANTS, COOPERATIVE AGREEMENTS, AND CONTRACTS.—The Secretary may make grants and enter into cooperative agreements and contracts to provide education and training, technical assistance, and related support services to—

"(A) assist rural, local transportation agencies and tribal governments, and the consultants and construction personnel working for the agencies and governments, to—

"(i) develop and expand expertise in road and transportation areas (including pavement, bridge, concrete structures, intermodal connections, safety management systems, intelligent transportation systems, incident response, operations, and traffic safety countermeasures);

"(ii) improve roads and bridges;

"(iii) enhance—

"(I) programs for the movement of passengers and freight; and

"(II) intergovernmental transportation planning and project selection; and

"(iv) deal effectively with special transportation-related problems by preparing and providing training packages, manuals, guidelines, and technical resource materials;

"(B) develop technical assistance for tourism and recreational travel;

"(C) identify, package, and deliver transportation technology and traffic safety information to local jurisdictions to assist urban transportation agencies in developing and expanding their ability to deal effectively with transportation-related problems (particularly the promotion of regional cooperation);

"(D) operate, in cooperation with State transportation departments and universities—

"(i) local technical assistance program centers designated to provide transportation technology transfer services to rural areas and to urbanized areas; and

"(ii) local technical assistance program centers designated to provide transportation technical assistance to tribal governments; and

"(E) allow local transportation agencies and tribal governments, in cooperation with the private sector, to enhance new technology implementation.

"(3) FEDERAL SHARE.—The Federal share of the cost of activities carried out by the tribal technical assistance centers under paragraph (2)(D)(ii) shall be 100 percent.".

(c) FUNDING.—Of the funds made available by section 5101(a)(2) of this Act, $11,100,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 504(b) of such title.

(d) GARRETT A. MORGAN TECHNOLOGY AND TRANSPORTATION EDUCATION PROGRAM.—

(1) IN GENERAL.—Section 504 of such title, is further amended by adding at the end the following new subsection:

"(d) GARRETT A. MORGAN TECHNOLOGY AND TRANSPORTATION EDUCATION PROGRAM.—

Women. Minorities.

"(1) IN GENERAL.—The Secretary shall establish the Garrett A. Morgan Technology and Transportation Education Program to improve the preparation of students, particularly women and minorities, in science, technology, engineering, and mathematics through curriculum development and other activities related to transportation.

Grants.

"(2) AUTHORIZED ACTIVITIES.—The Secretary shall award grants under this subsection on the basis of competitive peer review. Grants awarded under this subsection may be used for enhancing science, technology, engineering, and mathematics at the elementary and secondary school level through such means as—

"(A) internships that offer students experience in the transportation field;

"(B) programs that allow students to spend time observing scientists and engineers in the transportation field; and

"(C) developing relevant curriculum that uses examples and problems related to transportation.

"(3) APPLICATION AND REVIEW PROCEDURES.—

"(A) IN GENERAL.—An entity described in subparagraph (C) seeking funding under this subsection shall submit an application to the Secretary at such time, in such manner, and containing such information as the Secretary may require. Such application, at a minimum, shall include a description of how the funds will be used to serve the purposes described in paragraph (2).

"(B) PRIORITY.—In making awards under this subsection, the Secretary shall give priority to applicants that will encourage the participation of women and minorities.

"(C) ELIGIBILITY.—Local educational agencies and State educational agencies, which may enter into a partnership agreement with institutions of higher education, businesses, or other entities, shall be eligible to apply for grants under this subsection.

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

"(A) INSTITUTION OF HIGHER EDUCATION.—The term 'institution of higher education' has the meaning given that term in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001).

"(B) LOCAL EDUCATIONAL AGENCY.—The term 'local educational agency' has the meaning given that term in section 9101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801).

"(C) STATE EDUCATIONAL AGENCY.—The term 'State educational agency' has the meaning given that term in section 9101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801).".

(2) FUNDING.—Of the amounts made available by section 5101(a)(2) of this Act, $1,250,000 for each of fiscal years 2006

through 2009 shall be available to carry out section 504(d) of such title.

(3) FEDERAL SHARE.—The Federal share of the cost of activities carried out in accordance with this section 504(d) of such title shall be 100 percent.

(e) SURFACE TRANSPORTATION WORKFORCE DEVELOPMENT, TRAINING, AND EDUCATION.—Section 504 of such title is further amended by adding at the end the following:

"(e) SURFACE TRANSPORTATION WORKFORCE DEVELOPMENT, TRAINING, AND EDUCATION.—

"(1) FUNDING.—Subject to project approval by the Secretary, a State may obligate funds apportioned to the State under sections 104(b)(1), 104(b)(2), 104(b)(3), 104(b)(4), and 144(e) for surface transportation workforce development, training, and education, including—

"(A) tuition and direct educational expenses, excluding salaries, in connection with the education and training of employees of State and local transportation agencies;

"(B) employee professional development;

"(C) student internships;

"(D) university or community college support; and

"(E) education activities, including outreach, to develop interest and promote participation in surface transportation careers.

"(2) FEDERAL SHARE.—The Federal share of the cost of activities carried out in accordance with this subsection shall be 100 percent.

"(3) SURFACE TRANSPORTATION WORKFORCE DEVELOPMENT, TRAINING, AND EDUCATION DEFINED.—In this subsection, the term 'surface transportation workforce development, training, and education' means activities associated with surface transportation career awareness, student transportation career preparation, and training and professional development for surface transportation workers, including activities for women and minorities.

"(f) TRANSPORTATION EDUCATION DEVELOPMENT PILOT PROGRAM.— Grants.

"(1) ESTABLISHMENT.—The Secretary shall establish a program to make grants to institutions of higher education that, in partnership with industry or State departments of transportation, will develop, test, and revise new curricula and education programs to train individuals at all levels of the transportation workforce.

"(2) SELECTION OF GRANT RECIPIENTS.—In selecting applications for awards under this subsection, the Secretary shall consider—

"(A) the degree to which the new curricula or education program meets the specific needs of a segment of the transportation industry, States, or regions;

"(B) providing for practical experience and on-the-job training;

"(C) proposals oriented toward practitioners in the field rather than the support and growth of the research community;

"(D) the degree to which the new curricula or program will provide training in areas other than engineering, such

as business administration, economics, information technology, environmental science, and law;

"(E) programs or curricula in nontraditional departments that train professionals for work in the transportation field, such as materials, information technology, environmental science, urban planning, and industrial technology; and

"(F) the commitment of industry or a State's department of transportation to the program.

"(3) LIMITATIONS.—The amount of a grant under this subsection shall not exceed $300,000 per year. After a recipient has received 3 years of Federal funding under this subsection, Federal funding may equal not more than 75 percent of a grantee's program costs.".

(f) FUNDING.—

(1) IN GENERAL.—Of the amounts made available by section 5101(a)(2) of this Act, $1,875,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 504(f) of such title.

(2) FEDERAL SHARE.—The Federal share of the cost of activities carried out in accordance with section 504(f) of such title shall be 100 percent.

23 USC 502 note.

(g) TRANSPORTATION TECHNOLOGY INNOVATIONS.—

(1) FUNDAMENTAL PROPERTIES OF ASPHALTS AND MODIFIED ASPHALTS.—The Secretary shall continue to carry out section 5117(b)(5) of the Transportation Equity Act for the 21st Century (112 Stat. 450).

(2) TRANSPORTATION, ECONOMIC, AND LAND USE SYSTEM.—The Secretary shall continue to carry out section 5117(b)(7) of the Transportation Equity Act for the 21st Century (112 Stat. 450).

(3) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, for each of fiscal years 2005 through 2009 $4,200,000 shall be available to carry out paragraph (1) and $1,000,000 shall be available to carry out paragraph (2).

(h) FREIGHT PLANNING CAPACITY BUILDING.—

(1) IN GENERAL.—Section 504 of title 23, United States Code, is further amended by adding at the end the following:

"(g) FREIGHT CAPACITY BUILDING PROGRAM.—

"(1) ESTABLISHMENT.—The Secretary shall establish a freight planning capacity building initiative to support enhancements in freight transportation planning in order to—

"(A) better target investments in freight transportation systems to maintain efficiency and productivity; and

"(B) strengthen the decisionmaking capacity of State transportation departments and local transportation agencies with respect to freight transportation planning and systems.

"(2) AGREEMENTS.—The Secretary shall enter into agreements to support and carry out administrative and management activities relating to the governance of the freight planning capacity initiative.

"(3) STAKEHOLDER INVOLVEMENT.—In carrying out this section, the Secretary shall consult with the Association of Metropolitan Planning Organizations, the American Association of State Highway and Transportation Officials, and other freight planning stakeholders, including the other Federal agencies,

State transportation departments, local governments, nonprofit entities, academia, and the private sector.

"(4) ELIGIBLE ACTIVITIES.—The freight planning capacity building initiative shall include research, training, and education in the following areas:

"(A) The identification and dissemination of best practices in freight transportation.

"(B) Providing opportunities for freight transportation staff to engage in peer exchange.

"(C) Refinement of data and analysis tools used in conjunction with assessing freight transportation needs.

"(D) Technical assistance to State transportation departments and local transportation agencies reorganizing to address freight transportation issues.

"(E) Facilitating relationship building between governmental and private entities involved in freight transportation.

"(F) Identifying ways to target the capacity of State transportation departments and local transportation agencies to address freight considerations in operations, security, asset management, and environmental excellence in connection with long-range multimodal transportation planning and project implementation.

"(5) FEDERAL SHARE.—The Federal share of the cost of an activity carried out under this section shall be up to 100 percent, and such funds shall remain available until expended.

"(6) USE OF FUNDS.—Funds made available for the program established under this subsection may be used for research, program development, information collection and dissemination, and technical assistance. The Secretary may use such funds independently or make grants or to and enter into contracts and cooperative agreements with a Federal agency, State agency, local agency, federally recognized Indian tribal government or tribal consortium, authority, association, nonprofit or for-profit corporation, or institution of higher education, to carry out the purposes of this subsection.".

(2) FUNDING.—Of the amounts made available under section 5101(a)(2) of this Act, $875,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 504(g) of such title.

(i) EISENHOWER TRANSPORTATION FELLOWSHIP PROGRAM.—Of the amounts made available by section 5101(a)(2) of this Act, $2,200,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 504(c)(2) of such title.

**SEC. 5205. STATE PLANNING AND RESEARCH.**

Section 505 of title 23, United States Code, is amended—

(1) in subsection (a) by adding at the end the following—

"(7) The conduct of activities relating to the planning of real-time monitoring elements."; and

(2) in subsection (d) by striking "for the same" and all that follows through the period and inserting the following: "for the period described in section 118(b)(2).".

**SEC. 5206. INTERNATIONAL HIGHWAY TRANSPORTATION OUTREACH PROGRAM.**

(a) IN GENERAL.—Section 506 of title 23, United States Code, is amended to read as follows:

**"§ 506. International highway transportation outreach program**

"(a) ESTABLISHMENT.—The Secretary may establish an international highway transportation outreach program—

"(1) to inform the United States highway community of technological innovations in foreign countries that could significantly improve highway transportation in the United States;

"(2) to promote United States highway transportation expertise, goods, and services in foreign countries; and

"(3) to increase transfers of United States highway transportation technology to foreign countries.

"(b) ACTIVITIES.—Activities carried out under the program may include—

"(1) the development, monitoring, assessment, and dissemination in the United States of information about highway transportation innovations in foreign countries that could significantly improve highway transportation in the United States;

"(2) research, development, demonstration, training, and other forms of technology transfer and exchange;

"(3) the provision to foreign countries, through participation in trade shows, seminars, expositions, and other similar activities, of information relating to the technical quality of United States highway transportation goods and services;

"(4) the offering of technical services of the Federal Highway Administration that cannot be readily obtained from private sector firms in the United States for incorporation into the proposals of those firms undertaking highway transportation projects outside the United States, if the costs of the technical services will be recovered under the terms of the project;

"(5) the conduct of studies to assess the need for, or feasibility of, highway transportation improvements in foreign countries; and

"(6) the gathering and dissemination of information on foreign transportation markets and industries.

"(c) COOPERATION.—The Secretary may carry out this section in cooperation with any appropriate—

"(1) Federal, State, or local agency;

"(2) authority, association, institution, or organization;

"(3) for-profit or nonprofit corporation;

"(4) national or international entity;

"(5) foreign country; or

"(6) person.

"(d) FUNDS.—

"(1) CONTRIBUTIONS.—Funds available to carry out this section shall include funds deposited by any cooperating organization or person into a special account of the Treasury established for this purpose.

"(2) ELIGIBLE USES OF FUNDS.—The funds deposited into the account, and other funds available to carry out this section, shall be available to cover the cost of any activity eligible under this section, including the cost of—

"(A) promotional materials;

"(B) travel;

"(C) reception and representation expenses; and

"(D) salaries and benefits.

"(3) REIMBURSEMENTS FOR SALARIES AND BENEFITS.—Reimbursements for salaries and benefits of Department employees providing services under this section shall be credited to the account.

"(e) REPORT.—For each fiscal year, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes the destinations and individual trip costs of international travel conducted in carrying out activities described in this section.".

(b) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $300,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 506 of such title.

**SEC. 5207. SURFACE TRANSPORTATION ENVIRONMENT AND PLANNING COOPERATIVE RESEARCH PROGRAM.**

(a) IN GENERAL.—Section 507 of title 23, United States Code, is amended to read as follows:

**"§ 507. Surface transportation-environmental cooperative research program**

"(a) IN GENERAL.—The Secretary shall establish and carry out a surface transportation-environmental cooperative research program.

"(b) CONTENTS.—The program carried out under this section may include research—

"(1) to develop more accurate models for evaluating transportation control measures and transportation system designs that are appropriate for use by State and local governments (including metropolitan planning organizations) in designing implementation plans to meet Federal, State, and local environmental requirements;

"(2) to improve understanding of the factors that contribute to the demand for transportation;

"(3) to develop indicators of economic, social, and environmental performance of transportation systems to facilitate analysis of potential alternatives;

"(4) to meet additional priorities as determined by the Secretary in the strategic planning process under section 508; and

"(5) to refine, through the conduct of workshops, symposia, and panels, and in consultation with stakeholders (including the Department of Energy, the Environmental Protection Agency, and other appropriate Federal and State agencies and associations) the scope and research emphases of the program.

"(c) PROGRAM ADMINISTRATION.—The Secretary shall—

"(1) administer the program established under this section; and

"(2) ensure, to the maximum extent practicable, that—

"(A) the best projects and researchers are selected to conduct research in the priority areas described in subsection (b)—

"(i) on the basis of merit of each submitted proposal; and

"(ii) through the use of open solicitations and selection by a panel of appropriate experts;

"(B) a qualified, permanent core staff with the ability and expertise to manage a large multiyear budget is used;

"(C) the stakeholders are involved in the governance of the program, at the executive, overall program, and technical levels, through the use of expert panels and committees; and

"(D) there is no duplication of research effort between the program established under this section and the new strategic highway research program established under section 510.

"(d) NATIONAL ACADEMY OF SCIENCES.—The Secretary may make grants to, and enter into cooperative agreements with, the National Academy of Sciences to carry out such activities relating to the research, technology, and technology transfer activities described in subsections (b) and (c) as the Secretary determines to be appropriate.".

(b) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $16,875,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 507 of such title.

(c) CONFORMING AMENDMENT.—The analysis for chapter 5 of such title is amended by striking the item relating to section 507 and inserting the following:

"507. Surface transportation environment and planning cooperative research program.".

**SEC. 5208. TRANSPORTATION RESEARCH AND DEVELOPMENT STRATEGIC PLANNING.**

(a) IN GENERAL.—Section 508 of title 23, United States Code, is amended to read as follows:

**"§ 508. Transportation research and development strategic planning**

"(a) IN GENERAL.—

Deadline.

"(1) DEVELOPMENT.—Not later than 1 year after the date of enactment of the SAFETEA–LU, the Secretary shall develop a 5-year transportation research and development strategic plan to guide Federal transportation research and development activities. This plan shall be consistent with section 306 of title 5, sections 1115 and 1116 of title 31, and any other research and development plan within the Department of Transportation.

"(2) CONTENTS.—The strategic plan developed under paragraph (1) shall—

"(A) describe the primary purposes of the transportation research and development program, which shall include, at a minimum—

"(i) reducing congestion and improving mobility;

"(ii) promoting safety;

"(iii) promoting security;

"(iv) protecting and enhancing the environment;

"(v) preserving the existing transportation system; and

"(vi) improving the durability and extending the life of transportation infrastructure;

"(B) for each purpose, list the primary research and development topics that the Department intends to pursue

to accomplish that purpose, which may include the fundamental research in the physical and natural sciences, applied research, technology development, and social science research intended for each topic; and

"(C) for each research and development topic, describe—

"(i) the anticipated annual funding levels for the period covered by the strategic plan; and

"(ii) the additional information the Department expects to gain at the end of the period covered by the strategic plan as a result of the research and development in that topic area.

"(3) CONSIDERATIONS.—In developing the strategic plan, the Secretary shall ensure that the plan—

"(A) reflects input from a wide range of stakeholders;

"(B) includes and integrates the research and development programs of all the Department's operating administrations, including aviation, transit, rail, and maritime; and

"(C) takes into account how research and development by other Federal, State, private sector, and nonprofit institutions contributes to the achievement of the purposes identified under paragraph (2)(A), and avoids unnecessary duplication with these efforts.

"(4) PERFORMANCE PLANS AND REPORTS.—In reports submitted under sections 1115 and 1116 of title 31, the Secretary shall include—

"(A) a summary of the Federal transportation research and development activities for the previous fiscal year in each topic area;

"(B) the amount of funding spent in each topic area;

"(C) a description of the extent to which the research and development is meeting the expectations set forth in paragraph (2)(C)(ii); and

"(D) any amendments to the strategic plan.

"(b) ANNUAL REPORT.—The Secretary shall submit to appropriate committees of Congress an annual report, in conjunction with the President's annual budget request as set forth in section 1105 of title 31, describing the amount spent in the last completed fiscal year on transportation research and development and the amount proposed in the current budget for transportation research and development.

"(c) NATIONAL RESEARCH COUNCIL REVIEW.—The Secretary shall enter into an agreement for the review by the National Research Council of the details of each— Contracts.

"(1) strategic plan under this section;

"(2) performance plan required under section 1115 of title 31; and

"(3) program performance report required under section 1116 of title 31, with respect to transportation research and development.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 5 of such title is amended by striking the item relating to section 508 and inserting the following:

"508. Transportation research and development strategic planning.".

**SEC. 5209. NATIONAL COOPERATIVE FREIGHT TRANSPORTATION RESEARCH PROGRAM.**

(a) IN GENERAL.—Chapter 5 of title 23, United States Code, is amended by adding at the end the following:

**"§ 509. National cooperative freight transportation research program**

"(a) ESTABLISHMENT.—The Secretary shall establish and support a national cooperative freight transportation research program.

"(b) AGREEMENT.—The Secretary shall enter into an agreement with the National Academy of Sciences to support and carry out administrative and management activities relating to the governance of the national cooperative freight transportation research program.

"(c) ADVISORY COMMITTEE.—The National Academy of Sciences shall select an advisory committee consisting of a representative cross-section of freight stakeholders, including the Department of Transportation, other Federal agencies, State transportation departments, local governments, nonprofit entities, academia, and the private sector.

"(d) GOVERNANCE.—The national cooperative freight transportation research program established under this section shall include the following administrative and management elements:

"(1) NATIONAL RESEARCH AGENDA.—The advisory committee, in consultation with interested parties, shall recommend a national research agenda for the program. The agenda shall include a multiyear strategic plan.

"(2) INVOLVEMENT.—Interested parties may—

"(A) submit research proposals to the advisory committee;

"(B) participate in merit reviews of research proposals and peer reviews of research products; and

"(C) receive research results.

"(3) OPEN COMPETITION AND PEER REVIEW OF RESEARCH PROPOSALS.—The National Academy of Sciences may award research contracts and grants under the program through open competition and merit review conducted on a regular basis.

"(4) EVALUATION OF RESEARCH.—

"(A) PEER REVIEW.—Research contracts and grants under the program may allow peer review of the research results.

"(B) PROGRAMMATIC EVALUATIONS.—The National Academy of Sciences may conduct periodic programmatic evaluations on a regular basis of research contracts and grants.

"(5) DISSEMINATION OF RESEARCH FINDINGS.—The National Academy of Sciences shall disseminate research findings to researchers, practitioners, and decisionmakers, through conferences and seminars, field demonstrations, workshops, training programs, presentations, testimony to government officials, the World Wide Web, publications for the general public, and other appropriate means.

"(e) CONTENTS.—The national research agenda required under subsection (d)(1) shall include research in the following areas:

"(1) Techniques for estimating and quantifying public benefits derived from freight transportation projects.

"(2) Alternative approaches to calculating the contribution of truck and rail traffic to congestion on specific highway segments.

"(3) The feasibility of consolidating origins and destinations for freight movement.

"(4) Methods for incorporating estimates of international trade into landside transportation planning.

"(5) The use of technology applications to increase capacity of highway lanes dedicated to truck-only traffic.

"(6) Development of physical and policy alternatives for separating car and truck traffic.

"(7) Ways to synchronize infrastructure improvements with freight transportation demand.

"(8) The effect of changing patterns of freight movement on transportation planning decisions relating to rest areas.

"(9) Other research areas to identify and address emerging and future research needs related to freight transportation by all modes.

"(f) FUNDING.—

"(1) FEDERAL SHARE.—The Federal share of the cost of an activity carried out under this section shall be up to 100 percent.

"(2) USE OF NON-FEDERAL FUNDS.—In addition to using funds authorized for this section, the National Academy of Sciences may seek and accept additional funding sources from public and private entities capable of accepting funding from the Department of Transportation, States, local governments, nonprofit foundations, and the private sector.

"(3) PERIOD OF AVAILABILITY.—Amounts made available to carry out this section shall remain available until expended.".

(b) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $3,750,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 509 of such title.

(c) CONFORMING AMENDMENT.—The analysis for such chapter is further amended by adding at the end the following:

"509. National cooperative freight transportation research program.".

**SEC. 5210. FUTURE STRATEGIC HIGHWAY RESEARCH PROGRAM.**

(a) IN GENERAL.—Chapter 5 of title 23, United States Code, is further amended by adding at the end the following:

**"§ 510. Future strategic highway research program**

"(a) ESTABLISHMENT.—The Secretary, in consultation with the American Association of State Highway and Transportation Officials, shall establish and carry out, acting through the National Research Council of the National Academy of Sciences, the future strategic highway research program.

"(b) COOPERATIVE AGREEMENTS.—The Secretary may make grants to, and enter into cooperative agreements with, the American Association of State Highway and Transportation Officials and the National Academy of Sciences to carry out such activities under this section as the Secretary determines are appropriate.

"(c) PROGRAM PRIORITIES.—

"(1) PROGRAM ELEMENTS.—The program established under this section shall be based on the National Research Council Special Report 260, entitled 'Strategic Highway Research:

Saving Lives, Reducing Congestion, Improving Quality of Life' and the results of the detailed planning work subsequently carried out in 2002 and 2003 to identify the research areas through National Cooperative Research Program Project 20–58. The research program shall include an analysis of the following:

"(A) Renewal of aging highway infrastructure with minimal impact to users of the facilities.

"(B) Driving behavior and likely crash causal factors to support improved countermeasures.

"(C) Reducing highway congestion due to nonrecurring congestion.

"(D) Planning and designing new road capacity to meet mobility, economic, environmental, and community needs.

"(2) DISSEMINATION OF RESULTS.—The research results of the program, expressed in terms of technologies, methodologies, and other appropriate categorizations, shall be disseminated to practicing engineers for their use, as soon as practicable.

"(d) PROGRAM ADMINISTRATION.—In carrying out the program under this section, the National Research Council shall ensure, to the maximum extent practicable, that—

"(1) projects and researchers are selected to conduct research for the program on the basis of merit and open solicitation of proposals and review by panels of appropriate experts;

"(2) State department of transportation officials and other stakeholders, as appropriate, are involved in the governance of the program at the overall program level and technical level through the use of expert panels and committees;

"(3) the Council acquires a qualified, permanent core staff with the ability and expertise to manage the program and multiyear budget; and

"(4) there is no duplication of research effort between the program and any other research effort of the Department.

"(e) REPORT ON IMPLEMENTATION OF RESULTS.—

"(1) REPORT.—The Transportation Research Board of the National Research Council shall complete a report on the strategies and administrative structure to be used for implementation of the results of the future strategic highway research program.

"(2) COMPONENTS.—The report under paragraph (1) shall include with respect to the program—

"(A) an identification of the most promising results of research under the program (including the persons most likely to use the results);

"(B) a discussion of potential incentives for, impediments to, and methods of, implementing those results;

"(C) an estimate of costs of implementation of those results; and

"(D) recommendations on methods by which implementation of those results should be conducted, coordinated, and supported in future years, including a discussion of the administrative structure and organization best suited to carry out those recommendations.

"(3) CONSULTATION.—In developing the report, the Transportation Research Board shall consult with a wide variety of stakeholders, including—

"(A) the Federal Highway Administration;

"(B) the National Highway Traffic Safety Administration; and

"(C) the American Association of State Highway and Transportation Officials.

"(4) SUBMISSION.—Not later than February 1, 2009, the report shall be submitted to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

"(f) FUNDING.—

"(1) FEDERAL SHARE.—The Federal share of the cost of an activity carried out using amounts made available under a grant or cooperative agreement under this section shall be 100 percent, and such funds shall remain available until expended.

"(2) ADVANCE PAYMENTS.—The Secretary may make advance payments as necessary to carry out the program under this section.

"(g) LIMITATION OF REMEDIES.—

"(1) SAME REMEDY AS IF UNITED STATES.—The remedy against the United States provided by sections 1346(b) and 2672 of title 28 for injury, loss of property, personal injury, or death shall apply to any claim against the National Academy of Sciences for money damages for injury, loss of property, personal injury, or death caused by any negligent or wrongful act or omission by employees and individuals described in paragraph (3) arising from activities conducted under or in connection with this section. Any such claim shall be subject to the limitations and exceptions which would be applicable to such claim if such claim were against the United States. With respect to any such claim, the Secretary shall be treated as the head of the appropriate Federal agency for purposes of sections 2672 and 2675 of title 28.

"(2) EXCLUSIVENESS OF REMEDY.—The remedy referred to in paragraph (1) shall be exclusive of any other civil action or proceeding for the purpose of determining liability arising from any such act or omission without regard to when the act or omission occurred.

"(3) TREATMENT.—Employees of the National Academy of Sciences and other individuals appointed by the president of the National Academy of Sciences and acting on its behalf in connection with activities carried out under this section shall be treated as if they are employees of the Federal Government under section 2671 of title 28 for purposes of a civil action or proceeding with respect to a claim described in paragraph (1). The civil action or proceeding shall proceed in the same manner as any proceeding under chapter 171 of title 28 or action against the United States filed pursuant to section 1346(b) of title 28 and shall be subject to the limitations and exceptions applicable to such a proceeding or action.

"(4) SOURCES OF PAYMENTS.—Payment of any award, compromise, or settlement of a civil action or proceeding with respect to a claim described in paragraph (1) shall be paid first out of insurance maintained by the National Academy of Sciences, second from funds made available to carry out this section, and then from sums made available under section 1304 of title 31. For purposes of such section, such an award,

compromise, or settlement shall be deemed to be a judgment, award, or settlement payable under section 2414 or 2672 of title 28. The Secretary may establish a reserve of funds to carry out this section for making payments under this paragraph.".

Deadline.

(b) PROGRAMMATIC EVALUATIONS.—Not later than 3 years after the first research and development project grants, cooperative agreements, or contracts are awarded under section 510 of title 23, United States Code, the Comptroller General shall review the program under such section and recommend improvements to the program. The review shall assess the degree to which projects funded under such section have addressed the research and development topics identified in the Transportation Research Board Special Report 260, including identifying those topics that have not yet been addressed.

(c) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $51,250,000 for each of fiscal years 2006 through 2009, shall be available to carry out section 510 of such title.

(d) CONFORMING AMENDMENT.—The analysis for chapter 5 of such title is further amended by adding at the end the following:

"510. Future strategic highway research program.".

**SEC. 5211. MULTISTATE CORRIDOR OPERATIONS AND MANAGEMENT.**

(a) IN GENERAL.—Chapter 5 of title 23, United States Code, is further amended by adding at the end the following:

**"§ 511. Multistate corridor operations and management**

"(a) IN GENERAL.—The Secretary shall encourage multistate cooperative agreements, coalitions, or other arrangements to promote regional cooperation, planning, and shared project implementation for programs and projects to improve transportation system management and operations.

Grants.

"(b) INTERSTATE ROUTE 95 CORRIDOR COALITION TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.—The Secretary shall make grants under this subsection to States to continue intelligent transportation system management and operations in the Interstate Route 95 corridor coalition region initiated under the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240).".

(b) FUNDING.—Of the amounts made available under section 5101(a)(5) of this Act $7,000,000 for each of fiscal years 2005 through 2009 shall be available to carry out section 511 of such title.

(c) CONFORMING AMENDMENT.—The analysis for such chapter is further amended by adding at the end the following:

"511. Multistate corridor operations and management.".

# Subtitle C—Intelligent Transportation System Research

**SEC. 5301. NATIONAL ITS PROGRAM PLAN.**

(a) IN GENERAL.—Chapter 5 of title 23, United States Code, is further amended by adding at the end the following:

### "§ 512. National ITS program plan

"(a) IN GENERAL.—

"(1) UPDATES.—Not later than 1 year after the date of enactment of the SAFETEA–LU, the Secretary, in consultation with interested stakeholders (including State transportation departments) shall develop a 5-year National Intelligent Transportation System (in this section referred to as 'ITS') program plan. Deadline.

"(2) SCOPE.—The National ITS program plan shall—

"(A) specify the goals, objectives, and milestones for the research and deployment of intelligent transportation systems in the contexts of—

"(i) major metropolitan areas;

"(ii) smaller metropolitan and rural areas; and

"(iii) commercial vehicle operations;

"(B) specify the manner in which specific programs and projects will achieve the goals, objectives, and milestones referred to in subparagraph (A), including consideration of a 5-year timeframe for the goals and objectives;

"(C) identify activities that provide for the dynamic development, testing, and necessary revision of standards and protocols to promote and ensure interoperability in the implementation of intelligent transportation system technologies, including actions taken to establish standards; and

"(D) establish a cooperative process with State and local governments for—

"(i) determining desired surface transportation system performance levels; and

"(ii) developing plans for accelerating the incorporation of specific intelligent transportation system capabilities into surface transportation systems.

"(b) REPORTING.—The National ITS program plan shall be submitted and biennially updated as part of the transportation research and development strategic plan developed under section 508.".

(b) CONFORMING AMENDMENT.—The analysis for such chapter is further amended by adding at the end the following:

"512. National ITS Program Plan.".

**SEC. 5302. USE OF FUNDS.**

(a) IN GENERAL.—Chapter 5 of title 23, United States Code, is further amended by adding at the end the following:

### "§ 513. Use of funds for ITS activities

"(a) IN GENERAL.—For each fiscal year, not more than $250,000 of the funds made available to carry out this subtitle C of title V of the SAFETEA–LU shall be used for intelligent transportation system outreach, public relations, displays, tours, and brochures.

"(b) APPLICABILITY.—Subsection (a) shall not apply to intelligent transportation system training, scholarships, or the publication or distribution of research findings, technical guidance, or similar documents.".

(b) CONFORMING AMENDMENT.—The analysis for such chapter is further amended by adding at the end the following:

"513. Use of funds for ITS activities.".

23 USC 512 note.

**SEC. 5303. GOALS AND PURPOSES.**

(a) GOALS.—The goals of the intelligent transportation system program include—

(1) enhancement of surface transportation efficiency and facilitation of intermodalism and international trade to enable existing facilities to meet a significant portion of future transportation needs, including public access to employment, goods, and services and to reduce regulatory, financial, and other transaction costs to public agencies and system users;

(2) achievement of national transportation safety goals, including the enhancement of safe operation of motor vehicles and nonmotorized vehicles and improved emergency response to a crash, with particular emphasis on decreasing the number and severity of collisions;

(3) protection and enhancement of the natural environment and communities affected by surface transportation, with particular emphasis on assisting State and local governments to achieve national environmental goals;

(4) accommodation of the needs of all users of surface transportation systems, including operators of commercial motor vehicles, passenger motor vehicles, motorcycles, bicycles and pedestrians, including individuals with disabilities; and

(5) improvement of the Nation's ability to respond to security-related or other manmade emergencies and natural disasters and enhancement of national defense mobility.

(b) PURPOSES.—The Secretary shall implement activities under the intelligent system transportation program to, at a minimum—

(1) expedite, in both metropolitan and rural areas, deployment and integration of intelligent transportation systems for consumers of passenger and freight transportation;

(2) ensure that Federal, State, and local transportation officials have adequate knowledge of intelligent transportation systems for consideration in the transportation planning process;

(3) improve regional cooperation and operations planning for effective intelligent transportation system deployment;

(4) promote the innovative use of private resources;

(5) facilitate, in cooperation with the motor vehicle industry, the introduction of vehicle-based safety enhancing systems;

(6) support the application of intelligent transportation systems that increase the safety and efficiency of commercial motor vehicle operations;

(7) develop a workforce capable of developing, operating, and maintaining intelligent transportation systems; and

(8) provide continuing support for operations and maintenance of intelligent transportation systems.

23 USC 512 note.

**SEC. 5304. INFRASTRUCTURE DEVELOPMENT.**

Funds made available to carry out this subtitle for operational tests—

(1) shall be used primarily for the development of intelligent transportation system infrastructure; and

(2) to the maximum extent practicable, shall not be used for the construction of physical highway and public transportation infrastructure unless the construction is incidental and

critically necessary to the implementation of an intelligent transportation system project.

**SEC. 5305. GENERAL AUTHORITIES AND REQUIREMENTS.** 23 USC 512 note.

(a) SCOPE.—Subject to the provisions of this subtitle, the Secretary shall conduct an ongoing intelligent transportation system program to research, develop, and operationally test intelligent transportation systems and to provide technical assistance in the nationwide application of those systems as a component of the surface transportation systems of the United States.

(b) POLICY.—Intelligent transportation system research projects and operational tests funded pursuant to this subtitle shall encourage and not displace public-private partnerships or private sector investment in such tests and projects.

(c) COOPERATION WITH GOVERNMENTAL, PRIVATE, AND EDUCATIONAL ENTITIES.—The Secretary shall carry out the intelligent transportation system program in cooperation with State and local governments and other public entities, the private sector firms of the United States, the Federal laboratories, and colleges and universities, including historically Black colleges and universities and other minority institutions of higher education.

(d) CONSULTATION WITH FEDERAL OFFICIALS.—In carrying out the intelligent transportation system program, the Secretary shall consult with the heads of other Federal departments and agencies, as appropriate.

(e) TECHNICAL ASSISTANCE, TRAINING, AND INFORMATION.—The Secretary may provide technical assistance, training, and information to State and local governments seeking to implement, operate, maintain, or evaluate intelligent transportation system technologies and services.

(f) TRANSPORTATION PLANNING.—The Secretary may provide funding to support adequate consideration of transportation systems management and operations, including intelligent transportation systems, within metropolitan and statewide transportation planning processes.

(g) INFORMATION CLEARINGHOUSE.—

(1) IN GENERAL.—The Secretary shall—

(A) maintain a repository for technical and safety data collected as a result of federally sponsored projects carried out under this subtitle (including the amendments made by this subtitle); and

(B) make, on request, that information (except for proprietary information and data) readily available to all users of the repository at an appropriate cost.

(2) AGREEMENT.—

(A) IN GENERAL.—The Secretary may enter into an agreement with a third party for the maintenance of the repository for technical and safety data under paragraph (1)(A).

(B) FEDERAL FINANCIAL ASSISTANCE.—If the Secretary enters into an agreement with an entity for the maintenance of the repository, the entity shall be eligible for Federal financial assistance under this section.

(3) AVAILABILITY OF INFORMATION.—Information in the repository shall not be subject to sections 552 and 555 of title 5, United States Code.

(h) ADVISORY COMMITTEE.— Establishment.

(1) IN GENERAL.—The Secretary shall establish an Advisory Committee to advise the Secretary on carrying out this subtitle.

(2) MEMBERSHIP.—The Advisory Committee shall have no more than 20 members, be balanced between metropolitan and rural interests, and include, at a minimum—

(A) a representative from a State highway department;

(B) a representative from a local highway department who is not from a metropolitan planning organization;

(C) a representative from a State, local, or regional transit agency;

(D) a representative from a metropolitan planning organization;

(E) a private sector user of intelligent transportation system technologies;

(F) an academic researcher with expertise in computer science or another information science field related to intelligent transportation systems, and who is not an expert on transportation issues;

(G) an academic researcher who is a civil engineer;

(H) an academic researcher who is a social scientist with expertise in transportation issues;

(I) a representative from a nonprofit group representing the intelligent transportation system industry;

(J) a representative from a public interest group concerned with safety;

(K) a representative from a public interest group concerned with the impact of the transportation system on land use and residential patterns; and

(L) members with expertise in planning, safety, and operations.

(3) DUTIES.—The Advisory Committee shall, at a minimum, perform the following duties:

(A) Provide input into the development of the Intelligent Transportation System aspects of the strategic plan under section 508 of title 23, United States Code.

(B) Review, at least annually, areas of intelligent transportation systems research being considered for funding by the Department, to determine—

(i) whether these activities are likely to advance either the state-of-the-practice or state-of-the-art in intelligent transportation systems;

(ii) whether the intelligent transportation system technologies are likely to be deployed by users, and if not, to determine the barriers to deployment; and

(iii) the appropriate roles for government and the private sector in investing in the research and technologies being considered.

(4) REPORT.—Not later than February 1 of each year after the date of enactment of this Act, the Secretary shall transmit to the Congress a report including—

(A) all recommendations made by the Advisory Committee during the preceding calendar year;

(B) an explanation of how the Secretary has implemented those recommendations; and

(C) for recommendations not implemented, the reasons for rejecting the recommendations.

(5) APPLICABILITY OF FEDERAL ADVISORY COMMITTEE ACT.—The Advisory Committee shall be subject to the Federal Advisory Committee Act (5 U.S.C. App.).

(i) REPORTING.—

(1) GUIDELINES AND REQUIREMENTS.—

(A) IN GENERAL.—The Secretary shall issue guidelines and requirements for the reporting and evaluation of operational tests and deployment projects carried out under this subtitle.

(B) OBJECTIVITY AND INDEPENDENCE.—The guidelines and requirements issued under subparagraph (A) shall include provisions to ensure the objectivity and independence of the reporting entity so as to avoid any real or apparent conflict of interest or potential influence on the outcome by parties to any such test or deployment project or by any other formal evaluation carried out under this subtitle.

(C) FUNDING.—The guidelines and requirements issued under subparagraph (A) shall establish reporting funding levels based on the size and scope of each test or project that ensure adequate reporting of the results of the test or project.

(2) SPECIAL RULE.—Any survey, questionnaire, or interview that the Secretary considers necessary to carry out the reporting of any test, deployment project, or program assessment activity under this subtitle shall not be subject to chapter 35 of title 44, United States Code.

**SEC. 5306. RESEARCH AND DEVELOPMENT.** 23 USC 512 note.

(a) IN GENERAL.—The Secretary shall carry out a comprehensive program of intelligent transportation system research, development, and operational tests of intelligent vehicles and intelligent infrastructure systems and other similar activities that are necessary to carry out this subtitle.

(b) PRIORITY AREAS.—Under the program, the Secretary shall give higher priority to funding projects that—

(1) enhance mobility and productivity through improved traffic management, incident management, transit management, freight management, road weather management, toll collection, traveler information, or highway operations systems and remote sensing products;

(2) utilize interdisciplinary approaches to develop traffic management strategies and tools to address multiple impacts of congestion concurrently;

(3) address traffic management, incident management, transit management, toll collection traveler information, or highway operations systems with goals of—

(A) reducing metropolitan congestion by not less than 5 percent by 2010;

(B) ensuring that a national, interoperable 5–1–1 system, along with a national traffic information system that includes a user-friendly, comprehensive website, is fully implemented for use by travelers throughout the United States by September 30, 2010; and

(C)(i) improving incident management response, particularly in rural areas, so that rural emergency

response times are reduced by an average of 10 minutes; and

(ii) improving communication between emergency care providers and trauma centers;

(4) incorporate research on the impact of environmental, weather, and natural conditions on intelligent transportation systems, including the effects of cold climates;

(5) enhance intermodal use of intelligent transportation systems for diverse groups, including for emergency and health-related services;

(6) enhance safety through improved crash avoidance and protection, crash and other notification, commercial motor vehicle operations, and infrastructure-based or cooperative safety systems; and

(7) facilitate the integration of intelligent infrastructure, vehicle, and control technologies.

(c) FEDERAL SHARE.—The Federal share of the cost of operational tests and demonstrations under subsection (a) shall not exceed 80.

23 USC 512 note.

**SEC. 5307. NATIONAL ARCHITECTURE AND STANDARDS.**

(a) IN GENERAL.—

(1) DEVELOPMENT, IMPLEMENTATION, AND MAINTENANCE.—Consistent with section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note; 110 Stat. 783), the Secretary shall develop, implement, and maintain a national architecture and supporting standards and protocols to promote the widespread use and evaluation of intelligent transportation system technology as a component of the surface transportation systems of the United States.

(2) INTEROPERABILITY AND EFFICIENCY.—To the maximum extent practicable, the national architecture shall promote interoperability among, and efficiency of, intelligent transportation system technologies implemented throughout the United States.

(3) USE OF STANDARDS DEVELOPMENT ORGANIZATIONS.—In carrying out this section, the Secretary shall use the services of such standards development organizations as the Secretary determines to be appropriate.

(4) USE OF EXPERT PANEL.—

(A) DESIGNATION.—The Secretary shall designate a panel of experts to recommend ways to expedite and streamline the process for developing the standards and protocols to be developed pursuant to paragraph (1).

(B) NONAPPLICABILITY OF ADVISORY COMMITTEE ACT.—The expert panel shall not be subject to the Federal Advisory Committee Act (5 U.S.C. App.).

(C) DEADLINE FOR RECOMMENDATION.—Not later than September 30, 2007, the expert panel shall provide the Secretary with a recommendation relating to such standards development.

(b) PROVISIONAL STANDARDS.—

(1) IN GENERAL.—If the Secretary finds that the development or balloting of an intelligent transportation system standard jeopardizes the timely achievement of the objectives identified in subsection (a), the Secretary may establish a provisional standard, after consultation with affected parties, using,

to the extent practicable, the work product of appropriate standards development organizations.

(2) PERIOD OF EFFECTIVENESS.—A provisional standard established under paragraph (1) shall be published in the Federal Register and remain in effect until the appropriate standards development organization adopts and publishes a standard.

(c) CONFORMITY WITH NATIONAL ARCHITECTURE.—

(1) IN GENERAL.—Except as provided in paragraphs (2) and (3), the Secretary shall ensure that intelligent transportation system projects carried out using funds made available from the Highway Trust Fund, including funds made available under this subtitle to deploy intelligent transportation system technologies, conform to the national architecture, applicable standards or provisional standards, and protocols developed under subsection (a).

(2) SECRETARY'S DISCRETION.—The Secretary may authorize exceptions to paragraph (1) for—

(A) projects designed to achieve specific research objectives outlined in the national intelligent transportation system program plan or the surface transportation research and development strategic plan developed under section 508 of title 23, United States Code; or

(B) the upgrade or expansion of an intelligent transportation system in existence on the date of enactment of this Act if the Secretary determines that the upgrade or expansion—

(i) would not adversely affect the goals or purposes of this subtitle;

(ii) is carried out before the end of the useful life of such system; and

(iii) is cost-effective as compared to alternatives that would meet the conformity requirement of paragraph (1).

(3) EXCEPTIONS.—Paragraph (1) shall not apply to funds used for operation or maintenance of an intelligent transportation system in existence on the date of enactment of this Act.

**SEC. 5308. ROAD WEATHER RESEARCH AND DEVELOPMENT PROGRAM.** 23 USC 512 note.

(a) ESTABLISHMENT.—The Secretary shall establish a road weather research and development program to—

(1) maximize use of available road weather information and technologies;

(2) expand road weather research and development efforts to enhance roadway safety, capacity, and efficiency while minimizing environmental impacts; and

(3) promote technology transfer of effective road weather scientific and technological advances.

(b) STAKEHOLDER INPUT.—In carrying out this section, the Secretary shall consult with the National Oceanic and Atmospheric Administration, the National Science Foundation, the American Association of State Highway and Transportation Officials, nonprofit organizations, and the private sector.

(c) CONTENTS.—The program established under this section shall solely carry out research and development called for in the National Research Council's report entitled "A Research Agenda

for Improving Road Weather Services". Such research and development includes—

(1) integrating existing observational networks and data management systems for road weather applications;

(2) improving weather modeling capabilities and forecast tools, such as the road surface and atmospheric interface;

(3) enhancing mechanisms for communicating road weather information to users, such as transportation officials and the public; and

(4) integrating road weather technologies into an information infrastructure.

(d) ACTIVITIES.—In carrying out this section, the Secretary shall—

(1) enable efficient technology transfer;

(2) improve education and training of road weather information users, such as State and local transportation officials and private sector transportation contractors; and

(3) coordinate with transportation weather research programs in other modes, such as aviation.

(e) FUNDING.—

(1) IN GENERAL.—In awarding funds under this section, the Secretary shall give preference to applications with significant matching funds from non-Federal sources.

(2) FUNDS FOR ROAD WEATHER RESEARCH AND DEVELOPMENT.—Of the amounts made available by section 5101(a)(5) of this Act, $5,000,000 for each of fiscal years 2006 through 2009 shall be available to carry out this section.

23 USC 512 note.

**SEC. 5309. CENTERS FOR SURFACE TRANSPORTATION EXCELLENCE.**

(a) ESTABLISHMENT.—The Secretary shall establish 4 centers for surface transportation excellence.

(b) GOALS.—The goals of the centers for surface transportation excellence are to promote and support strategic national surface transportation programs and activities relating to the work of State departments of transportation in the areas of environment, surface transportation safety, rural safety, and project finance.

(c) ROLE OF CENTERS.—To achieve the goals set forth in subsection (b), the Secretary shall establish the 4 centers as follows:

(1) ENVIRONMENTAL EXCELLENCE.—To provide technical assistance, information sharing of best practices, and training in the use of tools and decision-making processes that can assist States in planning and delivering environmentally sound surface transportation projects.

(2) SURFACE TRANSPORTATION SAFETY.—To develop and disseminate advanced transportation safety techniques and innovations in both rural areas and urban communities. The center will use a controlled access highway with state-of-the-art features, to test safety devices and techniques that enhance driver performance, examine advanced pavement and lighting systems, and develop techniques to address older driver and fatigue driver issues.

(3) RURAL SAFETY.—To provide research, training, and outreach on innovative uses of technology to enhance rural safety and economic development, assess local community needs to improve access to mobile emergency treatment, and develop online and seminar training needs of rural transportation practitioners and policy-makers.

(4) PROJECT FINANCE.—To provide support to State transportation departments in the development of finance plans and project oversight tools and to develop and offer training in state-of-the-art financing methods to advance projects and leverage funds.

(d) FUNDING.—

(1) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $3,750,000 for each of fiscal years 2006 through 2009 shall be available to carry out this section.

(2) ALLOCATION OF FUNDS.—Of the funds made available under paragraph (1) the Secretary shall use such amounts as follows:

(A) $1,250,000 to establish the Center for Environmental Excellence.

(B) $750,000 to establish the Center for Excellence in Surface Transportation Safety at the Virginia Tech Transportation Institute.

(C) $875,000 to establish the Center for Excellence in Rural Safety at the Hubert H. Humphrey Institute, Minnesota.

(D) $875,000 to establish the Center for Excellence in Project Finance.

(3) APPLICABILITY OF TITLE 23.—Funds authorized by this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share shall be 100 percent.

(e) PROGRAM ADMINISTRATION.—

(1) COMPETITION.—A party entering into a contract, cooperative agreement, or other transaction with the Secretary, or receiving a grant to perform research or provide technical assistance under subsections (d)(2)(A) and (d)(2)(D) shall be selected on a competitive basis, to the maximum extent practicable.

(2) STRATEGIC PLAN.—The Secretary shall require each center to develop a multiyear strategic plan that describes—

(A) the activities to be undertaken; and

(B) how the work of the center is coordinated with the activities of the Federal Highway Administration and the various other research, development, and technology transfer activities authorized by this title. Such plans shall be submitted to the Secretary by January 1, 2006, and each year thereafter. Deadline.

**SEC. 5310. DEFINITIONS.** 23 USC 512 note.

In this subtitle, the following definitions apply:

(1) INCIDENT.—The term "incident" means a crash, a natural disaster, workzone activity, special event, or other emergency road user occurrence that adversely affects or impedes the normal flow of traffic.

(2) INTELLIGENT TRANSPORTATION INFRASTRUCTURE.—The term "intelligent transportation infrastructure" means fully integrated public sector intelligent transportation system components, as defined by the Secretary.

(3) INTELLIGENT TRANSPORTATION SYSTEM.—The term "intelligent transportation system" means electronics, photonics, communications, or information processing used

singly or in combination to improve the efficiency or safety of a surface transportation system.

(4) NATIONAL ARCHITECTURE.—The term "national architecture" means the common framework for interoperability that defines—

(A) the functions associated with intelligent transportation system user services;

(B) the physical entities or subsystems within which the functions reside;

(C) the data interfaces and information flows between physical subsystems; and

(D) the communications requirements associated with the information flows.

(5) PROJECT.—The term "project" means an undertaking to research, develop, or operationally test intelligent transportation systems or any other undertaking eligible for assistance under this subtitle.

(6) STANDARD.—The term "standard" means a document that—

(A) contains technical specifications or other precise criteria for intelligent transportation systems that are to be used consistently as rules, guidelines, or definitions of characteristics so as to ensure that materials, products, processes, and services are fit for their purposes; and

(B) may support the national architecture and promote—

(i) the widespread use and adoption of intelligent transportation system technology as a component of the surface transportation systems of the United States; and

(ii) interoperability among intelligent transportation system technologies implemented throughout the States.

(7) STATE.—The term "State" has the meaning given the term under section 101 of title 23, United States Code.

(8) TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.—The term "transportation systems management and operations" has the meaning given the term under section 101(a) of title 23, United States Code.

Grants.

## Subtitle D—University Transportation Research; Scholarship Opportunities

**SEC. 5401. NATIONAL UNIVERSITY TRANSPORTATION CENTERS.**

(a) IN GENERAL.—Section 5505 of title 49, United States Code, is amended to read as follows:

**"SEC. 5505. NATIONAL UNIVERSITY TRANSPORTATION CENTERS.**

"(a) IN GENERAL.—

"(1) ESTABLISHMENT AND OPERATION.—The Secretary of Transportation shall make grants under this section to eligible nonprofit institutions of higher learning to establish and operate national university transportation centers.

"(2) ROLE OF CENTERS.—The role of each center shall be to advance significant transportation research on critical

national transportation issues and to expand the workforce of transportation professionals.

"(b) APPLICABILITY OF REQUIREMENTS.—A grant received by an eligible nonprofit institution of higher learning under this section shall be available for the same purposes, and shall be subject to the same terms and conditions, as a grant made to a nonprofit institution of higher learning under section 5506.

"(c) ELIGIBLE NONPROFIT INSTITUTION OF HIGHER LEARNING DEFINED.—In this section, the term 'eligible nonprofit institution of higher learning' means each of the following:

"(1) University of Alaska.

"(2) Marshall University, West Virginia, on behalf of a consortium of West Virginia colleges and universities.

"(3) University of Minnesota.

"(4) University of Missouri, Rolla.

"(5) Northwestern University.

"(6) Oklahoma Transportation Center.

"(7) Portland State University, in partnership with the University of Oregon, Oregon State University, and the Oregon Institute of Technology.

"(8) University of Vermont.

"(9) Western Transportation Institute at Montana State University.

"(10) University of Wisconsin.

"(d) GRANTS.—The Secretary shall make a grant under this section to each eligible nonprofit institution of higher learning in an amount $2,000,000 in fiscal year 2005 and $3,500,000 in each of fiscal years 2006 through 2009 to carry out this section.".

(b) FUNDING.—Of the amounts made available by section 5101(a)(4) of this Act, $20,000,000 for fiscal year 2005 and $35,000,000 for each of fiscal years 2006 through 2009 shall be available to carry out section 5505 of such title.

(c) CONFORMING AMENDMENT.—The analysis for subchapter I of chapter 55 of such title is amended by striking the item relating to section 5505 and inserting the following:

"5505. National university transportation centers.".

**SEC. 5402. UNIVERSITY TRANSPORTATION RESEARCH.**

(a) IN GENERAL.—Section 5506 of title 49, United States Code, is amended to read as follows:

**"SEC. 5506. UNIVERSITY TRANSPORTATION RESEARCH.**

"(a) IN GENERAL.—The Secretary of Transportation shall make grants under this section to nonprofit institutions of higher learning to establish and operate university transportation centers.

"(b) OBJECTIVES.—Grants received under this section shall be used by nonprofit institutions of higher learning to advance significantly the state-of-the-art in transportation research and expand the workforce of transportation professionals through the following programs and activities:

"(1) RESEARCH.—Basic and applied research, the products of which are judged by peers or other experts in the field of transportation to advance the body of knowledge in transportation.

"(2) EDUCATION.—An education program relating to transportation that includes multidisciplinary course work and participation in research.

"(3) TECHNOLOGY TRANSFER.—An ongoing program of technology transfer that makes transportation research results available to potential users in a form that can be implemented, utilized, or otherwise applied.

"(c) REGIONAL, TIER I, AND TIER II CENTERS.—

"(1) REGIONAL AND TIER I CENTERS.—For each of fiscal years 2005 through 2009, the Secretary shall make grants under subsection (a) to nonprofit institutions of higher learning to establish and operate—

"(A) 10 regional university transportation centers; and

"(B) 10 Tier I university transportation centers.

"(2) TIER II CENTERS.—

"(A) For each of fiscal years 2006 through 2009, the Secretary shall make grants under subsection (a) to nonprofit institutions of higher learning to establish and operate 22 Tier II university transportation centers.

"(B) The tier II centers consist of the following:

"(i) University of Arkansas, Mack-Blackwell Rural Transportation Center.

"(ii) University of California, Davis.

"(iii) California State University, San Bernardino.

"(iv) Cleveland State University, Work Zone Safety Institute.

"(v) University of Connecticut.

"(vi) University of Delaware in Newark.

"(vii) University of Detroit Mercy (including the coalition partners of the university).

"(viii) George Mason University.

"(ix) Hampton University, Eastern Seaboard Intermodal Transportation Applications Center (ESITAC).

"(x) Kansas State University.

"(xi) Louisiana State University, LTRC-TTEC.

"(xii) University of Massachusetts Amherst.

"(xiii) Michigan Technological University.

"(xiv) University of Nevada Las Vegas.

"(xv) North Carolina State University, Center for Transportation and the Environment.

"(xvi) Northwestern University.

"(xvii) Ohio Higher Education Transportation Consortium University of Akron.

"(xviii) University of Rhode Island.

"(xix) University of Toledo.

"(xx) Utah State University.

"(xxi) Youngstown State University.

"(xxii) University of Memphis.

"(3) LOCATION OF REGIONAL CENTERS.—One regional university transportation center shall be located in each of the 10 United States Government regions that comprise the Standard Federal Regional Boundary System.

"(4) LIMITATION.—A nonprofit institution of higher learning may not directly receive a grant under this section for a fiscal year for more than one university transportation center.

"(d) COMPETITIVE SELECTION PROCESS.—

"(1) APPLICATIONS.—In order to be eligible to receive a grant under subsection (c)(1), a nonprofit institution of higher learning shall submit to the Secretary an application that is

in such form and contains such information as the Secretary may require.

"(2) GENERAL SELECTION CRITERIA.—Except as otherwise provided by this section, the Secretary shall select each recipient of a grant under subsection (c)(1) through a competitive process on the basis of the following:

"(A) The demonstrated research and extension resources available to the recipient to carry out this section.

"(B) The capability of the recipient to provide leadership in making national and regional contributions to the solution of immediate and long-range transportation problems.

"(C) The recipient's demonstrated commitment of at least $400,000 each year in regularly budgeted institutional amounts to support ongoing transportation research and education programs.

"(D) The recipient's demonstrated ability to disseminate results of transportation research and education programs through a statewide or regionwide continuing education program.

"(E) The strategic plan the recipient proposes to carry out under the grant.

"(e) REGIONAL UNIVERSITY TRANSPORTATION CENTERS.—

"(1) COMPETITION.—Not later than March 31, 2006, and not later than March 31st of every 4th year thereafter, the Secretary shall complete a competition among nonprofit institutions of higher learning for grants to establish and operate the 10 regional university transportation centers referred to in subsection (c)(1)(A). Deadlines.

"(2) SELECTION CRITERIA.—In conducting a competition under paragraph (1), the Secretary shall select a nonprofit institution of higher learning on the basis of—

"(A) the criteria described in subsection (d)(2);

"(B) the location of the center within the Federal region to be served; and

"(C) whether or not the institution (or, in the case of a consortium of institutions, the lead institution) demonstrates that it has a well-established, nationally recognized program in transportation research and education, as evidenced by—

"(i) not less than $2,000,000 in highway or public transportation research expenditures each year for each of the preceding 5 years;

"(ii) not less than 10 graduate degrees awarded in professional fields closely related to highways and public transportation each year for each of the preceding 5 years; and

"(iii) not less than 5 tenured or tenure-track faculty members who specialize on a full-time basis in professional fields closely related to highways and public transportation who, as a group, have published a total at least 50 refereed journal publications on highway or public transportation research during the preceding 5 years.

"(3) GRANT RECIPIENTS.—After selecting a nonprofit institution of higher learning as a grant recipient on the basis of a competition conducted under this subsection, the Secretary

shall make a grant to the recipient to establish and operate a regional university transportation center in each of the first 4 fiscal years beginning after the date of the competition.

"(4) SPECIAL RULE FOR FISCAL YEARS 2005 AND 2006.—For fiscal years 2005 and 2006, the Secretary shall make a grant under this section to each of the 10 nonprofit institutions of higher learning that were competitively selected for grants by the Secretary under this section in July 1999 to operate regional university transportation centers.

"(5) AMOUNT OF GRANTS.—The Secretary shall make a grant to a nonprofit institution of higher learning to establish and operate a regional university transportation center of—

"(A) $1,000,000 for fiscal year 2005;

"(B) $2,000,000 for each of fiscal years 2006 through 2008; and

"(C) $2,225,000 for fiscal year 2009.

"(f) TIER I UNIVERSITY TRANSPORTATION CENTERS.—

Deadline.

"(1) COMPETITION.—Not later than June 30, 2006, and not later than June 30 of every 4th year thereafter, the Secretary shall complete a competition among nonprofit institutions of higher learning for grants to establish and operate the 10 Tier I university transportation centers referred to in subsection (c)(1)(B).

"(2) SELECTION CRITERIA.—In conducting a competition under paragraph (1), the Secretary shall select a nonprofit institution of higher learning on the basis of—

"(A) the criteria described in subsection (d)(2); and

"(B) whether or not the institution (or, in the case of a consortium of institutions, the lead institution) can demonstrate that it has an established, recognized program in transportation research and education, as evidenced by—

"(i) not less than $1,000,000 in highway or public transportation research expenditures each year for each of the preceding 5 years or not less than $6,000,000 in such expenditures during the 5 preceding years;

"(ii) not less than 5 graduate degrees awarded in professional fields closely related to highways and public transportation each year for each of the preceding 5 years; and

"(iii) not less than 3 tenured or tenure-track faculty members who specialize on a full-time basis in professional fields closely related to highways and public transportation who, as a group, have published a total at least 20 refereed journal publications on highway or public transportation research during the preceding 5 years.

"(3) GRANT RECIPIENTS.—After selecting a nonprofit institution of higher learning as a grant recipient on the basis of a competition conducted under this subsection, the Secretary shall make a grant to the recipient to establish and operate a Tier I university transportation center in each of the first 4 fiscal years beginning after the date of the competition.

"(4) SPECIAL RULE FOR FISCAL YEARS 2005 AND 2006.—For fiscal years 2005 and 2006, the Secretary shall make a grant under this section to each of the 10 nonprofit institutions of higher learning that were competitively selected for grant

awards by the Secretary under this section in May 2002 to operate university transportation centers (other than regional centers).

"(5) AMOUNT OF GRANTS.—The Secretary shall make a grant of $1,000,000 for each of fiscal years 2005 through 2009 to a nonprofit institution of higher learning to establish and operate a Tier I university transportation center.

"(g) TIER II UNIVERSITY TRANSPORTATION CENTERS.—

"(1) SELECTION.—The Secretary shall make grants to the nonprofit institutions of higher learning to establish and operate the 22 Tier II university transportation centers referred to in subsection (c)(2)(B).

"(2) AMOUNT OF GRANTS.—The Secretary shall make a grant of $500,000 for each of fiscal years 2006 through 2009 to a nonprofit institution of higher learning to establish and operate a Tier II university transportation center.

"(h) SUPPORT OF NATIONAL STRATEGY FOR SURFACE TRANSPORTATION RESEARCH.—In order to be eligible to receive a grant under this section, a nonprofit institution of higher learning shall provide assurances satisfactory to the Secretary that the research and education activities of its university transportation center will support the national strategy for surface transportation research, as identified by—

"(1) the report of the National Highway Research and Technology Partnership entitled 'Highway Research and Technology: The Need for Greater Investment', dated April 2002; and

"(2) the programs of the National Research and Technology Program of the Federal Transit Administration.

"(i) MAINTENANCE OF EFFORT.—In order to be eligible to receive a grant under this section, a nonprofit institution of higher learning shall enter into an agreement with the Secretary to ensure that the institution will maintain total expenditures from all other sources to establish and operate a university transportation center and related research activities at a level at least equal to the average level of such expenditures in its 2 fiscal years prior to award of a grant under this section.

"(j) FEDERAL SHARE.—The Federal share of the costs of activities carried out using a grant made under this section shall be 50 percent of such costs. The non-Federal share may include funds provided to a recipient under section 503, 504(b), or 505 of title 23.

"(k) PROGRAM COORDINATION.—

"(1) COORDINATION.—The Secretary shall coordinate the research, education, and technology transfer activities that grant recipients carry out under this section, disseminate the results of the research, and establish and operate a clearinghouse to disseminate the results of the research.

"(2) ANNUAL REVIEW AND EVALUATION.—At least annually, and consistent with the plan developed under section 508 of title 23, the Secretary shall review and evaluate programs of grant recipients.

"(3) MANAGEMENT AND OVERSIGHT.—The Secretary shall expend not more than $400,000 for each of fiscal years 2005 through 2009 from amounts made available to carry out this section to carry out management and oversight of the centers receiving assistance under this section and section 5505.

"(l) PROGRAM ADMINISTRATION.—The Secretary shall carry out this section acting through the Administrator of the Research and Innovative Technology Administration.

"(m) LIMITATION ON AVAILABILITY OF FUNDS.—Funds made available to carry out this section shall remain available for obligation by the Secretary for a period of 2 years after the last day of the fiscal year for which such funds are authorized.".

(b) FUNDING.—Of the amounts made available by section 5101(a)(4) of this Act, the following amounts shall be available to carry out section 5506 of such title.

(1) $20,400,000 for fiscal year 2005.

(2) $41,400,000 for each of fiscal years 2006 through 2008.

(3) $43,900,000 for fiscal year 2009.

(c) CONFORMING AMENDMENT.—The analysis for subchapter I of chapter 55 of such title is amended by striking the item relating to section 5506 and inserting the following:

"5506. University transportation research.".

# Subtitle E—Other Programs

**SEC. 5501. TRANSPORTATION SAFETY INFORMATION MANAGEMENT SYSTEM PROJECT.**

(a) IN GENERAL.—The Secretary shall fund and carry out a project to further the development of a comprehensive transportation safety information management system (in this section referred to as "TSIMS").

23 USC 502 note.

(b) PURPOSES.—The purpose of the TSIMS project is to further the development of a software application to provide for the collection, integration, management, and dissemination of safety data from and for use among State and local safety and transportation agencies, including driver licensing, vehicle registration, emergency management system, injury surveillance, roadway inventory, and motor carrier databases.

(c) FUNDING.—

(1) FEDERAL FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $1,000,000 for fiscal years 2006 and 2007 shall be available to carry out the TSIMS project under this section.

(2) STATE CONTRIBUTION.—The sums authorized in paragraph (1) are intended to supplement voluntary contributions to be made by State departments of transportation and other State safety and transportation agencies.

23 USC 502 note.

**SEC. 5502. SURFACE TRANSPORTATION CONGESTION RELIEF SOLUTIONS RESEARCH INITIATIVE.**

(a) ESTABLISHMENT.—The Secretary shall establish a surface transportation congestion solutions research initiative consisting of 2 independent research programs described in subsections (b)(1) and (b)(2) and designed to develop information to assist State transportation departments and metropolitan planning organizations measure and address surface transportation congestion problems.

(b) SURFACE TRANSPORTATION CONGESTION SOLUTIONS RESEARCH PROGRAM.—

(1) IMPROVED SURFACE TRANSPORTATION CONGESTION MANAGEMENT SYSTEM MEASURES.—The purposes of the first research program established under this section shall be—

(A) to examine the effectiveness of surface transportation congestion management systems since enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240);

(B) to identify best case examples of locally designed reporting methods and incorporate such methods in research on national models for developing and recommending improved surface transportation congestion measurement and reporting; and

(C) to incorporate such methods in the development of national models and methods to monitor, measure, and report surface transportation congestion information.

(2) ANALYTICAL TECHNIQUES FOR ACTION ON SURFACE TRANSPORTATION CONGESTION.—The purposes of the second research program established under this section shall be—

(A) to analyze the effectiveness of procedures used by State transportation departments and metropolitan planning organizations to assess surface transportation congestion problems and communicate those problems to decisionmakers; and

(B) to identify methods to ensure that the results of surface transportation congestion analyses lead to the targeting of funding for programs, projects, or services with demonstrated effectiveness in reducing travel delay, congestion, and system unreliability.

(c) TECHNICAL ASSISTANCE AND TRAINING.—In fiscal year 2006, the Secretary shall develop a technical assistance and training program to disseminate the results of the surface transportation congestion solutions research initiative for the purpose of assisting State transportation departments and local transportation agencies with improving their approaches to surface transportation congestion measurement, analysis, and project programming.

(d) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $9,000,000 for each of fiscal years 2006 through 2009 shall be available to carry out subsections (a) and (b) of this section. Of the amounts made available by section 5101(a)(2), $750,000 for each of fiscal years 2006 through 2009 shall be available to carry out subsection (c) of this subsection.

**SEC. 5503. MOTOR CARRIER EFFICIENCY STUDY.** 23 USC 509 note.

(a) IN GENERAL.—The Secretary, in coordination with the motor carrier and wireless technology industry, shall conduct a study to—

(1) identify inefficiencies in the transportation of freight;

(2) evaluate the safety, productivity, and reduced cost improvements that may be achieved through the use of wireless technologies to address the inefficiencies identified in paragraph (1); and

(3) conduct, as appropriate, field tests demonstrating the technologies identified in paragraph (2).

(b) PROGRAM ELEMENTS.—The program shall include, at a minimum, the following:

(1) Fuel monitoring and management systems.

(2) Radio frequency identification technology.

(3) Electronic manifest systems.

(4) Cargo theft prevention.

(c) FEDERAL SHARE.—The Federal share of the cost of the study under this section shall be 100 percent.

(d) ANNUAL REPORT.—The Secretary shall prepare and submit to Congress an annual report on the programs and activities carried out under this section.

(e) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, the Secretary shall make available $1,250,000 to the Federal Motor Carrier Safety Administration for each of fiscal years 2006 through 2009 to carry out this section.

Urban and rural areas.
23 USC 504 note.

**SEC. 5504. CENTER FOR TRANSPORTATION ADVANCEMENT AND REGIONAL DEVELOPMENT.**

(a) ESTABLISHMENT.—The Secretary shall establish a Center for Transportation Advancement and Regional Development (referred to in this section as the "Center") to assist, through training, education, and research, in the comprehensive development of small metropolitan and rural regional transportation systems that are responsive to the needs of businesses and local communities.

(b) ACTIVITIES.—In carrying out this section, the Center shall—

(1) provide training, information, and professional resources for small metropolitan and rural regions to pursue innovative strategies to expand the capabilities, capacity, and effectiveness of a region's transportation network, including activities related to freight projects, transit system upgrades, roadways and bridges, and intermodal transfer facilities and operations;

(2) assist local officials, rural transportation and economic development planners, officials from State departments of transportation and economic development, business leaders, and other stakeholders in developing public-private partnerships to enhance their transportation systems; and

(3) promote the leveraging of regional transportation planning with regional economic and business development planning to assure that appropriate transportation systems are created.

Grants.
Contracts.

(c) PROGRAM ADMINISTRATION.—To carry out this section, the Secretary shall make a grant to, or enter into a cooperative agreement or contract with the National Association of Development Organizations.

(d) FUNDING.—

(1) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $625,000 shall be available for each of fiscal years 2006 through 2009 to carry out this section.

(2) FEDERAL SHARE.—The Federal share of the cost of activities carried out in accordance with this subsection shall be 100 percent.

23 USC 504 note.

**SEC. 5505. TRANSPORTATION SCHOLARSHIP OPPORTUNITIES PROGRAM.**

(a) IN GENERAL.—

(1) ESTABLISHMENT OF PROGRAM.—The Secretary may establish and implement a scholarship program for the purpose of attracting qualified students for transportation-related critical jobs.

(2) PARTNERSHIP.—The Secretary may establish the program in partnership with appropriate nongovernmental institutions.

(b) PARTICIPATION.—An operating administration of the Department and the Office of Inspector General may participate in the scholarship program.

(c) FUNDING.—Notwithstanding any other provision of law, the Secretary may use funds available to an operating administration or from the Office of Inspector General of the Department for the purpose of carrying out this section.

**SEC. 5506. COMMERCIAL REMOTE SENSING PRODUCTS AND SPATIAL INFORMATION TECHNOLOGIES.** 23 USC 502 note.

(a) IN GENERAL.—The Secretary shall establish and carry out a program to validate commercial remote sensing products and spatial information technologies for application to national transportation infrastructure development and construction.

(b) PROGRAM.—

(1) NATIONAL POLICY.—The Secretary shall establish and maintain a national policy for the use of commercial remote sensing products and spatial information technologies in national transportation infrastructure development and construction.

(2) POLICY IMPLEMENTATION.—The Secretary shall develop new applications of commercial remote sensing products and spatial information technologies for the implementation of the national policy established and maintained under paragraph (1).

(c) COOPERATION.—The Secretary shall carry out this section in cooperation with a consortium of university research centers.

(d) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $7,750,000 for each of fiscal years 2006 through 2009 shall be available to carry out this section.

**SEC. 5507. RURAL INTERSTATE CORRIDOR COMMUNICATIONS STUDY.**

(a) STUDY.—The Secretary, in cooperation with the Secretary of Commerce, State departments of transportation, and other appropriate State, regional, and local officials, shall conduct a study on the feasibility of installing fiber optic cabling and wireless communication infrastructure along multistate Interstate System route corridors for improved communications services to rural communities along such corridors.

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

(1) impediments to installation of the infrastructure described in subsection (a) along multistate Interstate System route corridors and to connecting such infrastructure to the rural communities along such corridors;

(2) the effective geographic range of such infrastructure;

(3) potential opportunities for the private sector to fund, wholly or partially, the installation of such infrastructure;

(4) potential benefits fiber optic cabling and wireless communication infrastructure may provide to rural communities along such corridors, including the effects of the installation of such infrastructure on economic development, deployment of intelligent transportation systems technologies and applications, homeland security precaution and response, and education and health systems in those communities;

(5) rural broadband access points for such infrastructure;

(6) areas of environmental conflict with such installation;

(7) real estate ownership issues relating to such installation;

(8) preliminary design for placement of fiber optic cable and wireless towers;

(9) monetary value of the rights-of-way necessary for such installation;

(10) applicability and transferability of the benefits of such installation to other rural corridors; and

(11) safety and other operational issues associated with the installation and maintenance of fiber optic cabling and wire infrastructure within Interstate System rights-of-way and other publicly owned rights-of-way.

(c) CORRIDOR LOCATIONS.—The study required under subsection (a) shall be conducted for corridors along—

(1) Interstate Route 90 through rural Wisconsin, southern Minnesota, northern Iowa, and South Dakota;

(2) Interstate Route 20 through Alabama, Mississippi, and northern Louisiana;

(3) Interstate Route 91 through Vermont, New Hampshire, and Massachusetts; and

(4) any other rural corridor the Secretary considers appropriate.

(d) REPORT TO CONGRESS.—Not later than September 30, 2007, the Secretary shall submit to Congress a report on the results of the study, including any recommendations of the Secretary.

(e) FEDERAL SHARE.—The Federal share of the cost of the study shall be 100 percent.

(f) FUNDING.—Of the amounts made available under section 5101(a)(5) of this Act, $1,000,000 shall be available for fiscal year 2006, and $2,000,000 shall be available for fiscal year 2007 to carry out this section.

**SEC. 5508. TRANSPORTATION TECHNOLOGY INNOVATION AND DEMONSTRATION PROGRAM.**

23 USC 502 note.

Section 5117(b) of the Transportation Equity Act for the 21st Century (112 Stat 449; 112 Stat. 864; 115 Stat. 2330) is amended by striking paragraph (3) and inserting the following:

"(3) INTELLIGENT TRANSPORTATION INFRASTRUCTURE.—

"(A) DEFINITIONS.—In this paragraph:

"(i) CONGESTED AREA.—The term 'congested area' means a metropolitan area that experiences significant traffic congestion, as determined by the Secretary on an annual basis, including the metropolitan areas of Albany, Atlanta, Austin, Burlington, Charlotte, Columbus, Greensboro, Hartford, Jacksonville, Kansas City, Louisville, Milwaukee, Minneapolis-St. Paul, Nashville, New Orleans, Norfolk, Raleigh, Richmond, Sacramento, San Jose, Tuscson, and Tulsa.

"(ii) DEPLOYMENT AREA.—The term 'deployment area' means any of the metropolitan areas of Baltimore, Birmingham, Boston, Chicago, Cleveland, Dallas/Fort Worth, Denver, Detroit, Houston, Indianapolis, Las Vegas, Los Angeles, Miami, New York/Northern New Jersey, Northern Kentucky/Cincinnati, Oklahoma City, Orlando, Philadelphia, Phoenix, Pittsburgh, Portland,

Providence, Salt Lake, San Diego, San Francisco, St. Louis, Seattle, Tampa, and Washington, District of Columbia.

"(iii) METROPOLITAN AREA.—The term 'metropolitan area', including a major transportation corridor serving a metropolitan area, means any area that—

"(I) has a population exceeding 300,000; and

"(II) meets criteria established by the Secretary in conjunction with the intelligent vehicle highway systems corridors program.

"(iv) ORIGINAL CONTRACT.—The term 'original contract' means the Department of Transportation contract numbered DTTS 59–99–D–00445 T020013.

"(v) PROGRAM.—The term 'program' means the 2-part intelligent transportation infrastructure program carried out under this paragraph.

"(vi) STATE TRANSPORTATION DEPARTMENT.—The term 'State transportation department' means—

"(I) a State transportation department (as defined in section 101 of title 23, United States Code); and

"(II) a designee of a State transportation department (as so defined) for the purpose of entering into contracts.

"(vii) UNCOMMITTED FUNDS.—The term 'uncommitted funds' means the total amount of funds that, as of the date that is 180 days after the date of enactment of the SAFETEA–LU, remain uncommitted under the original contract.

"(B) INTELLIGENT TRANSPORTATION INFRASTRUCTURE PROGRAM.—

"(i) IN GENERAL.—The Secretary shall carry out a 2-part intelligent transportation infrastructure program in accordance with this paragraph to advance the deployment of an operational intelligent transportation infrastructure system, through measurement of various transportation system activities, to simultaneously—

"(I) aid in transportation planning and analysis; and

"(II) make a significant contribution to the ITS program under this title.

"(ii) OBJECTIVES.—The objectives of the program are—

"(I) to build or integrate an infrastructure of the measurement of various transportation system metrics to aid in planning, analysis, and maintenance of the Department of Transportation, including the buildout, maintenance, and operation of greater than 40 metropolitan area systems with a total cost not to exceed $2,000,000 for each metropolitan area;

"(II) to provide private technology commercialization initiatives to generate revenues that will be reinvested in the intelligent transportation infrastructure system;

"(III) to aggregate data into reports for multipoint data distribution techniques; and

"(IV) with respect to part I of the program under subparagraph (C), to use an advanced information system designed and monitored by an entity with experience with the Department of Transportation in the design and monitoring of high-reliability, mission-critical voice and data systems.

"(C) PART I.—

"(i) IN GENERAL.—In carrying out part I of the program, the Secretary shall permit the entity to which the original contract was awarded to use uncommitted funds to deploy intelligent transportation infrastructure systems that have been accepted by the Secretary—

"(I) in accordance with the terms of the original contract; and

"(II) in any deployment area, with the consent of the State transportation department for the deployment area.

"(ii) APPLICABLE CONDITIONS.—The same asset ownership, maintenance, fixed price contract, and revenue sharing model, and the same competitively selected consortium leader, as were used for the deployment of intelligent transportation infrastructure systems under the original contract before the date of enactment of the SAFETEA–LU shall apply to each deployment carried out under clause (i).

"(iii) DEPLOYMENT IN CONGESTED AREAS.—If the entity referred to in clause (i) is unable to use the uncommitted funds by deploying intelligent transportation infrastructure systems in deployment areas, as determined by the Secretary, the entity may deploy the systems in accordance with this paragraph in one or more congested areas, with the consent of the State transportation departments for the congested areas.

Contracts.

"(D) PART II.—

"(i) IN GENERAL.—In carrying out part II of the program, the Secretary shall award, on a competitive basis, contracts for the deployment of intelligent transportation infrastructure systems that have been accepted by the Secretary in congested areas, with the consent of the State transportation departments for the congested areas.

"(ii) REQUIREMENTS.—The Secretary shall award contracts under clause (i)—

"(I) for individual congested areas among entities that seek to deploy intelligent transportation infrastructure systems in the congested areas; and

"(II) on the condition that the terms of each contract awarded requires the entity deploying such system to ensure that the deployed system is compatible (as determined by the Secretary) with systems deployed in other congested areas under this paragraph.

"(iii) PROVISIONS IN CONTRACTS.—The Secretary shall require that each contract for the deployment of an intelligent transportation infrastructure system under this subparagraph contain such provisions relating to asset ownership, maintenance, fixed price, and revenue sharing as the Secretary considers to be appropriate.

"(E) USE OF FUNDS FOR UNDEPLOYED SYSTEMS.—

"(i) IN GENERAL.—If, under part I or part II of the program, a State transportation department for a deployment area or congested area does not consent by the later of the date that is 180 days after the date of enactment of the SAFETEA–LU, or another date determined jointly by the State transportation department and the deployment area or congested area, to participate in the deployment of an intelligent transportation infrastructure system in the deployment area or congested area, upon application by any other deployment area or congested area that has consented by that date to participate in the deployment of such a system, the Secretary shall distribute any such unused funds to any other deployment or congested area that has consented by that date to participate in the deployment of such a system.

"(ii) NO INCLUSION IN COST LIMITATION.—Costs paid using funds provided through a distribution under clause (i) shall not be considered in determining the limitation on maximum cost described in subparagraph (F)(ii).

"(F) FEDERAL SHARE; LIMITS ON COSTS OF SYSTEMS FOR METROPOLITAN AREAS.—

"(i) FEDERAL SHARE.—Subject to clause (ii), the Federal share of the cost of any project or activity carried out under the program shall be 80 percent.

"(ii) LIMIT ON COSTS OF SYSTEM FOR EACH METROPOLITAN AREA.—

"(I) IN GENERAL.—Not more than $2,000,000 may be provided under this paragraph for deployment of an intelligent transportation infrastructure system for a metropolitan area.

"(II) FUNDING UNDER EACH PART.—A metropolitan area in which an intelligent transportation infrastructure system is deployed under part I or part II under subparagraphs (C) and (D), respectively, including through a distribution of funds under subparagraph (E), may not receive any additional deployment under the other part of the program.

"(G) USE OF RIGHTS-OF-WAY.—

"(i) IN GENERAL.—An intelligent transportation system project described in this paragraph or paragraph (6) that involves privately owned intelligent transportation system components and is carried out using funds made available from the Highway Trust Fund shall not be subject to any law (including a regulation) of a State or political subdivision of a State prohibiting or regulating commercial activities in the

rights-of-way of a highway for which Federal-aid highway funds have been used for planning, design, construction, or maintenance for the project, if the Secretary determines that such use is in the public interest.

"(ii) EFFECT OF SUBPARAGRAPH.—Nothing in this subparagraph affects the authority of a State or political subdivision of a State—

"(I) to regulate highway safety; or

"(II) under sections 253 and 332(c)(7) of the Communications Act of 1934 (47 U.S.C. 253, 332(c)(7)).

"(H) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated such sums as may be necessary for each of fiscal years 2005 through 2009 to carry out this paragraph.".

**SEC. 5509. REPEAL.**

Effective October 1 of 2005, sections 5208 and 5209 of subtitle C of title V of The Transportation Equity Act for the 21st Century (23 U.S.C. 502 note; 112 Stat. 452–463) is repealed.

49 USC 102 note.

**SEC. 5510. NOTICE.**

(a) NOTICE OF REPROGRAMMING.—If any funds authorized for carrying out this title or the amendments made by this title are subject to a reprogramming action that requires notice to be provided to the Committees on Appropriations, Transportation and Infrastructure, and Science of the House of Representatives and the Committees on Appropriations and Environment and Public Works of the Senate, notice of that action shall be concurrently provided to the Committee of Transportation and Infrastructure and the Committee on Science of the House of Representatives and the Committee on Environment and Public Works of the Senate.

(b) NOTICE OF REORGANIZATION.—On or before the 15th day preceding the date of any major reorganization of a program, project, or activity of the Department for which funds are authorized by this title or the amendments made by this title, the Secretary shall provide notice of the reorganization to the Committees on Transportation and Infrastructure and Science of the House of Representatives and the Committee on Environment and Public Works of the Senate.

**SEC. 5511. MOTORCYCLE CRASH CAUSATION STUDY GRANTS.**

(a) GRANTS.—The Secretary shall provide grants to the Oklahoma Transportation Center for the purpose of conducting a comprehensive, in-depth motorcycle crash causation study that employs the common international methodology for in-depth motorcycle accident investigation of the Organization for Economic Cooperation and Development.

(b) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $1,408,000 for each of fiscal years 2006 and 2007 shall be available to carry out this section.

23 USC 135 note.

**SEC. 5512. ADVANCED TRAVEL FORECASTING PROCEDURES PROGRAM.**

(a) CONTINUATION AND ACCELERATION OF TRANSIMS DEPLOYMENT.—

(1) IN GENERAL.—The Secretary shall accelerate the deployment of the advanced transportation model known as the

"Transportation Analysis Simulation System" (in this section referred to as "TRANSIMS"), developed by the Los Alamos National Laboratory.

(2) PROGRAM APPRECIATION.—The purpose of the program is to assist State departments of transportation and metropolitan planning organizations—

(A) to implement TRANSIMS;

(B) to develop methods for TRANSIMS applications to transportation planning, air quality analysis, regulatory compliance, and response to natural disasters and other transportation disruptions; and

(C) to provide training and technical assistance for the implementation of TRANSIMS.

(b) REQUIRED ACTIVITIES.—The Secretary shall use funds made available to carry out this section to—

(1) provide funding to State departments of transportation and metropolitan planning organizations serving transportation management areas designated under chapter 52 of title 49, United States Code, representing a diversity of populations, geographic regions, and analytic needs to implement TRANSIMS;

(2) develop methods to demonstrate a wide spectrum of TRANSIMS applications to support local, metropolitan, statewide transportation planning, including integrating highway and transit operational considerations into the transportation Planning process, and estimating the effects of induced travel demand and transit ridership in making transportation conformity determinations where applicable;

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

(4) to further develop TRANSIMS for additional applications, including—

(A) congestion analyses;

(B) major investment studies;

(C) economic impact analyses;

(D) alternative analyses;

(E) freight movement studies;

(F) emergency evacuation studies;

(G) port studies;

(H) airport access studies;

(I) induced demand studies; and

(J) transit ridership analysis.

(c) ELIGIBLE ACTIVITIES.—The program may support the development of methods to plan for the transportation response to chemical and biological terrorism and other security concerns.

(d) ALLOCATION OF FUNDS.—Not more than 75 percent of the funds made available to carry out this section may be allocated to activities described in subsection (b)(1).

(e) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $2,625,000 for each of fiscal years 2006 through 2009 shall be available to carry out this section.

**SEC. 5513. RESEARCH GRANTS.**

23 USC 502 note.

(a) THERMAL IMAGING.—

(1) IN GENERAL.—The Secretary shall make a grant to carry out a demonstration project that uses a thermal imaging inspection system (TIIS) that leverages state-of-the-art thermal imagery technology, integrated with signature recognition software, providing the capability to identify, in real time, faults and failures in tires, brakes and bearings mounted on commercial motor vehicles.

(2) USE OF FUNDS.—Funds shall be used—

(A) to employ a TIIS in a field environment, along the Interstate, to further assess the system's ability to identify faults in tires, brakes, and bearings mounted on commercial motor vehicles;

(B) to establish, through statistical analysis, the probability of failure for each component; and

(C) to develop and integrate a predictive tool into the TIIS, which identifies an impending tire, brake, or bearing failure and provides the use of a time frame in which this failure may occur.

(3) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $2,000,000 in fiscal year 2006 shall be available to carry out this subsection.

(b) TRANSPORTATION INJURY RESEARCH.—

(1) GRANT.—The Secretary shall make a grant to maintain a center for transportation injury research at the Calspan University of Buffalo Research Center, through the North Campus facility located in Amherst, New York, and affiliated with the State University of New York at Buffalo.

(2) RECOUP COSTS.—Notwithstanding current law, Federal regulations, or Office of Management and Budget circulars or guidance, the Center shall be permitted to recoup direct and indirect costs and apply a 7 percent fee to the grant made under this subsection.

(3) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $1,250,000 in each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(c) TECHNOLOGY TRANSFER GRANT.—

(1) GRANT.—The Secretary shall make grants to the Argonne National Laboratory-Advanced Transportation Technology Center for the purpose of conducting transportation research and demonstration projects that would lead to the exchange of research results with the private sector and collaboration with universities at a centralized location conducive for technology transfer.

(2) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $4,000,000 in each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(d) APPALACHIAN REGIONAL COMMISSION.—

(1) GRANT.—The Secretary shall make a grant to the Appalachian Regional Commission to conduct a feasibility study for the creation of a system of inland ports and distribution centers in Appalachia.

(2) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $500,000 in fiscal year 2006 shall be available to carry out this subsection.

(e) AUTOMOBILE ACCIDENT INJURY RESEARCH.—

(1) GRANTS.—The Secretary shall make a grant to the Forsyth Institute for research and technology development for preventing and minimizing head, craniofacial, and spinal cord injuries resulting from automobile accidents.

(2) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $500,000 in each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(f) RURAL TRANSPORTATION RESEARCH.—

(1) GRANTS.—The Secretary shall make grants to the New England Transportation Institute in White River Junction, Vermont for rural transportation research.

(2) FUNDING.—

(A) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $1,000,000 for fiscal year 2006 shall be available to carry out this subsection and shall remain available until expended.

(B) COST-SHARING.—

(i) FEDERAL SHARE.—The Federal share of the cost of activities carried out under this subsection shall be 80 percent.

(ii) NON-FEDERAL SHARE.—The fair market value of any materials or services provided by the non-Federal sponsor for activities under this subsection shall be credited to the non-Federal share.

(g) RURAL TRANSPORTATION RESEARCH INITIATIVE.—

(1) GRANTS.—For each of fiscal years 2006 through 2009, the Secretary shall provide a grant to the Upper Great Plains Transportation Institute at North Dakota State University for use in carrying out the Rural Transportation Research Initiative.

(2) FUNDING.—

(A) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $500,000 for each of fiscal years 2006 through 2009 shall be available to carry out this subsection, and shall remain available until expended.

(B) COST-SHARING.—

(i) FEDERAL SHARE.—The Federal share of the cost of the activities carried out under this subsection shall be 80 percent.

(ii) NON-FEDERAL SHARE.—The fair market value of any materials or services provided by the non-Federal project sponsor for any activity under this subsection shall be credited to the non-Federal share.

(h) HYDROGEN-POWERED TRANSPORTATION RESEARCH INITIATIVE.—

(1) GRANTS.—For each of fiscal years 2006 through 2009, the Secretary shall provide a grant to the University of Montana for use in carrying out the Hydrogen-Powered Transportation Research Initiative.

(2) FUNDING.—

(A) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $750,000 for each of fiscal years 2006 through 2009 shall be available to carry out this subsection, and shall remain available until expended.

(B) COST-SHARING.—

(i) FEDERAL SHARE.—The Federal share of the cost of the activities carried out under this subsection shall be 80 percent.

(ii) NON-FEDERAL SHARE.—The fair market value of any materials or services provided by the non-Federal project sponsor for an activity under this subsection shall be credited to the non-Federal share.

(i) COLD REGION AND RURAL TRANSPORTATION RESEARCH, MAINTENANCE, AND OPERATIONS.—

(1) GRANTS.—The Secretary shall provide grants to the Western Transportation Institute at Montana State University, for use in developing a research facility in Lewistown, Montana, for basic and applied research and testing on surface transportation issues facing rural and cold regions.

(2) FUNDING.—

(A) IN GENERAL.—Of the amounts made available by section 5101(a)(1) of this Act, $1,000,000 for each of fiscal years 2006 through 2009 shall be available to carry out this subsection, to remain available until expended.

(B) COST-SHARING.—

(i) FEDERAL SHARE.—The Federal share of the cost of the activities carried out under this subsection shall be 80 percent.

(ii) NON-FEDERAL SHARE.—The fair market value of any materials or services provided by the non-Federal project sponsor for an activity under this section shall be credited to the non-Federal share.

(j) ADVANCED VEHICLE TECHNOLOGY.—

(1) GRANT.—The Secretary shall make a grant to the University of Kansas Transportation Research Institute for research and development of advanced vehicle technology concepts, focused on vehicle emissions, fuel cells and catalytic processes, and intelligent transportation systems.

(2) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $2,500,000 in each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(k) ASPHALT RESEARCH CONSORTIUM.—

(1) GRANT.—The Secretary shall make a grant to the asphalt research consortium lead by the Western Research Institute to research flexible pavement and extending the lifecycle of asphalts.

(2) FUNDING.—Of the amounts made available under section 5101(a)(1) of this Act, $7,500,000 in each of fiscal years 2006 through 2009 shall be available to carry out this subsection.

(l) RENEWABLE TRANSPORTATION SYSTEMS RESEARCH.—

(1) GRANTS.—The Secretary shall make grants to the University of Vermont for research, development and field testing of hydrogen fuel cell and biofuel transportation technology.

(2) FUNDING.—

(A) IN GENERAL.—Of the amounts made available for section 5101(a)(1) of this Act, $1,000,000 for fiscal year 2006 to remain available until expended.

(B) COST-SHARING.—

(i) FEDERAL SHARE.—The Federal Share of the cost of activities carried out under this section shall be 80 percent.

(ii) NON-FEDERAL SHARE.—The fair market value of any materials or services provided by the non-Federal sponsor for activities under this section shall be credited to the non-Federal share.

(m) FEDERAL SHARE.—The Federal share of the cost of activities carried out in accordance with this section shall be 80 percent unless otherwise expressly provided by this section or otherwise determined by the Secretary.

**SEC. 5514. COMPETITION FOR SPECIFICATION OF ALTERNATIVE TYPES OF CULVERT PIPES.**

Deadline.

Notwithstanding any contrary interpretation of appendix A of subpart D of section 635.411 of volume 23, Code of Federal Regulations (as in existence on the date of enactment of this Act), not later than 180 days after the date of enactment of this Act, the Secretary shall ensure that States provide for competition with respect to the specification of alternative types of culvert pipes through requirements that are commensurate with competition requirements for other construction materials, as determined by the Secretary.

# Subtitle F—Bureau of Transportation Statistics

**SEC. 5601. BUREAU OF TRANSPORTATION STATISTICS.**

(a) IN GENERAL.—Section 111 of title 49, United States Code, is amended to read as follows:

**"§ 111. Bureau of Transportation Statistics**

"(a) ESTABLISHMENT.—There is established in the Research and Innovative Technology Administration a Bureau of Transportation Statistics.

"(b) DIRECTOR.—

"(1) APPOINTMENT.—The Bureau shall be headed by a Director who shall be appointed in the competitive service by the Secretary of Transportation.

"(2) QUALIFICATIONS.—The Director shall be appointed from among individuals who are qualified to serve as the Director by virtue of their training and experience in the collection, analysis, and use of transportation statistics.

"(c) RESPONSIBILITIES.—The Director of the Bureau shall serve as the Secretary's senior advisor on data and statistics and shall be responsible for carrying out the following duties:

"(1) PROVIDING DATA, STATISTICS, AND ANALYSIS TO TRANSPORTATION DECISIONMAKERS.—Ensuring that the statistics compiled under paragraph (5) are designed to support transportation decisionmaking by the Federal Government, State and local governments, metropolitan planning organizations, transportation-related associations, the private sector (including the freight community), and the public.

"(2) COORDINATING COLLECTION OF INFORMATION.—Working with the operating administrations of the Department to establish and implement the Bureau's data programs and to improve

the coordination of information collection efforts with other Federal agencies.

"(3) DATA MODERNIZATION.—Continually improving surveys and data collection methods to improve the accuracy and utility of transportation statistics.

"(4) ENCOURAGING DATA STANDARDIZATION.—Encouraging the standardization of data, data collection methods, and data management and storage technologies for data collected by the Bureau, the operating administrations of the Department of Transportation, States, local governments, metropolitan planning organizations, and private sector entities.

"(5) TRANSPORTATION STATISTICS.—Collecting, compiling, analyzing, and publishing a comprehensive set of transportation statistics on the performance and impacts of the national transportation system, including statistics on—

"(A) productivity in various parts of the transportation sector;

"(B) traffic flows for all modes of transportation;

"(C) other elements of the intermodal transportation database established under subsection (e);

"(D) travel times and measures of congestion;

"(E) vehicle weights and other vehicle characteristics;

"(F) demographic, economic, and other variables influencing traveling behavior, including choice of transportation mode and goods movement;

"(G) transportation costs for passenger travel and goods movement;

"(H) availability and use of mass transit (including the number of passengers served by each mass transit authority) and other forms of for-hire passenger travel;

"(I) frequency of vehicle and transportation facility repairs and other interruptions of transportation service;

"(J) safety and security for travelers, vehicles, and transportation systems;

"(K) consequences of transportation for the human and natural environment;

"(L) the extent, connectivity, and condition of the transportation system, building on the national transportation atlas database developed under subsection (g); and

"(M) transportation-related variables that influence the domestic economy and global competitiveness.

"(6) NATIONAL SPATIAL DATA INFRASTRUCTURE.—Building and disseminating the transportation layer of the National Spatial Data Infrastructure developed under Executive Order No. 12906, including coordinating the development of transportation geospatial data standards, compiling intermodal geospatial data, and collecting geospatial data that is not being collected by others.

"(7) ISSUING GUIDELINES.—Issuing guidelines for the collection of information by the Department required for statistics to be compiled under paragraph (5) in order to ensure that such information is accurate, reliable, relevant, and in a form that permits systematic analysis.

"(8) REVIEW SOURCES AND RELIABILITY OF STATISTICS.—Reviewing and reporting to the Secretary on the sources and reliability of the statistics proposed by the heads of the operating administrations of the Department to measure outputs

and outcomes as required by the Government Performance and Results Act of 1993 (Public Law 103–62; 107 Stat. 285), and the amendments made by such Act, and carrying out such other reviews of the sources and reliability of other data collected or statistical information published by the heads of the operating administrations of the Department as shall be requested by the Secretary.

"(9) MAKING STATISTICS ACCESSIBLE.—Making the statistics published under this subsection readily accessible to the public.

"(d) INFORMATION NEEDS ASSESSMENT.—

Deadlines.
Contracts.
Publication.

"(1) IN GENERAL.—Not later than 60 days after the date of enactment of the SAFETEA–LU, the Secretary shall enter into an agreement with the National Research Council to develop and publish a National transportation information needs assessment (referred to in this subsection as the 'assessment'). The assessment shall be submitted to the Secretary and the appropriate committees of Congress not later than 24 months after such agreement is entered into.

"(2) CONTENT.—The assessment shall—

"(A) identify, in order of priority, the transportation data that is not being collected by the Bureau, operating administrations of the Department, or other Federal, State, or local entities, but is needed to improve transportation decisionmaking at the Federal, State, and local levels and to fulfill the requirements of subsection (c)(5);

"(B) recommend whether the data identified in subparagraph (A) should be collected by the Bureau, other parts of the Department, or by other Federal, State, or local entities, and whether any data is of a higher priority than data currently being collected;

"(C) identify any data the Bureau or other Federal, State, or local entity is collecting that is not needed;

"(D) describe new data collection methods (including changes in surveys) and other changes the Bureau or other Federal, State, or local entity should implement to improve the standardization, accuracy, and utility of transportation data and statistics; and

"(E) estimate the cost of implementing any recommendations.

"(3) CONSULTATION.—In developing the assessment, the National Research Council shall consult with the Department's Advisory Council on Transportation Statistics and a representative cross-section of transportation community stakeholders as well as other Federal agencies, including the Environmental Protection Agency, the Department of Energy, and the Department of Housing and Urban Development.

"(4) REPORT TO CONGRESS.—Not later than 180 days after the date on which the National Research Council submits the assessment under paragraph (1), the Secretary shall submit a report to Congress that describes—

"(A) how the Department plans to fill the data gaps identified under paragraph (2)(A);

"(B) how the Department plans to stop collecting data identified under paragraph (2)(C);

"(C) how the Department plans to implement improved data collection methods and other changes identified under paragraph (2)(D);

"(D) the expected costs of implementing subparagraphs (A), (B), and (C) of this paragraph;

"(E) any findings of the assessment under paragraph (1) with which the Secretary disagrees, and why; and

"(F) any proposed statutory changes needed to implement the findings of the assessment under paragraph (1).

"(e) INTERMODAL TRANSPORTATION DATABASE.—

"(1) IN GENERAL.—In consultation with the Under Secretary for Policy, the Assistant Secretaries, and the heads of the operating administrations of the Department, the Director shall establish and maintain a transportation database for all modes of transportation.

"(2) USE.—The database shall be suitable for analyses carried out by the Federal Government, the States, and metropolitan planning organizations.

"(3) CONTENTS.—The database shall include—

"(A) information on the volumes and patterns of movement of goods, including local, interregional, and international movement, by all modes of transportation and intermodal combinations and by relevant classification;

"(B) information on the volumes and patterns of movement of people, including local, interregional, and international movements, by all modes of transportation (including bicycle and pedestrian modes) and intermodal combinations and by relevant classification;

"(C) information on the location and connectivity of transportation facilities and services; and

"(D) a national accounting of expenditures and capital stocks on each mode of transportation and intermodal combination.

"(f) NATIONAL TRANSPORTATION LIBRARY.—

"(1) IN GENERAL.—The Director shall establish and maintain a National Transportation Library, which shall contain a collection of statistical and other information needed for transportation decisionmaking at the Federal, State, and local levels.

"(2) ACCESS.—The Director shall facilitate and promote access to the Library, with the goal of improving the ability of the transportation community to share information and the ability of the Director to make statistics readily accessible under subsection (c)(9).

"(3) COORDINATION.—The Director shall work with other transportation libraries and transportation information providers, both public and private, to achieve the goal specified in paragraph (2).

"(g) NATIONAL TRANSPORTATION ATLAS DATABASE.—

"(1) IN GENERAL.—The Director shall develop and maintain a national transportation atlas database that is comprised of geospatial databases that depict—

"(A) transportation networks;

"(B) flows of people, goods, vehicles, and craft over the networks; and

"(C) social, economic, and environmental conditions that affect or are affected by the networks.

"(2) INTERMODAL NETWORK ANALYSIS.—The databases shall be able to support intermodal network analysis.

"(h) MANDATORY RESPONSE AUTHORITY FOR FREIGHT DATA COLLECTION.—Whoever, being the owner, official, agent, person in charge, or assistant to the person in charge of any freight corporation, company, business, institution, establishment, or organization of any nature whatsoever, neglects or refuses, when requested by the Director or other authorized officer, employee, or contractor of the Bureau, to answer completely and correctly to the best of the individual's knowledge all questions relating to the corporation, company, business, institution, establishment, or other organization, or to make available records or statistics in the individual's official custody, contained in a data collection request prepared and submitted under the authority of subsection (c)(1), shall be fined not more than $500; but if the individual willfully gives a false answer to such a question, the individual shall be fined not more than $10,000. Penalty.

"(i) RESEARCH AND DEVELOPMENT GRANTS.—The Secretary may make grants to, or enter into cooperative agreements or contracts with, public and nonprofit private entities (including State transportation departments, metropolitan planning organizations, and institutions of higher education) for—

"(1) investigation of the subjects specified in subsection (c)(5) and research and development of new methods of data collection, standardization, management, integration, dissemination, interpretation, and analysis;

"(2) demonstration programs by States, local governments, and metropolitan planning organizations to coordinate data collection, reporting, management, storage, and archiving to simplify data comparisons across jurisdictions;

"(3) development of electronic clearinghouses of transportation data and related information, as part of the National Transportation Library under subsection (f); and

"(4) development and improvement of methods for sharing geographic data, in support of the database under subsection (g) and the National Spatial Data Infrastructure.

"(j) LIMITATIONS ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed—

"(1) to authorize the Bureau to require any other department or agency to collect data; or

"(2) to reduce the authority of any other officer of the Department to collect and disseminate data independently.

"(k) PROHIBITION ON CERTAIN DISCLOSURES.—

"(1) IN GENERAL.—An officer, employee, or contractor of the Bureau may not—

"(A) make any disclosure in which the data provided by an individual or organization under subsection (c) can be identified;

"(B) use the information provided under subsection (c) for a nonstatistical purpose; or

"(C) permit anyone other than an individual authorized by the Director to examine any individual report provided under subsection (c).

"(2) COPIES OF REPORTS.—

"(A) IN GENERAL.—No department, bureau, agency, officer, or employee of the United States (except the Director in carrying out this section) may require, for any reason, a copy of any report that has been filed under

subsection (c) with the Bureau or retained by an individual respondent.

"(B) LIMITATION ON JUDICIAL PROCEEDINGS.—A copy of a report described in subparagraph (A) that has been retained by an individual respondent or filed with the Bureau or any of its employees, contractors, or agents—

"(i) shall be immune from legal process; and

"(ii) shall not, without the consent of the individual concerned, be admitted as evidence or used for any purpose in any action, suit, or other judicial or administrative proceedings.

"(C) APPLICABILITY.—This paragraph shall apply only to reports that permit information concerning an individual or organization to be reasonably determined by direct or indirect means.

"(3) INFORMING RESPONDENT OF USE OF DATA.—In a case in which the Bureau is authorized by statute to collect data or information for a nonstatistical purpose, the Director shall clearly distinguish the collection of the data or information, by rule and on the collection instrument, so as to inform a respondent who is requested or required to supply the data or information of the nonstatistical purpose.

"(l) TRANSPORTATION STATISTICS ANNUAL REPORT.—The Director shall submit to the President and Congress a transportation statistics annual report which shall include information on items referred to in subsection (c)(5), documentation of methods used to obtain and ensure the quality of the statistics presented in the report, and recommendations for improving transportation statistical information.

"(m) DATA ACCESS.—The Director shall have access to transportation and transportation-related information in the possession of any Federal agency, except information—

"(1) the disclosure of which to another Federal agency is expressly prohibited by law; or

"(2) the disclosure of which the agency possessing the information determines would significantly impair the discharge of authorities and responsibilities which have been delegated to, or vested by law, in such agency.

"(n) PROCEEDS OF DATA PRODUCT SALES.—Notwithstanding section 3302 of title 31, funds received by the Bureau from the sale of data products, for necessary expenses incurred, may be credited to the Highway Trust Fund (other than the Mass Transit Account) for the purpose of reimbursing the Bureau for the expenses.

"(o) ADVISORY COUNCIL ON TRANSPORTATION STATISTICS.—

"(1) ESTABLISHMENT.—The Director shall establish an advisory council on transportation statistics.

"(2) FUNCTION.—The function of the advisory council established under this subsection is to—

"(A) advise the Director on the quality, reliability, consistency, objectivity, and relevance of transportation statistics and analyses collected, supported, or disseminated by the Bureau and the Department;

"(B) provide input to and review the report to Congress under subsection (d)(4); and

"(C) advise the Director on methods to encourage cooperation and interoperability of transportation data collected by the Bureau, the operating administrations of

the Department, States, local governments, metropolitan planning organizations, and private sector entities.

"(3) MEMBERSHIP.—The advisory council established under this subsection shall be composed of not fewer than 9 and not more than 11 members appointed by the Director, who are not officers or employees of the United States. Each member shall have expertise in transportation data collection or analysis or application; except that 1 member shall have expertise in economics, 1 member shall have expertise in statistics, and 1 member shall have experience in transportation safety. At least 1 member shall be a senior official of a State department of transportation. Members shall include representation of a cross-section of transportation community stakeholders.

"(4) TERMS OF APPOINTMENT.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), members of the advisory council shall be appointed to staggered terms not to exceed 3 years. A member may be renominated for 1 additional 3-year term.

"(B) CURRENT MEMBERS.—Members serving on the Advisory Council on Transportation Statistics as of the date of enactment of the SAFETEA–LU shall serve until the end of their appointed terms.

"(5) APPLICABILITY OF FEDERAL ADVISORY COMMITTEE ACT.—The Federal Advisory Committee Act shall apply to the advisory council established under this subsection, except that section 14 of such Act shall not apply.".

# TITLE VI—TRANSPORTATION PLANNING AND PROJECT DELIVERY

**SEC. 6001. TRANSPORTATION PLANNING.**

(a) IN GENERAL.—Sections 134 and 135 of title 23, United States Code, are amended to read as follows:

## "§ 134. Metropolitan transportation planning

"(a) POLICY.—It is in the national interest to—

"(1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

"(2) encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

"(b) DEFINITIONS.—In this section and section 135, the following definitions apply:

"(1) METROPOLITAN PLANNING AREA.—The term 'metropolitan planning area' means the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under subsection (e).

"(2) METROPOLITAN PLANNING ORGANIZATION.—The term 'metropolitan planning organization' means the policy board of an organization created as a result of the designation process in subsection (d).

"(3) NONMETROPOLITAN AREA.—The term 'nonmetropolitan area' means a geographic area outside designated metropolitan planning areas.

"(4) NONMETROPOLITAN LOCAL OFFICIAL.—The term 'nonmetropolitan local official' means elected and appointed officials of general purpose local government in a nonmetropolitan area with responsibility for transportation.

"(5) TIP.—The term 'TIP' means a transportation improvement program developed by a metropolitan planning organization under subsection (j).

"(6) URBANIZED AREA.—The term 'urbanized area' means a geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

"(c) GENERAL REQUIREMENTS.—

"(1) DEVELOPMENT OF LONG-RANGE PLANS AND TIPS.—To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State.

"(2) CONTENTS.—The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

"(3) PROCESS OF DEVELOPMENT.—The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

"(d) DESIGNATION OF METROPOLITAN PLANNING ORGANIZATIONS.—

Urban and rural areas.

"(1) IN GENERAL.—To carry out the transportation planning process required by this section, a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals—

"(A) by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city (based on population) as named by the Bureau of the Census); or

"(B) in accordance with procedures established by applicable State or local law.

"(2) STRUCTURE.—Each metropolitan planning organization that serves an area designated as a transportation management area, when designated or redesignated under this subsection, shall consist of—

"(A) local elected officials;

"(B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area; and

"(C) appropriate State officials.

"(3) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this subsection shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities to—

"(A) develop the plans and TIPs for adoption by a metropolitan planning organization; and

"(B) develop long-range capital plans, coordinate transit services and projects, and carry out other activities pursuant to State law.

"(4) CONTINUING DESIGNATION.—A designation of a metropolitan planning organization under this subsection or any other provision of law shall remain in effect until the metropolitan planning organization is redesignated under paragraph (5).

"(5) REDESIGNATION PROCEDURES.—A metropolitan planning organization may be redesignated by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing planning area population (including the largest incorporated city (based on population) as named by the Bureau of the Census) as appropriate to carry out this section.

"(6) DESIGNATION OF MORE THAN 1 METROPOLITAN PLANNING ORGANIZATION.—More than 1 metropolitan planning organization may be designated within an existing metropolitan planning area only if the Governor and the existing metropolitan planning organization determine that the size and complexity of the existing metropolitan planning area make designation of more than 1 metropolitan planning organization for the area appropriate.

"(e) METROPOLITAN PLANNING AREA BOUNDARIES.—

"(1) IN GENERAL.—For the purposes of this section, the boundaries of a metropolitan planning area shall be determined by agreement between the metropolitan planning organization and the Governor.

"(2) INCLUDED AREA.—Each metropolitan planning area—

"(A) shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan; and

"(B) may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census.

"(3) IDENTIFICATION OF NEW URBANIZED AREAS WITHIN EXISTING PLANNING AREA BOUNDARIES.—The designation by the Bureau of the Census of new urbanized areas within an existing metropolitan planning area shall not require the redesignation of the existing metropolitan planning organization.

"(4) EXISTING METROPOLITAN PLANNING AREAS IN NONATTAINMENT.—Notwithstanding paragraph (2), in the case of an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.) as of the date of enactment of the SAFETEA–

LU, the boundaries of the metropolitan planning area in existence as of such date of enactment shall be retained; except that the boundaries may be adjusted by agreement of the Governor and affected metropolitan planning organizations in the manner described in subsection (d)(5).

"(5) NEW METROPOLITAN PLANNING AREAS IN NONATTAINMENT.—In the case of an urbanized area designated after the date of enactment of the SAFETEA–LU, as a nonattainment area for ozone or carbon monoxide, the boundaries of the metropolitan planning area—

"(A) shall be established in the manner described in subsection (d)(1);

"(B) shall encompass the areas described in paragraph (2)(A);

"(C) may encompass the areas described in paragraph (2)(B); and

"(D) may address any nonattainment area identified under the Clean Air Act for ozone or carbon monoxide.

"(f) COORDINATION IN MULTISTATE AREAS.—

"(1) IN GENERAL.—The Secretary shall encourage each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area.

"(2) INTERSTATE COMPACTS.—The consent of Congress is granted to any two or more States—

"(A) to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and

"(B) to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

"(3) LAKE TAHOE REGION.—

"(A) DEFINITION.—In this paragraph, the term 'Lake Tahoe region' has the meaning given the term 'region' in subdivision (a) of article II of the Tahoe Regional Planning Compact, as set forth in the first section of Public Law 96–551 (94 Stat. 3234).

"(B) TRANSPORTATION PLANNING PROCESS.—The Secretary shall—

"(i) establish with the Federal land management agencies that have jurisdiction over land in the Lake Tahoe region a transportation planning process for the region; and

"(ii) coordinate the transportation planning process with the planning process required of State and local governments under this section and section 135.

California. Nevada.

"(C) INTERSTATE COMPACT.—

"(i) IN GENERAL.—Subject to clause (ii), and notwithstanding subsection (b), to carry out the transportation planning process required by this section, the consent of Congress is granted to the States of California and Nevada to designate a metropolitan planning organization for the Lake Tahoe region, by agreement between the Governors of the States of California

and Nevada and units of general purpose local government that together represent at least 75 percent of the affected population (including the central city or cities (as defined by the Bureau of the Census)), or in accordance with procedures established by applicable State or local law.

"(ii) INVOLVEMENT OF FEDERAL LAND MANAGEMENT AGENCIES.—

"(I) REPRESENTATION.—The policy board of a metropolitan planning organization designated under clause (i) shall include a representative of each Federal land management agency that has jurisdiction over land in the Lake Tahoe region.

"(II) FUNDING.—In addition to funds made available to the metropolitan planning organization for the Lake Tahoe region under other provisions of this title and under chapter 53 of title 49, 1 percent of the funds allocated under section 202 shall be used to carry out the transportation planning process for the Lake Tahoe region under this subparagraph.

"(D) ACTIVITIES.—Highway projects included in transportation plans developed under this paragraph—

"(i) shall be selected for funding in a manner that facilitates the participation of the Federal land management agencies that have jurisdiction over land in the Lake Tahoe region; and

"(ii) may, in accordance with chapter 2, be funded using funds allocated under section 202.

"(4) RESERVATION OF RIGHTS.—The right to alter, amend, or repeal interstate compacts entered into under this subsection is expressly reserved.

"(g) MPO CONSULTATION IN PLAN AND TIP COORDINATION.—

"(1) NONATTAINMENT AREAS.—If more than 1 metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act, each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs required by this section.

"(2) TRANSPORTATION IMPROVEMENTS LOCATED IN MULTIPLE MPOS.—If a transportation improvement, funded from the Highway Trust Fund or authorized under chapter 53 of title 49, is located within the boundaries of more than 1 metropolitan planning area, the metropolitan planning organizations shall coordinate plans and TIPs regarding the transportation improvement.

"(3) RELATIONSHIP WITH OTHER PLANNING OFFICIALS.—The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities. Under the metropolitan planning process, transportation plans

and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the metropolitan area that are provided by—

"(A) recipients of assistance under chapter 53 of title 49;

"(B) governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide nonemergency transportation services; and

"(C) recipients of assistance under section 204.

"(h) SCOPE OF PLANNING PROCESS.—

"(1) IN GENERAL.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

"(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

"(B) increase the safety of the transportation system for motorized and nonmotorized users;

"(C) increase the security of the transportation system for motorized and nonmotorized users;

"(D) increase the accessibility and mobility of people and for freight;

"(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

"(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

"(G) promote efficient system management and operation; and

"(H) emphasize the preservation of the existing transportation system.

"(2) FAILURE TO CONSIDER FACTORS.—The failure to consider any factor specified in paragraph (1) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

"(i) DEVELOPMENT OF TRANSPORTATION PLAN.—

"(1) IN GENERAL.—Each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area in accordance with the requirements of this subsection. The metropolitan planning organization shall prepare and update such plan every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:

"(A) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)).

"(B) Any area that was nonattainment and subsequently designated to attainment in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407(d)(3)) and that

is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

In the case of any other area required to have a transportation plan in accordance with the requirements of this subsection, the metropolitan planning organization shall prepare and update such plan every 5 years unless the metropolitan planning organization elects to update more frequently.

"(2) TRANSPORTATION PLAN.—A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, the following:

"(A) IDENTIFICATION OF TRANSPORTATION FACILITIES.—An identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as such factors relate to a 20-year forecast period.

"(B) MITIGATION ACTIVITIES.—

"(i) IN GENERAL.—A long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

"(ii) CONSULTATION.—The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

"(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

"(D) OPERATIONAL AND MANAGEMENT STRATEGIES.—Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

"(E) CAPITAL INVESTMENT AND OTHER STRATEGIES.—Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.

"(F) TRANSPORTATION AND TRANSIT ENHANCEMENT ACTIVITIES.—Proposed transportation and transit enhancement activities.

"(3) COORDINATION WITH CLEAN AIR ACT AGENCIES.—In metropolitan areas which are in nonattainment for ozone or carbon monoxide under the Clean Air Act, the metropolitan planning organization shall coordinate the development of a transportation plan with the process for development of the transportation control measures of the State implementation plan required by the Clean Air Act.

"(4) CONSULTATION.—

"(A) IN GENERAL.—In each metropolitan area, the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.

"(B) ISSUES.—The consultation shall involve, as appropriate—

"(i) comparison of transportation plans with State conservation plans or maps, if available; or

"(ii) comparison of transportation plans to inventories of natural or historic resources, if available.

"(5) PARTICIPATION BY INTERESTED PARTIES.—

"(A) IN GENERAL.—Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

"(B) CONTENTS OF PARTICIPATION PLAN.—A participation plan—

"(i) shall be developed in consultation with all interested parties; and

"(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

"(C) METHODS.—In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable—

"(i) hold any public meetings at convenient and accessible locations and times;

"(ii) employ visualization techniques to describe plans; and

"(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

"(6) PUBLICATION.—A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public

review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

"(7) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—Notwithstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).

"(j) METROPOLITAN TIP.—

"(1) DEVELOPMENT.—

"(A) IN GENERAL.—In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the area for which the organization is designated.

"(B) OPPORTUNITY FOR COMMENT.—In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

"(C) FUNDING ESTIMATES.—For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

"(D) UPDATING AND APPROVAL.—The TIP shall be updated at least once every 4 years and shall be approved by the metropolitan planning organization and the Governor.

"(2) CONTENTS.—

"(A) PRIORITY LIST.—The TIP shall include a priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

"(B) FINANCIAL PLAN.—The TIP shall include a financial plan that—

"(i) demonstrates how the TIP can be implemented;

"(ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;

"(iii) identifies innovative financing techniques to finance projects, programs, and strategies; and

"(iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

"(C) DESCRIPTIONS.—Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

"(3) INCLUDED PROJECTS.—

"(A) PROJECTS UNDER THIS TITLE AND CHAPTER 53 OF TITLE 49.—A TIP developed under this subsection for a metropolitan area shall include the projects within the

area that are proposed for funding under chapter 1 of this title and chapter 53 of title 49.

"(B) PROJECTS UNDER CHAPTER 2.—

"(i) REGIONALLY SIGNIFICANT PROJECTS.—Regionally significant projects proposed for funding under chapter 2 shall be identified individually in the transportation improvement program.

"(ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 that are not determined to be regionally significant shall be grouped in one line item or identified individually in the transportation improvement program.

"(C) CONSISTENCY WITH LONG-RANGE TRANSPORTATION PLAN.—Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.

"(D) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

"(4) NOTICE AND COMMENT.—Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

"(5) SELECTION OF PROJECTS.—

"(A) IN GENERAL.—Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP—

"(i) by—

"(I) in the case of projects under this title, the State; and

"(II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and

"(ii) in cooperation with the metropolitan planning organization.

"(B) MODIFICATIONS TO PROJECT PRIORITY.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

"(6) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—

"(A) NO REQUIRED SELECTION.—Notwithstanding paragraph (2)(B)(iv), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv).

"(B) REQUIRED ACTION BY THE SECRETARY.—Action by the Secretary shall be required for a State or metropolitan planning organization to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv) for inclusion in an approved TIP.

"(7) PUBLICATION.—

"(A) PUBLICATION OF TIPS.—A TIP involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

"(B) PUBLICATION OF ANNUAL LISTINGS OF PROJECTS.—An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

"(k) TRANSPORTATION MANAGEMENT AREAS.—

"(1) IDENTIFICATION AND DESIGNATION.—

"(A) REQUIRED IDENTIFICATION.—The Secretary shall identify as a transportation management area each urbanized area (as defined by the Bureau of the Census) with a population of over 200,000 individuals.

"(B) DESIGNATIONS ON REQUEST.—The Secretary shall designate any additional area as a transportation management area on the request of the Governor and the metropolitan planning organization designated for the area.

"(2) TRANSPORTATION PLANS.—In a metropolitan planning area serving a transportation management area, transportation plans shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators.

"(3) CONGESTION MANAGEMENT PROCESS.—Within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies. The Secretary shall establish an appropriate phase-in schedule for compliance with the requirements of this section but no sooner than 1 year after the identification of a transportation management area.

"(4) SELECTION OF PROJECTS.—

"(A) IN GENERAL.—All federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.

"(B) NATIONAL HIGHWAY SYSTEM PROJECTS.—Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on

the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program under this title shall be selected for implementation from the approved TIP by the State in cooperation with the metropolitan planning organization designated for the area.

"(5) CERTIFICATION.—

"(A) IN GENERAL.—The Secretary shall—

"(i) ensure that the metropolitan planning process of a metropolitan planning organization serving a transportation management area is being carried out in accordance with applicable provisions of Federal law; and

"(ii) subject to subparagraph (B), certify, not less often than once every 4 years, that the requirements of this paragraph are met with respect to the metropolitan planning process.

"(B) REQUIREMENTS FOR CERTIFICATION.—The Secretary may make the certification under subparagraph (A) if—

"(i) the transportation planning process complies with the requirements of this section and other applicable requirements of Federal law; and

"(ii) there is a TIP for the metropolitan planning area that has been approved by the metropolitan planning organization and the Governor.

"(C) EFFECT OF FAILURE TO CERTIFY.—

"(i) WITHHOLDING OF PROJECT FUNDS.—If a metropolitan planning process of a metropolitan planning organization serving a transportation management area is not certified, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the metropolitan planning organization for projects funded under this title and chapter 53 of title 49.

"(ii) RESTORATION OF WITHHELD FUNDS.—The withheld funds shall be restored to the metropolitan planning area at such time as the metropolitan planning process is certified by the Secretary.

"(D) REVIEW OF CERTIFICATION.—In making certification determinations under this paragraph, the Secretary shall provide for public involvement appropriate to the metropolitan area under review.

"(l) ABBREVIATED PLANS FOR CERTAIN AREAS.—

"(1) IN GENERAL.—Subject to paragraph (2), in the case of a metropolitan area not designated as a transportation management area under this section, the Secretary may provide for the development of an abbreviated transportation plan and TIP for the metropolitan planning area that the Secretary determines is appropriate to achieve the purposes of this section, taking into account the complexity of transportation problems in the area.

"(2) NONATTAINMENT AREAS.—The Secretary may not permit abbreviated plans or TIPs for a metropolitan area that is in nonattainment for ozone or carbon monoxide under the Clean Air Act.

"(m) ADDITIONAL REQUIREMENTS FOR CERTAIN NONATTAINMENT AREAS.—

"(1) IN GENERAL.—Notwithstanding any other provisions of this title or chapter 53 of title 49, for transportation management areas classified as nonattainment for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be advanced in such area for any highway project that will result in a significant increase in the carrying capacity for single-occupant vehicles unless the project is addressed through a congestion management process.

"(2) APPLICABILITY.—This subsection applies to a nonattainment area within the metropolitan planning area boundaries determined under subsection (e).

"(n) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to confer on a metropolitan planning organization the authority to impose legal requirements on any transportation facility, provider, or project not eligible under this title or chapter 53 of title 49.

"(o) FUNDING.—Funds set aside under section 104(f) of this title or section 5305(g) of title 49 shall be available to carry out this section.

"(p) CONTINUATION OF CURRENT REVIEW PRACTICE.—Since plans and TIPs described in this section are subject to a reasonable opportunity for public comment, since individual projects included in plans and TIPs are subject to review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), and since decisions by the Secretary concerning plans and TIPs described in this section have not been reviewed under such Act as of January 1, 1997, any decision by the Secretary concerning a plan or TIP described in this section shall not be considered to be a Federal action subject to review under such Act.

**"§ 135. Statewide transportation planning**

"(a) GENERAL REQUIREMENTS.—

"(1) DEVELOPMENT OF PLANS AND PROGRAMS.—To accomplish the objectives stated in section 134(a), each State shall develop a statewide transportation plan and a statewide transportation improvement program for all areas of the State, subject to section 134.

"(2) CONTENTS.—The statewide transportation plan and the transportation improvement program developed for each State shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States.

"(3) PROCESS OF DEVELOPMENT.—The process for developing the statewide plan and the transportation improvement program shall provide for consideration of all modes of transportation and the policies stated in section 134(a), and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

"(b) COORDINATION WITH METROPOLITAN PLANNING; STATE IMPLEMENTATION PLAN.—A State shall—

"(1) coordinate planning carried out under this section with the transportation planning activities carried out under section 134 for metropolitan areas of the State and with statewide trade and economic development planning activities and related multistate planning efforts; and

"(2) develop the transportation portion of the State implementation plan as required by the Clean Air Act (42 U.S.C. 7401 et seq.).

"(c) INTERSTATE AGREEMENTS.—

"(1) IN GENERAL.—The consent of Congress is granted to two or more States entering into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section related to interstate areas and localities in the States and establishing authorities the States consider desirable for making the agreements and compacts effective.

"(2) RESERVATION OF RIGHTS.—The right to alter, amend, or repeal interstate compacts entered into under this subsection is expressly reserved.

"(d) SCOPE OF PLANNING PROCESS.—

"(1) IN GENERAL.—Each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will—

"(A) support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

"(B) increase the safety of the transportation system for motorized and nonmotorized users;

"(C) increase the security of the transportation system for motorized and nonmotorized users;

"(D) increase the accessibility and mobility of people and freight;

"(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

"(F) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;

"(G) promote efficient system management and operation; and

"(H) emphasize the preservation of the existing transportation system.

"(2) FAILURE TO CONSIDER FACTORS.—The failure to consider any factor specified in paragraph (1) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a statewide transportation plan, the transportation improvement program, a project or strategy, or the certification of a planning process.

"(e) ADDITIONAL REQUIREMENTS.—In carrying out planning under this section, each State shall consider, at a minimum—

"(1) with respect to nonmetropolitan areas, the concerns of affected local officials with responsibility for transportation;

"(2) the concerns of Indian tribal governments and Federal land management agencies that have jurisdiction over land within the boundaries of the State; and

"(3) coordination of transportation plans, the transportation improvement program, and planning activities with related planning activities being carried out outside of metropolitan planning areas and between States.

"(f) LONG-RANGE STATEWIDE TRANSPORTATION PLAN.—

"(1) DEVELOPMENT.—Each State shall develop a long-range statewide transportation plan, with a minimum 20-year forecast period for all areas of the State, that provides for the development and implementation of the intermodal transportation system of the State.

"(2) CONSULTATION WITH GOVERNMENTS.—

"(A) METROPOLITAN AREAS.—The statewide transportation plan shall be developed for each metropolitan area in the State in cooperation with the metropolitan planning organization designated for the metropolitan area under section 134.

"(B) NONMETROPOLITAN AREAS.—With respect to nonmetropolitan areas, the statewide transportation plan shall be developed in consultation with affected nonmetropolitan officials with responsibility for transportation. The Secretary shall not review or approve the consultation process in each State.

"(C) INDIAN TRIBAL AREAS.—With respect to each area of the State under the jurisdiction of an Indian tribal government, the statewide transportation plan shall be developed in consultation with the tribal government and the Secretary of the Interior.

"(D) CONSULTATION, COMPARISON, AND CONSIDERATION.—

"(i) IN GENERAL.—The long-range transportation plan shall be developed, as appropriate, in consultation with State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

"(ii) COMPARISON AND CONSIDERATION.—Consultation under clause (i) shall involve comparison of transportation plans to State and tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

"(3) PARTICIPATION BY INTERESTED PARTIES.—

"(A) IN GENERAL.—In developing the statewide transportation plan, the State shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the proposed plan.

"(B) METHODS.—In carrying out subparagraph (A), the State shall, to the maximum extent practicable—

"(i) hold any public meetings at convenient and accessible locations and times;

"(ii) employ visualization techniques to describe plans; and

"(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

"(4) MITIGATION ACTIVITIES.—

"(A) IN GENERAL.—A long-range transportation plan shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

"(B) CONSULTATION.—The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

"(5) FINANCIAL PLAN.—The statewide transportation plan may include a financial plan that demonstrates how the adopted statewide transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted statewide transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

"(6) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—A State shall not be required to select any project from the illustrative list of additional projects included in the financial plan described in paragraph (5).

"(7) EXISTING SYSTEM.—The statewide transportation plan should include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system.

"(8) PUBLICATION OF LONG-RANGE TRANSPORTATION PLANS.—Each long-range transportation plan prepared by a State shall be published or otherwise made available, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

"(g) STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.—

"(1) DEVELOPMENT.—Each State shall develop a statewide transportation improvement program for all areas of the State. Such program shall cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently.

"(2) CONSULTATION WITH GOVERNMENTS.—

"(A) METROPOLITAN AREAS.—With respect to each metropolitan area in the State, the program shall be developed in cooperation with the metropolitan planning organization designated for the metropolitan area under section 134.

"(B) NONMETROPOLITAN AREAS.—With respect to each nonmetropolitan area in the State, the program shall be developed in consultation with affected nonmetropolitan local officials with responsibility for transportation. The Secretary shall not review or approve the specific consultation process in the State.

"(C) INDIAN TRIBAL AREAS.—With respect to each area of the State under the jurisdiction of an Indian tribal government, the program shall be developed in consultation with the tribal government and the Secretary of the Interior.

"(3) PARTICIPATION BY INTERESTED PARTIES.—In developing the program, the State shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the proposed program.

"(4) INCLUDED PROJECTS.—

"(A) IN GENERAL.—A transportation improvement program developed under this subsection for a State shall include federally supported surface transportation expenditures within the boundaries of the State.

"(B) LISTING OF PROJECTS.—An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.

"(C) PROJECTS UNDER CHAPTER 2.—

"(i) REGIONALLY SIGNIFICANT PROJECTS.—Regionally significant projects proposed for funding under chapter 2 shall be identified individually in the transportation improvement program.

"(ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 that are not determined to be regionally significant shall be grouped in one line item or identified individually in the transportation improvement program.

"(D) CONSISTENCY WITH STATEWIDE TRANSPORTATION PLAN.—Each project shall be—

"(i) consistent with the statewide transportation plan developed under this section for the State;

"(ii) identical to the project or phase of the project as described in an approved metropolitan transportation plan; and

"(iii) in conformance with the applicable State air quality implementation plan developed under the Clean Air Act, if the project is carried out in an area designated as nonattainment for ozone, particulate matter, or carbon monoxide under such Act.

"(E) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The transportation improvement program shall include a

project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

"(F) FINANCIAL PLAN.—The transportation improvement program may include a financial plan that demonstrates how the approved transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

"(G) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—

"(i) NO REQUIRED SELECTION.—Notwithstanding subparagraph (F), a State shall not be required to select any project from the illustrative list of additional projects included in the financial plan under subparagraph (F).

"(ii) REQUIRED ACTION BY THE SECRETARY.—Action by the Secretary shall be required for a State to select any project from the illustrative list of additional projects included in the financial plan under subparagraph (F) for inclusion in an approved transportation improvement program.

"(H) PRIORITIES.—The transportation improvement program shall reflect the priorities for programming and expenditures of funds, including transportation enhancement activities, required by this title and chapter 53 of title 49.

"(5) PROJECT SELECTION FOR AREAS OF LESS THAN 50,000 POPULATION.—Projects carried out in areas with populations of less than 50,000 individuals shall be selected, from the approved transportation improvement program (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program under this title or under sections 5310, 5311, 5316, and 5317 of title 49), by the State in cooperation with the affected nonmetropolitan local officials with responsibility for transportation. Projects carried out in areas with populations of less than 50,000 individuals on the National Highway System or under the bridge program or the Interstate maintenance program under this title or under sections 5310, 5311, 5316, and 5317 of title 49 shall be selected, from the approved statewide transportation improvement program, by the State in consultation with the affected nonmetropolitan local officials with responsibility for transportation.

"(6) TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL.—Every 4 years, a transportation improvement program developed under this subsection shall be reviewed and approved by the Secretary if based on a current planning finding.

"(7) PLANNING FINDING.—A finding shall be made by the Secretary at least every 4 years that the transportation planning process through which statewide transportation plans and programs are developed is consistent with this section and section 134.

"(8) MODIFICATIONS TO PROJECT PRIORITY.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved transportation improvement program in place of another project in the program.

"(h) FUNDING.—Funds set aside pursuant to section 104(f) of this title and section 5305(g) of title 49, shall be available to carry out this section.

"(i) TREATMENT OF CERTAIN STATE LAWS AS CONGESTION MANAGEMENT PROCESSES.—For purposes of this section and section 134, and sections 5303 and 5304 of title 49, State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process under this section and section 134, and sections 5303 and 5304 of title 49, if the Secretary finds that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of this section and section 134 and sections 5303 and 5304 of title 49, as appropriate.

"(j) CONTINUATION OF CURRENT REVIEW PRACTICE.—Since the statewide transportation plan and the transportation improvement program described in this section are subject to a reasonable opportunity for public comment, since individual projects included in the statewide transportation plans and the transportation improvement program are subject to review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), and since decisions by the Secretary concerning statewide transportation plans or the transportation improvement program described in this section have not been reviewed under such Act as of January 1, 1997, any decision by the Secretary concerning a metropolitan or statewide transportation plan or the transportation improvement program described in this section shall not be considered to be a Federal action subject to review under such Act.".

Guidelines.
23 USC 134 note.

(b) SCHEDULE FOR IMPLEMENTATION.—The Secretary shall issue guidance on a schedule for implementation of the changes made by this section, taking into consideration the established planning update cycle for States and metropolitan planning organizations. The Secretary shall not require a State or metropolitan planning organization to deviate from its established planning update cycle to implement changes made by this section. Beginning July 1, 2007, State or metropolitan planning organization plan or program updates shall reflect changes made by this section.

Effective date.

(c) CONFORMING AMENDMENT.—The analysis for chapter 1 of such title is amended by striking the items relating to sections 134 and 135 and inserting the following:

"134. Metropolitan transportation planning.

"135. Statewide transportation planning.".

**SEC. 6002. EFFICIENT ENVIRONMENTAL REVIEWS FOR PROJECT DECISIONMAKING.**

(a) IN GENERAL.—Subchapter I of chapter 1 of title 23, United States Code, is amended by inserting after section 138 the following:

**"§ 139. Efficient environmental reviews for project decision-making**

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

"(1) AGENCY.—The term 'agency' means any agency, department, or other unit of Federal, State, local, or Indian tribal government.

"(2) ENVIRONMENTAL IMPACT STATEMENT.—The term 'environmental impact statement' means the detailed statement of environmental impacts required to be prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

"(3) ENVIRONMENTAL REVIEW PROCESS.—

"(A) IN GENERAL.—The term 'environmental review process' means the process for preparing for a project an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

"(B) INCLUSIONS.—The term 'environmental review process' includes the process for and completion of any environmental permit, approval, review, or study required for a project under any Federal law other than the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

"(4) LEAD AGENCY.—The term 'lead agency' means the Department of Transportation and, if applicable, any State or local governmental entity serving as a joint lead agency pursuant to this section.

"(5) MULTIMODAL PROJECT.—The term 'multimodal project' means a project funded, in whole or in part, under this title or chapter 53 of title 49 and involving the participation of more than one Department of Transportation administration or agency.

"(6) PROJECT.—The term 'project' means any highway project, public transportation capital project, or multimodal project that requires the approval of the Secretary.

"(7) PROJECT SPONSOR.—The term 'project sponsor' means the agency or other entity, including any private or public-private entity, that seeks approval of the Secretary for a project.

"(8) STATE TRANSPORTATION DEPARTMENT.—The term 'State transportation department' means any statewide agency of a State with responsibility for one or more modes of transportation.

"(b) APPLICABILITY.—

"(1) IN GENERAL.—The project development procedures in this section are applicable to all projects for which an environmental impact statement is prepared under the National Environmental Policy Act of 1969 and may be applied, to the extent determined appropriate by the Secretary, to other projects for which an environmental document is prepared pursuant to such Act.

"(2) FLEXIBILITY.—Any authorities granted in this section may be exercised for a project, class of projects, or program of projects.

"(c) LEAD AGENCIES.—

"(1) FEDERAL LEAD AGENCY.—The Department of Transportation shall be the Federal lead agency in the environmental review process for a project.

"(2) JOINT LEAD AGENCIES.—Nothing in this section precludes another agency from being a joint lead agency in accordance with regulations under the National Environmental Policy Act of 1969.

"(3) PROJECT SPONSOR AS JOINT LEAD AGENCY.—Any project sponsor that is a State or local governmental entity receiving funds under this title or chapter 53 of title 49 for the project shall serve as a joint lead agency with the Department for purposes of preparing any environmental document under the National Environmental Policy Act of 1969 and may prepare any such environmental document required in support of any action or approval by the Secretary if the Federal lead agency furnishes guidance in such preparation and independently evaluates such document and the document is approved and adopted by the Secretary prior to the Secretary taking any subsequent action or making any approval based on such document, whether or not the Secretary's action or approval results in Federal funding.

"(4) ENSURING COMPLIANCE.—The Secretary shall ensure that the project sponsor complies with all design and mitigation commitments made jointly by the Secretary and the project sponsor in any environmental document prepared by the project sponsor in accordance with this subsection and that such document is appropriately supplemented if project changes become necessary.

"(5) ADOPTION AND USE OF DOCUMENTS.—Any environmental document prepared in accordance with this subsection may be adopted or used by any Federal agency making any approval to the same extent that such Federal agency could adopt or use a document prepared by another Federal agency.

"(6) ROLES AND RESPONSIBILITY OF LEAD AGENCY.—With respect to the environmental review process for any project, the lead agency shall have authority and responsibility—

"(A) to take such actions as are necessary and proper, within the authority of the lead agency, to facilitate the expeditious resolution of the environmental review process for the project; and

"(B) to prepare or ensure that any required environmental impact statement or other document required to be completed under the National Environmental Policy Act of 1969 is completed in accordance with this section and applicable Federal law.

"(d) PARTICIPATING AGENCIES.—

"(1) IN GENERAL.—The lead agency shall be responsible for inviting and designating participating agencies in accordance with this subsection.

"(2) INVITATION.—The lead agency shall identify, as early as practicable in the environmental review process for a project, any other Federal and non-Federal agencies that may have an interest in the project, and shall invite such agencies to become participating agencies in the environmental review process for the project. The invitation shall set a deadline for responses to be submitted. The deadline may be extended by the lead agency for good cause.

"(3) FEDERAL PARTICIPATING AGENCIES.—Any Federal agency that is invited by the lead agency to participate in the environmental review process for a project shall be designated as a participating agency by the lead agency unless the invited agency informs the lead agency, in writing, by the deadline specified in the invitation that the invited agency—

"(A) has no jurisdiction or authority with respect to the project;

"(B) has no expertise or information relevant to the project; and

"(C) does not intend to submit comments on the project.

"(4) EFFECT OF DESIGNATION.—Designation as a participating agency under this subsection shall not imply that the participating agency—

"(A) supports a proposed project; or

"(B) has any jurisdiction over, or special expertise with respect to evaluation of, the project.

"(5) COOPERATING AGENCY.—A participating agency may also be designated by a lead agency as a 'cooperating agency' under the regulations contained in part 1500 of title 40, Code of Federal Regulations.

"(6) DESIGNATIONS FOR CATEGORIES OF PROJECTS.—The Secretary may exercise the authorities granted under this subsection for a project, class of projects, or program of projects.

"(7) CONCURRENT REVIEWS.—Each Federal agency shall, to the maximum extent practicable—

"(A) carry out obligations of the Federal agency under other applicable law concurrently, and in conjunction, with the review required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), unless doing so would impair the ability of the Federal agency to carry out those obligations; and

Procedures.

"(B) formulate and implement administrative, policy, and procedural mechanisms to enable the agency to ensure completion of the environmental review process in a timely, coordinated, and environmentally responsible manner.

Notification.

"(e) PROJECT INITIATION.—The project sponsor shall notify the Secretary of the type of work, termini, length and general location of the proposed project, together with a statement of any Federal approvals anticipated to be necessary for the proposed project, for the purpose of informing the Secretary that the environmental review process should be initiated.

"(f) PURPOSE AND NEED.—

"(1) PARTICIPATION.—As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by participating agencies and the public in defining the purpose and need for a project.

"(2) DEFINITION.—Following participation under paragraph (1), the lead agency shall define the project's purpose and need for purposes of any document which the lead agency is responsible for preparing for the project.

"(3) OBJECTIVES.—The statement of purpose and need shall include a clear statement of the objectives that the proposed action is intended to achieve, which may include—

"(A) achieving a transportation objective identified in an applicable statewide or metropolitan transportation plan;

"(B) supporting land use, economic development, or growth objectives established in applicable Federal, State, local, or tribal plans; and

"(C) serving national defense, national security, or other national objectives, as established in Federal laws, plans, or policies.

"(4) ALTERNATIVES ANALYSIS.—

"(A) PARTICIPATION.—As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by participating agencies and the public in determining the range of alternatives to be considered for a project.

"(B) RANGE OF ALTERNATIVES.—Following participation under paragraph (1), the lead agency shall determine the range of alternatives for consideration in any document which the lead agency is responsible for preparing for the project.

"(C) METHODOLOGIES.—The lead agency also shall determine, in collaboration with participating agencies at appropriate times during the study process, the methodologies to be used and the level of detail required in the analysis of each alternative for a project.

"(D) PREFERRED ALTERNATIVE.—At the discretion of the lead agency, the preferred alternative for a project, after being identified, may be developed to a higher level of detail than other alternatives in order to facilitate the development of mitigation measures or concurrent compliance with other applicable laws if the lead agency determines that the development of such higher level of detail will not prevent the lead agency from making an impartial decision as to whether to accept another alternative which is being considered in the environmental review process.

"(g) COORDINATION AND SCHEDULING.—

"(1) COORDINATION PLAN.—

"(A) IN GENERAL.—The lead agency shall establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project or category of projects. The coordination plan may be incorporated into a memorandum of understanding.

"(B) SCHEDULE.—

"(i) IN GENERAL.—The lead agency may establish as part of the coordination plan, after consultation with each participating agency for the project and with the State in which the project is located (and, if the State is not the project sponsor, with the project sponsor), a schedule for completion of the environmental review process for the project.

"(ii) FACTORS FOR CONSIDERATION.—In establishing the schedule, the lead agency shall consider factors such as—

"(I) the responsibilities of participating agencies under applicable laws;

"(II) resources available to the cooperating agencies;

"(III) overall size and complexity of the project;

"(IV) the overall schedule for and cost of the project; and

"(V) the sensitivity of the natural and historic resources that could be affected by the project.

"(C) CONSISTENCY WITH OTHER TIME PERIODS.—A schedule under subparagraph (B) shall be consistent with any other relevant time periods established under Federal law.

"(D) MODIFICATION.—The lead agency may—

"(i) lengthen a schedule established under subparagraph (B) for good cause; and

"(ii) shorten a schedule only with the concurrence of the affected cooperating agencies.

"(E) DISSEMINATION.—A copy of a schedule under subparagraph (B), and of any modifications to the schedule, shall be—

"(i) provided to all participating agencies and to the State transportation department of the State in which the project is located (and, if the State is not the project sponsor, to the project sponsor); and

"(ii) made available to the public.

"(2) COMMENT DEADLINES.—The lead agency shall establish the following deadlines for comment during the environmental review process for a project:

Federal Register, publication.

"(A) For comments by agencies and the public on a draft environmental impact statement, a period of not more than 60 days after publication in the Federal Register of notice of the date of public availability of such document, unless—

"(i) a different deadline is established by agreement of the lead agency, the project sponsor, and all participating agencies; or

"(ii) the deadline is extended by the lead agency for good cause.

"(B) For all other comment periods established by the lead agency for agency or public comments in the environmental review process, a period of no more than 30 days from availability of the materials on which comment is requested, unless—

"(i) a different deadline is established by agreement of the lead agency, the project sponsor, and all participating agencies; or

"(ii) the deadline is extended by the lead agency for good cause.

"(3) DEADLINES FOR DECISIONS UNDER OTHER LAWS.—In any case in which a decision under any Federal law relating to a project (including the issuance or denial of a permit or license) is required to be made by the later of the date that is 180 days after the date on which the Secretary made all final decisions of the lead agency with respect to the project, or 180 days after the date on which an application was submitted for the permit or license, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives—

Notice.

"(A) as soon as practicable after the 180-day period, an initial notice of the failure of the Federal agency to make the decision; and

"(B) every 60 days thereafter until such date as all decisions of the Federal agency relating to the project have been made by the Federal agency, an additional notice that describes the number of decisions of the Federal agency that remain outstanding as of the date of the additional notice.

Notice.

"(4) INVOLVEMENT OF THE PUBLIC.—Nothing in this subsection shall reduce any time period provided for public comment in the environmental review process under existing Federal law, including a regulation.

"(h) ISSUE IDENTIFICATION AND RESOLUTION.—

"(1) COOPERATION.—The lead agency and the participating agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

"(2) LEAD AGENCY RESPONSIBILITIES.—The lead agency shall make information available to the participating agencies as early as practicable in the environmental review process regarding the environmental and socioeconomic resources located within the project area and the general locations of the alternatives under consideration. Such information may be based on existing data sources, including geographic information systems mapping.

"(3) PARTICIPATING AGENCY RESPONSIBILITIES.—Based on information received from the lead agency, participating agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. In this paragraph, issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

"(4) ISSUE RESOLUTION.—

"(A) MEETING OF PARTICIPATING AGENCIES.—At any time upon request of a project sponsor or the Governor of a State in which the project is located, the lead agency shall promptly convene a meeting with the relevant participating agencies, the project sponsor, and the Governor (if the meeting was requested by the Governor) to resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

"(B) NOTICE THAT RESOLUTION CANNOT BE ACHIEVED.—If a resolution cannot be achieved within 30 days following such a meeting and a determination by the lead agency that all information necessary to resolve the issue has been obtained, the lead agency shall notify the heads of all participating agencies, the project sponsor, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and the Council on Environmental Quality, and shall publish such notification in the Federal Register.

Deadline.
Federal Register, publication.

"(i) PERFORMANCE MEASUREMENT.—The Secretary shall establish a program to measure and report on progress toward improving and expediting the planning and environmental review process.

"(j) ASSISTANCE TO AFFECTED STATE AND FEDERAL AGENCIES.—

"(1) IN GENERAL.—For a project that is subject to the environmental review process established under this section and for which funds are made available to a State under this title or chapter 53 of title 49, the Secretary may approve a request by the State to provide funds so made available under this title or such chapter 53 to affected Federal agencies (including the Department of Transportation), State agencies, and Indian tribes participating in the environmental review process for the projects in that State or participating in a State process that has been approved by the Secretary for that State. Such funds may be provided only to support activities that directly and meaningfully contribute to expediting and improving transportation project planning and delivery for projects in that State.

"(2) ACTIVITIES ELIGIBLE FOR FUNDING.—Activities for which funds may be provided under paragraph (1) include transportation planning activities that precede the initiation of the environmental review process, dedicated staffing, training of agency personnel, information gathering and mapping, and development of programmatic agreements.

"(3) USE OF FEDERAL LANDS HIGHWAY FUNDS.—The Secretary may also use funds made available under section 204 for a project for the purposes specified in this subsection with respect to the environmental review process for the project.

"(4) AMOUNTS.—Requests under paragraph (1) may be approved only for the additional amounts that the Secretary determines are necessary for the Federal agencies, State agencies, or Indian tribes participating in the environmental review process to meet the time limits for environmental review.

"(5) CONDITION.—A request under paragraph (1) to expedite time limits for environmental review may be approved only if such time limits are less than the customary time necessary for such review.

"(k) JUDICIAL REVIEW AND SAVINGS CLAUSE.—

"(1) JUDICIAL REVIEW.—Except as set forth under subsection (l), nothing in this section shall affect the reviewability of any final Federal agency action in a court of the United States or in the court of any State.

"(2) SAVINGS CLAUSE.—Nothing in this section shall be construed as superseding, amending, or modifying the National Environmental Policy Act of 1969 or any other Federal environmental statute or affect the responsibility of any Federal officer to comply with or enforce any such statute.

"(3) LIMITATIONS.—Nothing in this section shall preempt or interfere with—

"(A) any practice of seeking, considering, or responding to public comment; or

"(B) any power, jurisdiction, responsibility, or authority that a Federal, State, or local government agency, metropolitan planning organization, Indian tribe, or project sponsor has with respect to carrying out a project or any other provisions of law applicable to projects, plans, or programs.

Deadlines.
Notices.
Federal Register, publication.

"(l) LIMITATIONS ON CLAIMS.—

"(1) IN GENERAL.—Notwithstanding any other provision of law, a claim arising under Federal law seeking judicial review of a permit, license, or approval issued by a Federal agency

for a highway or public transportation capital project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which the agency action is taken, unless a shorter time is specified in the Federal law pursuant to which judicial review is allowed. Nothing in this subsection shall create a right to judicial review or place any limit on filing a claim that a person has violated the terms of a permit, license, or approval.

"(2) NEW INFORMATION.—The Secretary shall consider new information received after the close of a comment period if the information satisfies the requirements for a supplemental environmental impact statement under section 771.130 of title 23, Code of Federal Regulations. The preparation of a supplemental environmental impact statement when required shall be considered a separate final agency action and the deadline for filing a claim for judicial review of such action shall be 180 days after the date of publication of a notice in the Federal Register announcing such action.".

(b) EXISTING ENVIRONMENTAL REVIEW PROCESS.—Nothing in this section affects any existing State environmental review process, program, agreement, or funding arrangement approved by the Secretary under section 1309 of the Transportation Equity Act for the 21st Century (112 Stat. 232; 23 U.S.C. 109 note) as such section was in effect on the day preceding the date of enactment of the SAFETEA–LU. 23 USC 139 note.

(c) CONFORMING AMENDMENT.—The analysis for such subchapter is amended by inserting after the item relating to section 138 the following:

"139. Efficient environmental reviews for project decisionmaking.".

(d) REPEAL.—Section 1309 of the Transportation Equity Act for the 21st Century (112 Stat. 232) is repealed. 23 USC 109 note.

**SEC. 6003. STATE ASSUMPTION OF RESPONSIBILITIES FOR CERTAIN PROGRAMS AND PROJECTS.**

(a) IN GENERAL.—Chapter 3 of title 23, United States Code, is amended by inserting after section 324 the following:

**"§ 325. State assumption of responsibilities for certain programs and projects**

"(a) ASSUMPTION OF SECRETARY'S RESPONSIBILITIES UNDER APPLICABLE FEDERAL LAWS.—

"(1) PILOT PROGRAM.—

"(A) ESTABLISHMENT.—The Secretary may establish a pilot program under which States may assume the responsibilities of the Secretary under any Federal laws subject to the requirements of this section.

"(B) FIRST 3 FISCAL YEARS.—In the first 3 fiscal years following the date of enactment of the SAFETEA–LU, the Secretary may allow up to 5 States to participate in the pilot program.

"(2) SCOPE OF PROGRAM.—Under the pilot program, the Secretary may assign, and a State may assume, any of the Secretary's responsibilities (other than responsibilities relating to federally recognized Indian tribes) for environmental reviews, consultation, or decisionmaking or other actions required under

any Federal law as such requirements apply to the following projects:

"(A) Projects funded under section 104(h).

"(B) Transportation enhancement activities under section 133, as such term is defined in section 101(a)(35).

"(b) AGREEMENTS.—

Memorandum.

"(1) IN GENERAL.—The Secretary shall enter into a memorandum of understanding with a State participating in the pilot program setting forth the responsibilities to be assigned under subsection (a)(2) and the terms and conditions under which the assignment is being made.

"(2) CERTIFICATION.—Before the Secretary enters into a memorandum of understanding with a State under paragraph (1), the State shall certify that the State has in effect laws (including regulations) applicable to projects carried out and funded under this title and chapter 53 of title 49 that authorize the State to carry out the responsibilities being assumed.

Deadlines.

"(3) MAXIMUM DURATION.—A memorandum of understanding with a State under this section shall be established for an initial period of no more than 3 years and may be renewed by mutual agreement on a periodic basis for periods of not more than 3 years.

"(4) COMPLIANCE.—

"(A) IN GENERAL.—After entering into a memorandum of understanding under paragraph (1), the Secretary shall review and determine compliance by the State with the memorandum of understanding.

"(B) RENEWALS.—The Secretary shall take into account the performance of a State under the pilot program when considering renewal of a memorandum of understanding with the State under the program.

"(5) SOLE RESPONSIBILITY.—A State that assumes responsibility under subsection (a)(2) with respect to a Federal law shall be solely responsible and solely liable for complying with and carrying out that law, and the Secretary shall have no such responsibility or liability.

"(6) ACCEPTANCE OF JURISDICTION.—In a memorandum of understanding, the State shall consent to accept the jurisdiction of the Federal courts for the compliance, discharge, and enforcement of any responsibility of the Secretary that the State assumes.

"(c) SELECTION OF STATES FOR PILOT PROGRAM.—

"(1) APPLICATION.—To be eligible to participate in the pilot program, a State shall submit to the Secretary an application that contains such information as the Secretary may require. At a minimum, an application shall include—

"(A) a description of the projects or classes of projects for which the State seeks to assume responsibilities under subsection (a)(2); and

Certification.

"(B) a certification that the State has the capability to assume such responsibilities.

"(2) PUBLIC NOTICE.—Before entering into a memorandum of understanding allowing a State to participate in the pilot program, the Secretary shall—

Federal Register, publication.

"(A) publish notice in the Federal Register of the Secretary's intent to allow the State to participate in the program, including a copy of the State's application to

the Secretary and the terms of the proposed agreement with the State; and

"(B) provide an opportunity for public comment.

"(3) SELECTION CRITERIA.—The Secretary may approve the application of a State to assume responsibilities under the program only if—

"(A) the requirements under paragraph (2) have been met; and

"(B) the Secretary determines that the State has the capability to assume the responsibilities.

"(4) OTHER FEDERAL AGENCY VIEWS.—Before assigning to a State a responsibility of the Secretary that requires the Secretary to consult with another Federal agency, the Secretary shall solicit the views of the Federal agency.

"(d) STATE DEFINED.—With respect to the recreational trails program, the term 'State' means the State agency designated by the Governor of the State in accordance with section 206(c)(1).

"(e) PRESERVATION OF PUBLIC INTEREST CONSIDERATION.—Nothing in this section shall be construed to limit the requirements under any applicable law providing for the consideration and preservation of the public interest, including public participation and community values in transportation decisionmaking.".

(b) CONFORMING AMENDMENT.—The analysis for chapter 3 of title 23, United States Code, is amended by adding after the item relating to section 324 the following: 23 USC 301.

"325. State assumption of responsibilities for certain programs and projects.".

**SEC. 6004. STATE ASSUMPTION OF RESPONSIBILITY FOR CATEGORICAL EXCLUSIONS.**

(a) IN GENERAL.—Chapter 3 of title 23, United States Code, is further amended by inserting after section 325 the following:

**"§ 326. State assumption of responsibility for categorical exclusions**

"(a) CATEGORICAL EXCLUSION DETERMINATIONS.—

"(1) IN GENERAL.—The Secretary may assign, and a State may assume, responsibility for determining whether certain designated activities are included within classes of action identified in regulation by the Secretary that are categorically excluded from requirements for environmental assessments or environmental impact statements pursuant to regulations promulgated by the Council on Environmental Quality under part 1500 of title 40, Code of Federal Regulations (as in effect on October 1, 2003).

"(2) SCOPE OF AUTHORITY.—A determination described in paragraph (1) shall be made by a State in accordance with criteria established by the Secretary and only for types of activities specifically designated by the Secretary.

"(3) CRITERIA.—The criteria under paragraph (2) shall include provisions for public availability of information consistent with section 552 of title 5 and the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

"(b) OTHER APPLICABLE FEDERAL LAWS.—

"(1) IN GENERAL.—If a State assumes responsibility under subsection (a), the Secretary may also assign and the State may assume all or part of the responsibilities of the Secretary for environmental review, consultation, or other related actions

required under any Federal law applicable to activities that are classified by the Secretary as categorical exclusions, with the exception of government-to-government consultation with Indian tribes, subject to the same procedural and substantive requirements as would be required if that responsibility were carried out by the Secretary.

"(2) SOLE RESPONSIBILITY.—A State that assumes responsibility under paragraph (1) with respect to a Federal law shall be solely responsible and solely liable for complying with and carrying out that law, and the Secretary shall have no such responsibility or liability.

"(c) MEMORANDA OF UNDERSTANDING.—

Public information. Notice.

"(1) IN GENERAL.—The Secretary and the State, after providing public notice and opportunity for comment, shall enter into a memorandum of understanding setting forth the responsibilities to be assigned under this section and the terms and conditions under which the assignments are made, including establishment of the circumstances under which the Secretary would reassume responsibility for categorical exclusion determinations.

"(2) TERM.—A memorandum of understanding—

"(A) shall have a term of not more than 3 years; and

"(B) shall be renewable.

"(3) ACCEPTANCE OF JURISDICTION.—In a memorandum of understanding, the State shall consent to accept the jurisdiction of the Federal courts for the compliance, discharge, and enforcement of any responsibility of the Secretary that the State assumes.

"(4) MONITORING.—The Secretary shall—

"(A) monitor compliance by the State with the memorandum of understanding and the provision by the State of financial resources to carry out the memorandum of understanding; and

"(B) take into account the performance by the State when considering renewal of the memorandum of understanding.

"(d) TERMINATION.—The Secretary may terminate any assumption of responsibility under a memorandum of understanding on a determination that the State is not adequately carrying out the responsibilities assigned to the State.

"(e) STATE AGENCY DEEMED TO BE FEDERAL AGENCY.—A State agency that is assigned a responsibility under a memorandum of understanding shall be deemed to be a Federal agency for the purposes of the Federal law under which the responsibility is exercised.".

23 USC 301.

(b) CONFORMING AMENDMENT.—The analysis for chapter 3 of title 23, United States Code, is further amended by adding after the item relating to section 325 the following:

"326. State assumption of responsibility for categorical exclusions.".

**SEC. 6005. SURFACE TRANSPORTATION PROJECT DELIVERY PILOT PROGRAM.**

(a) IN GENERAL.—Chapter 3 of title 23, United States Code, is further amended by inserting after section 326 the following:

**"§ 327. Surface transportation project delivery pilot program**

"(a) ESTABLISHMENT.—

"(1) IN GENERAL.—The Secretary shall carry out a surface transportation project delivery pilot program (referred to in this section as the 'program').

"(2) ASSUMPTION OF RESPONSIBILITY.—

"(A) IN GENERAL.—Subject to the other provisions of this section, with the written agreement of the Secretary and a State, which may be in the form of a memorandum of understanding, the Secretary may assign, and the State may assume, the responsibilities of the Secretary with respect to one or more highway projects within the State under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

"(B) ADDITIONAL RESPONSIBILITY.—If a State assumes responsibility under subparagraph (A)—

"(i) the Secretary may assign to the State, and the State may assume, all or part of the responsibilities of the Secretary for environmental review, consultation, or other action required under any Federal environmental law pertaining to the review or approval of a specific project; but

"(ii) the Secretary may not assign—

"(I) responsibility for any conformity determination required under section 176 of the Clean Air Act (42 U.S.C. 7506); or

"(II) any responsibility imposed on the Secretary by section 134 or 135.

"(C) PROCEDURAL AND SUBSTANTIVE REQUIREMENTS.—A State shall assume responsibility under this section subject to the same procedural and substantive requirements as would apply if that responsibility were carried out by the Secretary.

"(D) FEDERAL RESPONSIBILITY.—Any responsibility of the Secretary not explicitly assumed by the State by written agreement under this section shall remain the responsibility of the Secretary.

"(E) NO EFFECT ON AUTHORITY.—Nothing in this section preempts or interferes with any power, jurisdiction, responsibility, or authority of an agency, other than the Department of Transportation, under applicable law (including regulations) with respect to a project.

"(b) STATE PARTICIPATION.—

"(1) NUMBER OF PARTICIPATING STATES.—The Secretary may permit not more than 5 States (including the States of Alaska, California, Ohio, Oklahoma, and Texas) to participate in the program.

"(2) APPLICATION.—Not later than 270 days after the date of enactment of this section, the Secretary shall promulgate regulations that establish requirements relating to information required to be contained in any application of a State to participate in the program, including, at a minimum— Deadline. Regulations.

"(A) the projects or classes of projects for which the State anticipates exercising the authority that may be granted under the program;

"(B) verification of the financial resources necessary to carry out the authority that may be granted under the program; and

"(C) evidence of the notice and solicitation of public comment by the State relating to participation of the State in the program, including copies of comments received from that solicitation.

"(3) PUBLIC NOTICE.—

Deadline.

"(A) IN GENERAL.—Each State that submits an application under this subsection shall give notice of the intent of the State to participate in the program not later than 30 days before the date of submission of the application.

"(B) METHOD OF NOTICE AND SOLICITATION.—The State shall provide notice and solicit public comment under this paragraph by publishing the complete application of the State in accordance with the appropriate public notice law of the State.

"(4) SELECTION CRITERIA.—The Secretary may approve the application of a State under this section only if—

"(A) the regulatory requirements under paragraph (2) have been met;

"(B) the Secretary determines that the State has the capability, including financial and personnel, to assume the responsibility; and

"(C) the head of the State agency having primary jurisdiction over highway matters enters into a written agreement with the Secretary described in subsection (c).

"(5) OTHER FEDERAL AGENCY VIEWS.—If a State applies to assume a responsibility of the Secretary that would have required the Secretary to consult with another Federal agency, the Secretary shall solicit the views of the Federal agency before approving the application.

"(c) WRITTEN AGREEMENT.—A written agreement under this section shall—

"(1) be executed by the Governor or the top-ranking transportation official in the State who is charged with responsibility for highway construction;

"(2) be in such form as the Secretary may prescribe;

"(3) provide that the State—

"(A) agrees to assume all or part of the responsibilities of the Secretary described in subsection (a);

"(B) expressly consents, on behalf of the State, to accept the jurisdiction of the Federal courts for the compliance, discharge, and enforcement of any responsibility of the Secretary assumed by the State;

"(C) certifies that State laws (including regulations) are in effect that—

"(i) authorize the State to take the actions necessary to carry out the responsibilities being assumed; and

"(ii) are comparable to section 552 of title 5, including providing that any decision regarding the public availability of a document under those State laws is reviewable by a court of competent jurisdiction; and

"(D) agrees to maintain the financial resources necessary to carry out the responsibilities being assumed.

"(d) JURISDICTION.—

"(1) IN GENERAL.—The United States district courts shall have exclusive jurisdiction over any civil action against a State for failure to carry out any responsibility of the State under this section.

"(2) LEGAL STANDARDS AND REQUIREMENTS.—A civil action under paragraph (1) shall be governed by the legal standards and requirements that would apply in such a civil action against the Secretary had the Secretary taken the actions in question.

"(3) INTERVENTION.—The Secretary shall have the right to intervene in any action described in paragraph (1).

"(e) EFFECT OF ASSUMPTION OF RESPONSIBILITY.—A State that assumes responsibility under subsection (a)(2) shall be solely responsible and solely liable for carrying out, in lieu of the Secretary, the responsibilities assumed under subsection (a)(2), until the program is terminated as provided in subsection (i).

"(f) LIMITATIONS ON AGREEMENTS.—Nothing in this section permits a State to assume any rulemaking authority of the Secretary under any Federal law.

"(g) AUDITS.—

"(1) IN GENERAL.—To ensure compliance by a State with any agreement of the State under subsection (c) (including compliance by the State with all Federal laws for which responsibility is assumed under subsection (a)(2)), for each State participating in the program under this section, the Secretary shall conduct—

"(A) semiannual audits during each of the first 2 years of State participation; and

"(B) annual audits during each subsequent year of State participation.

"(2) PUBLIC AVAILABILITY AND COMMENT.—

"(A) IN GENERAL.—An audit conducted under paragraph (1) shall be provided to the public for comment.

"(B) RESPONSE.—Not later than 60 days after the date on which the period for public comment ends, the Secretary shall respond to public comments received under subparagraph (A). Deadline.

"(h) REPORT TO CONGRESS.—The Secretary shall submit to Congress an annual report that describes the administration of the program.

"(i) TERMINATION.—

"(1) IN GENERAL.—Except as provided in paragraph (2), the program shall terminate on the date that is 6 years after the date of enactment of this section.

"(2) TERMINATION BY SECRETARY.—The Secretary may terminate the participation of any State in the program if—

"(A) the Secretary determines that the State is not adequately carrying out the responsibilities assigned to the State;

"(B) the Secretary provides to the State—

"(i) notification of the determination of noncompliance; and

"(ii) a period of at least 30 days during which to take such corrective action as the Secretary determines is necessary to comply with the applicable agreement; and

"(C) the State, after the notification and period provided under subparagraph (B), fails to take satisfactory corrective action, as determined by Secretary.".

23 USC 301.

(b) CONFORMING AMENDMENT.—The analysis for chapter 3 of title 23, United States Code, is further amended by adding after the item relating to section 326 the following:

"327. Surface transportation project delivery pilot program.".

**SEC. 6006. ENVIRONMENTAL RESTORATION AND POLLUTION ABATEMENT; CONTROL OF NOXIOUS WEEDS AND AQUATIC NOXIOUS WEEDS AND ESTABLISHMENT OF NATIVE SPECIES.**

(a) MODIFICATION TO NHS/STP FOR ENVIRONMENTAL RESTORATION, POLLUTION ABATEMENT, CONTROL OF NOXIOUS WEEDS AND AQUATIC NOXIOUS WEEDS.—

(1) MODIFICATIONS TO NATIONAL HIGHWAY SYSTEM.—Section 103(b)(6) of title 23, United States Code, is amended by adding at the end the following:

"(Q) Environmental restoration and pollution abatement in accordance with section 328.

"(R) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.".

(2) MODIFICATIONS TO SURFACE TRANSPORTATION PROGRAM.—Section 133(b) of title 23, is amended by striking paragraph (14) and inserting the following:

"(14) Environmental restoration and pollution abatement in accordance with section 328.

"(15) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.".

(b) ELIGIBLE ACTIVITIES.—Chapter 3 of title 23, United States Code, is further amended by adding after section 327 the following:

**"§ 328. Eligibility for environmental restoration and pollution abatement**

"(a) IN GENERAL.—Subject to subsection (b), environmental restoration and pollution abatement to minimize or mitigate the impacts of any transportation project funded under this title (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342)) may be carried out to address water pollution or environmental degradation caused wholly or partially by a transportation facility.

"(b) MAXIMUM EXPENDITURE.—In a case in which a transportation facility is undergoing reconstruction, rehabilitation, resurfacing, or restoration, the expenditure of funds under this section for environmental restoration or pollution abatement described in subsection (a) shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration of the facility.

**"§ 329. Eligibility for control of noxious weeds and aquatic noxious weeds and establishment of native species**

"(a) IN GENERAL.—In accordance with all applicable Federal law (including regulations), funds made available to carry out this

section may be used for the following activities if such activities are related to transportation projects funded under this title:

"(1) Establishment of plants selected by State and local transportation authorities to perform one or more of the following functions: abatement of stormwater runoff, stabilization of soil, and aesthetic enhancement.

"(2) Management of plants which impair or impede the establishment, maintenance, or safe use of a transportation system.

"(b) INCLUDED ACTIVITIES.—The establishment and management under subsection (a)(1) and (a)(2) may include—

"(1) right-of-way surveys to determine management requirements to control Federal or State noxious weeds as defined in the Plant Protection Act (7 U.S.C. 7701 et seq.) or State law, and brush or tree species, whether native or nonnative, that may be considered by State or local transportation authorities to be a threat with respect to the safety or maintenance of transportation systems;

"(2) establishment of plants, whether native or nonnative with a preference for native to the maximum extent possible, for the purposes defined in subsection (a)(1);

"(3) control or elimination of plants as defined in subsection (a)(2);

"(4) elimination of plants to create fuel breaks for the prevention and control of wildfires; and

"(5) training.

"(c) CONTRIBUTIONS.—

"(1) IN GENERAL.—Subject to paragraph (2), an activity described in subsection (a) may be carried out concurrently with, in advance of, or following the construction of a project funded under this title.

"(2) CONDITION FOR ACTIVITIES CONDUCTED IN ADVANCE OF PROJECT CONSTRUCTION.—An activity described in subsection (a) may be carried out in advance of construction of a project only if the activity is carried out in accordance with all applicable requirements of Federal law (including regulations) and State transportation planning processes.".

(c) CONFORMING AMENDMENT.—The analysis for chapter 3 of title 23 is further amended by adding after the item relating to section 327 the following: 23 USC 301.

"328. Eligibility for environmental restoration and pollution abatement.

"329. Eligibility for control of noxious weeds and aquatic noxious weeds and establishment of native species.".

**SEC. 6007. EXEMPTION OF INTERSTATE SYSTEM.**

Section 103(c) of title 23, United States Code, is amended by adding at the end the following:

"(5) EXEMPTION OF INTERSTATE SYSTEM.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), the Interstate System shall not be considered to be a historic site under section 303 of title 49 or section 138 of this title, regardless of whether the Interstate System or portions or elements of the Interstate System are listed on, or eligible for listing on, the National Register of Historic Places.

"(B) INDIVIDUAL ELEMENTS.—Subject to subparagraph (C), the Secretary shall determine, through the administrative process established for exempting the Interstate System from section 106 of the National Historic Preservation Act (16 U.S.C. 470f), those individual elements of the Interstate System that possess national or exceptional historic significance (such as a historic bridge or a highly significant engineering feature). Such elements shall be considered to be a historic site under section 303 of title 49 or section 138 of this title, as applicable.

"(C) CONSTRUCTION, MAINTENANCE, RESTORATION, AND REHABILITATION ACTIVITIES.—Subparagraph (B) does not prohibit a State from carrying out construction, maintenance, restoration, or rehabilitation activities for a portion of the Interstate System referred to in subparagraph (B) upon compliance with section 303 of title 49 or section 138 of this title, as applicable, and section 106 of the National Historic Preservation Act (16 U.S.C. 470f).".

**SEC. 6008. INTEGRATION OF NATURAL RESOURCE CONCERNS INTO TRANSPORTATION PROJECT PLANNING.**

Section 109(c)(2) of title 23, United States Code, is amended—

(1) by striking "consider the results" and inserting "consider—

"(A) the results";

(2) by striking the period at the end and inserting a semicolon; and

(3) by adding at the end the following:

"(B) the publication entitled 'Flexibility in Highway Design' of the Federal Highway Administration;

"(C) 'Eight Characteristics of Process to Yield Excellence and the Seven Qualities of Excellence in Transportation Design' developed by the conference held during 1998 entitled 'Thinking Beyond the Pavement National Workshop on Integrating Highway Development with Communities and the Environment while Maintaining Safety and Performance'; and

"(D) any other material that the Secretary determines to be appropriate.".

**SEC. 6009. PARKS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES, AND HISTORIC SITES.**

(a) PROGRAMS AND PROJECTS WITH DE MINIMIS IMPACTS.—

(1) TITLE 23.—Section 138 of title 23, United States Code, is amended—

(A) in the first sentence, by striking "it is hereby" and inserting the following: "(a) DECLARATION OF POLICY.—It is"; and

(B) by adding at the end the following:

"(b) DE MINIMIS IMPACTS.—

"(1) REQUIREMENTS.—

"(A) REQUIREMENTS FOR HISTORIC SITES.—The requirements of this section shall be considered to be satisfied with respect to an area described in paragraph (2) if the Secretary determines, in accordance with this subsection, that a transportation program or project will have a de minimis impact on the area.

"(B) REQUIREMENTS FOR PARKS, RECREATION AREAS, AND WILDLIFE OR WATERFOWL REFUGES.—The requirements of subsection (a)(1) shall be considered to be satisfied with respect to an area described in paragraph (3) if the Secretary determines, in accordance with this subsection, that a transportation program or project will have a de minimis impact on the area. The requirements of subsection (a)(2) with respect to an area described in paragraph (3) shall not include an alternatives analysis.

"(C) CRITERIA.—In making any determination under this subsection, the Secretary shall consider to be part of a transportation program or project any avoidance, minimization, mitigation, or enhancement measures that are required to be implemented as a condition of approval of the transportation program or project.

"(2) HISTORIC SITES.—With respect to historic sites, the Secretary may make a finding of de minimis impact only if—

"(A) the Secretary has determined, in accordance with the consultation process required under section 106 of the National Historic Preservation Act (16 U.S.C. 470f), that—

"(i) the transportation program or project will have no adverse effect on the historic site; or

"(ii) there will be no historic properties affected by the transportation program or project;

"(B) the finding of the Secretary has received written concurrence from the applicable State historic preservation officer or tribal historic preservation officer (and from the Advisory Council on Historic Preservation if the Council is participating in the consultation process); and

"(C) the finding of the Secretary has been developed in consultation with parties consulting as part of the process referred to in subparagraph (A).

"(3) PARKS, RECREATION AREAS, AND WILDLIFE OR WATERFOWL REFUGES.—With respect to parks, recreation areas, or wildlife or waterfowl refuges, the Secretary may make a finding of de minimis impact only if—

"(A) the Secretary has determined, after public notice and opportunity for public review and comment, that the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge eligible for protection under this section; and

Notice.

"(B) the finding of the Secretary has received concurrence from the officials with jurisdiction over the park, recreation area, or wildlife or waterfowl refuge.".

(2) TITLE 49.—Section 303 of title 49, United States Code, is amended—

(A) by striking "(c) The Secretary" and inserting the following:

"(c) APPROVAL OF PROGRAMS AND PROJECTS.—Subject to subsection (d), the Secretary"; and

(B) by adding at the end the following:

"(d) DE MINIMIS IMPACTS.—

"(1) REQUIREMENTS.—

"(A) REQUIREMENTS FOR HISTORIC SITES.—The requirements of this section shall be considered to be satisfied with respect to an area described in paragraph (2) if the

Secretary determines, in accordance with this subsection, that a transportation program or project will have a de minimis impact on the area.

"(B) REQUIREMENTS FOR PARKS, RECREATION AREAS, AND WILDLIFE OR WATERFOWL REFUGES.—The requirements of subsection (c)(1) shall be considered to be satisfied with respect to an area described in paragraph (3) if the Secretary determines, in accordance with this subsection, that a transportation program or project will have a de minimis impact on the area. The requirements of subsection (c)(2) with respect to an area described in paragraph (3) shall not include an alternatives analysis.

"(C) CRITERIA.—In making any determination under this subsection, the Secretary shall consider to be part of a transportation program or project any avoidance, minimization, mitigation, or enhancement measures that are required to be implemented as a condition of approval of the transportation program or project.

"(2) HISTORIC SITES.—With respect to historic sites, the Secretary may make a finding of de minimis impact only if—

"(A) the Secretary has determined, in accordance with the consultation process required under section 106 of the National Historic Preservation Act (16 U.S.C. 470f), that—

"(i) the transportation program or project will have no adverse effect on the historic site; or

"(ii) there will be no historic properties affected by the transportation program or project;

"(B) the finding of the Secretary has received written concurrence from the applicable State historic preservation officer or tribal historic preservation officer (and from the Advisory Council on Historic Preservation if the Council is participating in the consultation process); and

"(C) the finding of the Secretary has been developed in consultation with parties consulting as part of the process referred to in subparagraph (A).

"(3) PARKS, RECREATION AREAS, AND WILDLIFE OR WATERFOWL REFUGES.—With respect to parks, recreation areas, or wildlife or waterfowl refuges, the Secretary may make a finding of de minimis impact only if—

Notice.

"(A) the Secretary has determined, after public notice and opportunity for public review and comment, that the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge eligible for protection under this section; and

"(B) the finding of the Secretary has received concurrence from the officials with jurisdiction over the park, recreation area, or wildlife or waterfowl refuge.".

23 USC 138 note.

(b) CLARIFICATION OF EXISTING STANDARDS.—

Deadline.
Regulations.

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall (in consultation with affected agencies and interested parties) promulgate regulations that clarify the factors to be considered and the standards to be applied in determining the prudence and feasibility of alternatives under section 138 of title 23 and section 303 of title 49, United States Code.

(2) REQUIREMENTS.—The regulations—

(A) shall clarify the application of the legal standards to a variety of different types of transportation programs and projects depending on the circumstances of each case; and

(B) may include, as appropriate, examples to facilitate clear and consistent interpretation by agency decision-makers.

(c) IMPLEMENTATION STUDY.—

(1) IN GENERAL.—The Secretary shall—

(A) conduct a study on the implementation of this section and the amendments made by this section; and

(B) commission an independent review of the study plan and methodology, and any associated conclusions, by the Transportation Research Board of the National Academy of Sciences.

(2) COMPONENTS.—In conducting the study, the Secretary shall evaluate—

(A) the processes developed under this section and the amendments made by this section and the efficiencies that may result;

(B) the post-construction effectiveness of impact mitigation and avoidance commitments adopted as part of projects conducted under this section and the amendments made by this section; and

(C) the quantity of projects with impacts that are considered de minimis under this section and the amendments made by this section, including information on the location, size, and cost of the projects.

(3) REPORT REQUIREMENT.—The Secretary shall prepare—

(A) not earlier than the date that is 3 years after the date of enactment of this Act, a report on the results of the study conducted under this subsection; and

(B) not later than March 1, 2010, an update on the report required under subparagraph (A).

(4) REPORT RECIPIENTS.—The Secretary shall—

(A) submit the report, review of the report, and update required under paragraph (3) to—

(i) the appropriate committees of Congress;

(ii) the Secretary of the Interior; and

(iii) the Advisory Council on Historic Preservation; and

(B) make the report and update available to the public.

**SEC. 6010. ENVIRONMENTAL REVIEW OF ACTIVITIES THAT SUPPORT DEPLOYMENT OF INTELLIGENT TRANSPORTATION SYSTEMS.**

23 USC 512 note.

(a) CATEGORICAL EXCLUSIONS.—Not later than one year after the date of enactment of this Act, the Secretary shall initiate a rulemaking process to establish, to the extent appropriate, categorical exclusions for activities that support the deployment of intelligent transportation infrastructure and systems from the requirement that an environmental assessment or an environmental impact statement be prepared under section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332) in compliance with the standards for categorical exclusions established by that Act.

Regulations. Deadline.

(b) NATIONWIDE PROGRAMMATIC AGREEMENT.—

(1) DEVELOPMENT.—The Secretary shall develop a nationwide programmatic agreement governing the review of activities that support the deployment of intelligent transportation infrastructure and systems in accordance with section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and the regulations of the Advisory Council on Historic Preservation.

(2) CONSULTATION.—The Secretary shall develop the agreement under paragraph (1) in consultation with the National Conference of State Historic Preservation Officers and the Advisory Council on Historic Preservation established under title II of the National Historic Preservation Act (26 U.S.C. 470i et seq.) and after soliciting the views of other interested parties.

(c) INTELLIGENT TRANSPORTATION INFRASTRUCTURE AND SYSTEMS DEFINED.—In this section, the term "intelligent transportation infrastructure and systems" means intelligent transportation infrastructure and intelligent transportation systems, as such terms are defined in subtitle C of title V of this Act.

**SEC. 6011. TRANSPORTATION CONFORMITY.**

(a) CONFORMITY REDETERMINATIONS.—Section 176(c)(2) of the Clean Air Act (42 U.S.C. 7506(c)(2)) is amended by adding at the end the following:

"(E) The appropriate metropolitan planning organization shall redetermine conformity of existing transportation plans and programs not later than 2 years after the date on which the Administrator—

"(i) finds a motor vehicle emissions budget to be adequate in accordance with section 93.118(e)(4) of title 40, Code of Federal Regulations (as in effect on October 1, 2004);

"(ii) approves an implementation plan that establishes a motor vehicle emissions budget if that budget has not yet been determined to be adequate in accordance with clause (i); or

"(iii) promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.".

(b) FREQUENCY OF CONFORMITY DETERMINATION UPDATES.—Section 176(c)(4)(B)(ii) of the Clean Air Act (42 U.S.C. 7506(c)(4)(B)(ii)) is amended to read as follows:

"(ii) address the appropriate frequency for making conformity determinations, but the frequency for making conformity determinations on updated transportation plans and programs shall be every 4 years, except in a case in which—

"(I) the metropolitan planning organization elects to update a transportation plan or program more frequently; or

"(II) the metropolitan planning organization is required to determine conformity in accordance with paragraph (2)(E); and".

(c) TIME HORIZON FOR CONFORMITY DETERMINATIONS IN NONATTAINMENT AREAS.—Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) is amended by adding at the end the following:

"(7) CONFORMITY HORIZON FOR TRANSPORTATION PLANS.—

"(A) IN GENERAL.—Each conformity determination required under this section for a transportation plan under

section 134(i) of title 23, United States Code, or section 5303(i) of title 49, United States Code, shall require a demonstration of conformity for the period ending on either the final year of the transportation plan, or at the election of the metropolitan planning organization, after consultation with the air pollution control agency and solicitation of public comments and consideration of such comments, the longest of the following periods:

"(i) The first 10-year period of any such transportation plan.

"(ii) The latest year in the implementation plan applicable to the area that contains a motor vehicle emission budget.

"(iii) The year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

"(B) REGIONAL EMISSIONS ANALYSIS.—The conformity determination shall be accompanied by a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets by a prior analysis, if such year extends beyond the applicable period as determined under subparagraph (A).

"(C) EXCEPTION.—In any case in which an area has a revision to an implementation plan under section 175A(b) and the Administrator has found the motor vehicles emissions budgets from that revision to be adequate in accordance with section 93.118(e)(4) of title 40, Code of Federal Regulations (as in effect on October 1, 2004), or has approved the revision, the demonstration of conformity at the election of the metropolitan planning organization, after consultation with the air pollution control agency and solicitation of public comments and consideration of such comments, shall be required to extend only through the last year of the implementation plan required under section 175A(b).

"(D) EFFECT OF ELECTION.—Any election by a metropolitan planning organization under this paragraph shall continue in effect until the metropolitan planning organization elects otherwise.

"(E) AIR POLLUTION CONTROL AGENCY DEFINED.—In this paragraph, the term 'air pollution control agency' means an air pollution control agency (as defined in section 302(b)) that is responsible for developing plans or controlling air pollution within the area covered by a transportation plan.".

(d) SUBSTITUTION OF TRANSPORTATION CONTROL MEASURES.—Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) (as amended by subsection (c)) is amended by inserting after paragraph (7) the following:

"(8) SUBSTITUTION OF TRANSPORTATION CONTROL MEASURES.—

"(A) IN GENERAL.—Transportation control measures that are specified in an implementation plan may be replaced or added to the implementation plan with alternate or additional transportation control measures—

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;

"(ii) if the substitute control measures are implemented—

"(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or

"(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included—

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

Notice.

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.

"(B) ADOPTION.—(i) Concurrence by the metropolitan planning organization, State air pollution control agency and the Administrator as required by subparagraph (A)(v) shall constitute adoption of the substitute or additional control measures so long as the requirements of subparagraphs (A)(i), (A)(ii), (A)(iii) and (A)(iv) are met.

"(ii) Once adopted, the substitute or additional control measures become, by operation of law, part of the State implementation plan and become federally enforceable.

Deadline.

"(iii) Within 90 days of its concurrence under subparagraph (A)(v), the State air pollution control agency shall submit the substitute or additional control measure to the Administrator for incorporation in the codification of the applicable implementation plan. Nothwithstanding any other provision of this Act, no additional State process shall be necessary to support such revision to the applicable plan.

"(C) NO REQUIREMENT FOR EXPRESS PERMISSION.—The substitution or addition of a transportation control measure

in accordance with this paragraph and the funding or approval of such a control measure shall not be contingent on the existence of any provision in the applicable implementation plan that expressly permits such a substitution or addition.

"(D) NO REQUIREMENT FOR NEW CONFORMITY DETERMINATION.—The substitution or addition of a transportation control measure in accordance with this paragraph shall not require—

"(i) a new conformity determination for the transportation plan; or

"(ii) a revision of the implementation plan.

"(E) CONTINUATION OF CONTROL MEASURE BEING REPLACED.—A control measure that is being replaced by a substitute control measure under this paragraph shall remain in effect until the substitute control measure is adopted by the State pursuant to subparagraph (B).

"(F) EFFECT OF ADOPTION.—Adoption of a substitute control measure shall constitute rescission of the previously applicable control measure.".

(e) LAPSE OF CONFORMITY.—Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) (as amended by subsections (c) and (d)) is amended by inserting after paragraph (8) the following:

"(9) LAPSE OF CONFORMITY.—If a conformity determination required under this subsection for a transportation plan under section 134(i) of title 23, United States Code, or section 5303(i) of title 49, United States Code, or a transportation improvement program under section 134(j) of such title 23 or under section 5303(j) of such title 49 is not made by the applicable deadline and such failure is not corrected by additional measures to either reduce motor vehicle emissions sufficient to demonstrate compliance with the requirements of this subsection within 12 months after such deadline or other measures sufficient to correct such failures, the transportation plan shall lapse. Deadline.

"(10) LAPSE.—In this subsection, the term 'lapse' means that the conformity determination for a transportation plan or transportation improvement program has expired, and thus there is no currently conforming transportation plan or transportation improvement program.".

(f) CONFORMING AMENDMENTS.—Section 176(c)(4) of the Clean Air Act (42 U.S.C. 7506(c)(4)) (as amended by subsection (b)) is amended—

(1) by redesignating subparagraphs (B), (C), and (D) as subparagraphs (D), (E), and (F), respectively;

(2) by striking "(4)(A) No later than one year after the date of enactment of the Clean Air Act Amendments of 1990, the Administrator shall promulgate" and inserting the following:

"(4) CRITERIA AND PROCEDURES FOR DETERMINING CONFORMITY.—

"(A) IN GENERAL.—The Administrator shall promulgate, and periodically update,";

(3) in the second sentence of subparagraph (A)—

(A) by striking "No later than one year after such date of enactment, the Administrator, with the concurrence of the Secretary of Transportation, shall promulgate" and inserting the following:

"(B) TRANSPORTATION PLANS, PROGRAMS, AND PROJECTS.—The Administrator, with the concurrence of the Secretary of Transportation, shall promulgate, and periodically update,"; and

(B) in the third sentence, by striking "A suit" and inserting the following:

"(C) CIVIL ACTION TO COMPEL PROMULGATION.—A civil action"; and

(4) by striking subparagraph (E) (as redesignated by paragraph (1)) and inserting the following:

Deadline.

"(E) INCLUSION OF CRITERIA AND PROCEDURES IN SIP.—Not later than 2 years after the date of enactment of the SAFETEA–LU the procedures under subparagraph (A) shall include a requirement that each State include in the State implementation plan criteria and procedures for consultation required by subparagraph (D)(i), and enforcement and enforceability (pursuant to sections 93.125(c) and 93.122(a)(4)(ii) of title 40, Code of Federal Regulations) in accordance with the Administrator's criteria and procedures for consultation, enforcement and enforceability.".

Deadline.
42 USC 7506 note.

(g) REGULATIONS.—Not later than 2 years after the date of enactment of this Act, the Administrator of the Environmental Protection Agency shall promulgate revised regulations to implement the changes made by this section.

**SEC. 6012. FEDERAL REFERENCE METHOD.**

(a) IN GENERAL.—Section 6102(e) of the Transportation Equity Act for the 21st Century (42 U.S.C. 7407 note; 112 Stat. 464–465) is amended to read as follows:

Deadline.

"(e) FIELD STUDY.—Not later than 2 years after the date of enactment of the SAFETEA–LU, the Administrator shall—

"(1) conduct a field study of the ability of the $PM_{2.5}$ Federal Reference Method to differentiate those particles that are larger than 2.5 micrometers in diameter;

"(2) develop a Federal reference method to measure directly particles that are larger than 2.5 micrometers in diameter without reliance on subtracting from coarse particle measurements those particles that are equal to or smaller than 2.5 micrometers in diameter;

"(3) develop a method of measuring the composition of coarse particles; and

Reports.

"(4) submit a report on the study and responsibilities of the Administrator under paragraphs (1) through (3) to—

"(A) the Committee on Energy and Commerce of the House of Representatives; and

"(B) the Committee on Environment and Public Works of the Senate.".

**SEC. 6013. AIR QUALITY MONITORING DATA INFLUENCED BY EXCEPTIONAL EVENTS.**

(a) IN GENERAL.—Section 319 of the Clean Air Act (42 U.S.C. 7619) is amended—

(1) by striking the section heading and all that follows through "after notice and opportunity for public hearing" and inserting the following:

**"SEC. 319. AIR QUALITY MONITORING.**

"(a) IN GENERAL.—After notice and opportunity for public hearing"; and

Notice.

(2) by adding at the end the following:

"(b) AIR QUALITY MONITORING DATA INFLUENCED BY EXCEPTIONAL EVENTS.—

"(1) DEFINITION OF EXCEPTIONAL EVENT.—In this section:

"(A) IN GENERAL.—The term 'exceptional event' means an event that—

"(i) affects air quality;

"(ii) is not reasonably controllable or preventable;

"(iii) is an event caused by human activity that is unlikely to recur at a particular location or a natural event; and

"(iv) is determined by the Administrator through the process established in the regulations promulgated under paragraph (2) to be an exceptional event.

"(B) EXCLUSIONS.—In this subsection, the term 'exceptional event' does not include—

"(i) stagnation of air masses or meteorological inversions;

"(ii) a meteorological event involving high temperatures or lack of precipitation; or

"(iii) air pollution relating to source noncompliance.

"(2) REGULATIONS.—

Deadlines.

Federal Register, publication.

"(A) PROPOSED REGULATIONS.—Not later than March 1, 2006, after consultation with Federal land managers and State air pollution control agencies, the Administrator shall publish in the Federal Register proposed regulations governing the review and handling of air quality monitoring data influenced by exceptional events.

"(B) FINAL REGULATIONS.—Not later than 1 year after the date on which the Administrator publishes proposed regulations under subparagraph (A), and after providing an opportunity for interested persons to make oral presentations of views, data, and arguments regarding the proposed regulations, the Administrator shall promulgate final regulations governing the review and handling or air quality monitoring data influenced by an exceptional event that are consistent with paragraph (3).

"(3) PRINCIPLES AND REQUIREMENTS.—

"(A) PRINCIPLES.—In promulgating regulations under this section, the Administrator shall follow—

"(i) the principle that protection of public health is the highest priority;

"(ii) the principle that timely information should be provided to the public in any case in which the air quality is unhealthy;

"(iii) the principle that all ambient air quality data should be included in a timely manner, an appropriate Federal air quality database that is accessible to the public;

"(iv) the principle that each State must take necessary measures to safeguard public health regardless of the source of the air pollution; and

"(v) the principle that air quality data should be carefully screened to ensure that events not likely to

recur are represented accurately in all monitoring data and analyses.

"(B) REQUIREMENTS.—Regulations promulgated under this section shall, at a minimum, provide that—

"(i) the occurrence of an exceptional event must be demonstrated by reliable, accurate data that is promptly produced and provided by Federal, State, or local government agencies;

"(ii) a clear causal relationship must exist between the measured exceedances of a national ambient air quality standard and the exceptional event to demonstrate that the exceptional event caused a specific air pollution concentration at a particular air quality monitoring location;

"(iii) there is a public process for determining whether an event is exceptional; and

"(iv) there are criteria and procedures for the Governor of a State to petition the Administrator to exclude air quality monitoring data that is directly due to exceptional events from use in determinations by the Administrator with respect to exceedances or violations of the national ambient air quality standards.

Applicability.

"(4) INTERIM PROVISION.—Until the effective date of a regulation promulgated under paragraph (2), the following guidance issued by the Administrator shall continue to apply:

"(A) Guidance on the identification and use of air quality data affected by exceptional events (July 1986).

"(B) Areas affected by PM–10 natural events, May 30, 1996.

"(C) Appendices I, K, and N to part 50 of title 40, Code of Federal Regulations.".

**SEC. 6014. FEDERAL PROCUREMENT OF RECYCLED COOLANT.**

Deadline.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the President shall conduct a review of Federal procurement policy of recycled coolant.

President.

(b) ELEMENTS.—In conducting the review under subsection (a), the President shall consider recycled coolant produced from processes that—

(1) are energy efficient;

(2) generate no hazardous waste (as defined in section 1004 of the Solid Waste Disposal Act (42 U.S.C. 6903));

(3) produce no emissions of air pollutants;

(4) present lower health and safety risks to employees at a plant or facility; and

(5) recover at least 97 percent of the glycols from used antifreeze feedstock.

42 USC 16091a.

**SEC. 6015. CLEAN SCHOOL BUS PROGRAM.**

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

(1) ADMINISTRATOR.—The term "Administrator" means the Administrator of the Environmental Protection Agency.

(2) ALTERNATIVE FUEL.—The term "alternative fuel" means—

(A) liquefied natural gas, compressed natural gas, liquefied petroleum gas, hydrogen, or propane;

(B) methanol or ethanol at no less than 85 percent by volume; or

(C) biodiesel conforming with standards published by the American Society for Testing and Materials as of the date of enactment of this Act.

(3) CLEAN SCHOOL BUS.—The term "clean school bus" means a school bus with a gross vehicle weight of greater than 14,000 pounds that—

(A) is powered by a heavy duty engine; and

(B) is operated solely on an alternative fuel or ultra-low sulfur diesel fuel.

(4) ELIGIBLE RECIPIENT.—

(A) IN GENERAL.—Subject to subparagraph (B), the term "eligible recipient" means—

(i) one or more local or State governmental entities responsible for providing school bus service to one or more public school systems or the purchase of school buses;

(ii) one or more contracting entities that provide school bus service to one or more public school systems; or

(iii) a nonprofit school transportation association.

(B) SPECIAL REQUIREMENTS.—In the case of eligible recipients identified under clauses (ii) and (iii) of subparagraph (A), the Administrator shall establish timely and appropriate requirements for notice and may establish timely and appropriate requirements for approval by the public school systems that would be served by buses purchased or retrofit using grant funds made available under this section. Notice.

(5) RETROFIT TECHNOLOGY.—The term "retrofit technology" means a particulate filter or other emissions control equipment that is verified or certified by the Administrator or the California Air Resources Board as an effective emission reduction technology when installed on an existing school bus.

(6) SECRETARY.—The term "Secretary" means the Secretary of Energy.

(7) ULTRA-LOW SULFUR DIESEL FUEL.—The term "ultra-low sulfur diesel fuel" means diesel fuel that contains sulfur at not more than 15 parts per million.

(b) PROGRAM FOR RETROFIT OR REPLACEMENT OF CERTAIN EXISTING SCHOOL BUSES WITH CLEAN SCHOOL BUSES.—

(1) ESTABLISHMENT.—

(A) IN GENERAL.—The Administrator, in consultation with the Secretary and other appropriate Federal departments and agencies, shall establish a program for awarding grants on a competitive basis to eligible recipients for the replacement of, retrofit (including repowering, aftertreatment, and remanufactured engines) of, or purchase of alternative fuels for, certain existing school buses. The awarding of grants for the purchase of alternative fuels should be consistent with the historic funding levels of the program for such purchase.

(B) BALANCING.—In awarding grants under this section, the Administrator shall achieve, to the maximum extent practicable, achieve an appropriate balance between awarding grants—

(i) to replace school buses;

(ii) to install retrofit technologies; and

(iii) to purchase and use alternative fuel.

(2) PRIORITY OF GRANT APPLICATIONS.—

(A) REPLACEMENT.—In the case of grant applications to replace school buses, the Administrator shall give priority to applicants that propose to replace school buses manufactured before model year 1977.

(B) RETROFITTING.—In the case of grant applications to retrofit school buses, the Administrator shall give priority to applicants that propose to retrofit school buses manufactured in or after model year 1991.

(3) USE OF SCHOOL BUS FLEET.—

(A) IN GENERAL.—All school buses acquired or retrofitted with funds provided under this section shall be operated as part of the school bus fleet for which the grant was made for not less than 5 years.

(B) MAINTENANCE, OPERATION, AND FUELING.—New school buses and retrofit technology shall be maintained, operated, and fueled according to manufacturer recommendations or State requirements.

(4) RETROFIT GRANTS.—The Administrator may award grants under this section for up to 100 percent of the retrofit technologies and installation costs.

(5) REPLACEMENT GRANTS.—

(A) ELIGIBILITY FOR 50 PERCENT GRANTS.—The Administrator may award grants under this section for replacement of school buses in the amount of up to one-half of the acquisition costs (including fueling infrastructure) for—

(i) clean school buses with engines manufactured in model year 2005 or 2006 that emit not more than—

(I) 1.8 grams per brake horsepower-hour of non-methane hydrocarbons and oxides of nitrogen; and

(II) .01 grams per brake horsepower-hour of particulate matter; or

(ii) clean school buses with engines manufactured in model year 2007, 2008, or 2009 that satisfy regulatory requirements established by the Administrator for emissions of oxides of nitrogen and particulate matter to be applicable for school buses manufactured in model year 2010.

(B) ELIGIBILITY FOR 25 PERCENT GRANTS.—The Administrator may award grants under this section for replacement of school buses in the amount of up to one-fourth of the acquisition costs (including fueling infrastructure) for—

(i) clean school buses with engines manufactured in model year 2005 or 2006 that emit not more than—

(I) 2.5 grams per brake horsepower-hour of non-methane hydrocarbons and oxides of nitrogen; and

(II) .01 grams per brake horsepower-hour of particulate matter; or

(ii) clean school buses with engines manufactured in model year 2007 or thereafter that satisfy regulatory

requirements established by the Administrator for emissions of oxides of nitrogen and particulate matter from school buses manufactured in that model year.

(6) ULTRA-LOW SULFUR DIESEL FUEL.—

(A) IN GENERAL.—In the case of a grant recipient receiving a grant for the acquisition of ultra-low sulfur diesel fuel school buses with engines manufactured in model year 2005 or 2006, the grant recipient shall provide, to the satisfaction of the Administrator—

(i) documentation that diesel fuel containing sulfur at not more than 15 parts per million is available for carrying out the purposes of the grant; and

(ii) a commitment by the applicant to use that fuel in carrying out the purposes of the grant.

(7) DEPLOYMENT AND DISTRIBUTION.—The Administrator, to the maximum extent practicable, shall—

(A) achieve nationwide deployment of clean school buses through the program under this section; and

(B) ensure a broad geographic distribution of grant awards, with no State receiving more than 10 percent of the grant funding made available under this section during a fiscal year.

(8) ANNUAL REPORT.—

(A) IN GENERAL.—Not later than January 31 of each year, the Administrator shall submit to Congress a report that—

(i) evaluates the implementation of this section; and

(ii) describes—

(I) the total number of grant applications received;

(II) the number and types of alternative fuel school buses, ultra-low sulfur diesel fuel school buses, and retrofitted buses requested in grant applications;

(III) grants awarded and the criteria used to select the grant recipients;

(IV) certified engine emission levels of all buses purchased or retrofitted under this section;

(V) an evaluation of the in-use emission level of buses purchased or retrofitted under this section; and

(VI) any other information the Administrator considers appropriate.

(c) EDUCATION.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator shall develop an education outreach program to promote and explain the grant program. Deadline.

(2) COORDINATION WITH STAKEHOLDERS.—The outreach program shall be designed and conducted in conjunction with national school bus transportation associations and other stakeholders.

(3) COMPONENTS.—The outreach program shall—

(A) inform potential grant recipients on the process of applying for grants;

(B) describe the available technologies and the benefits of the technologies;

(C) explain the benefits of participating in the grant program; and

(D) include, as appropriate, information from the annual report required under subsection (b)(8).

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Administrator to carry out this section, to remain available until expended—

(1) $55,000,000 for each of fiscal years 2006 and 2007; and

(2) such sums as are necessary for each of fiscal years 2008, 2009, and 2010.

Oklahoma.

**SEC. 6016. SPECIAL DESIGNATION.**

For the purpose of any applicable program under title 23, United States Code, the city of Norman, Oklahoma, shall be considered to be part of the Oklahoma City urbanized area.

**SEC. 6017. INCREASED USE OF RECOVERED MINERAL COMPONENT IN FEDERALLY FUNDED PROJECTS INVOLVING PROCUREMENT OF CEMENT OR CONCRETE.**

(a) IN GENERAL.—Subtitle F of the Solid Waste Disposal Act (42 U.S.C. 6961 et seq.) is amended by adding at the end the following:

42 USC 6966a.

**"SEC. 6005. INCREASED USE OF RECOVERED MINERAL COMPONENT IN FEDERALLY FUNDED PROJECTS INVOLVING PROCUREMENT OF CEMENT OR CONCRETE.**

"(a) DEFINITIONS.—In this section:

"(1) AGENCY HEAD.—The term 'agency head' means—

"(A) the Secretary of Transportation; and

"(B) the head of each other Federal agency that on a regular basis procures, or provides Federal funds to pay or assist in paying the cost of procuring, material for cement or concrete projects.

"(2) CEMENT OR CONCRETE PROJECT.—The term 'cement or concrete project' means a project for the construction or maintenance of a highway or other transportation facility or a Federal, State, or local government building or other public facility that—

"(A) involves the procurement of cement or concrete; and

"(B) is carried out in whole or in part using Federal funds.

"(3) RECOVERED MINERAL COMPONENT.—The term 'recovered mineral component' means—

"(A) ground granulated blast furnace slag other than lead slag;

"(B) coal combustion fly ash;

"(C) blast furnace slag aggregate other than lead slag aggregate;

"(D) silica fume; and

"(E) any other waste material or byproduct recovered or diverted from solid waste that the Administrator, in consultation with an agency head, determines should be treated as recovered mineral component under this section

for use in cement or concrete projects paid for, in whole or in part, by the agency head.

"(b) IMPLEMENTATION OF REQUIREMENTS.—

"(1) IN GENERAL.—Not later than 1 year after the date of enactment of this section, the Administrator and each agency head shall take such actions as are necessary to implement fully all procurement requirements and incentives in effect as of the date of enactment of this section (including guidelines under section 6002) that provide for the use of cement and concrete incorporating recovered mineral component in cement or concrete projects. Deadline.

"(2) PRIORITY.—In carrying out paragraph (1) an agency head shall give priority to achieving greater use of recovered mineral component in cement or concrete projects for which recovered mineral components historically have not been used or have been used only minimally.

"(3) CONFORMANCE.—The Administrator and each agency head shall carry out this subsection in accordance with section 6002.

"(c) FULL IMPLEMENTATION STUDY.—

"(1) IN GENERAL.—The Administrator, in cooperation with the Secretary of Transportation and the Secretary of Energy, shall conduct a study to determine the extent to which current procurement requirements, when fully implemented in accordance with subsection (b), may realize energy savings and environmental benefits attainable with substitution of recovered mineral component in cement used in cement or concrete projects.

"(2) MATTERS TO BE ADDRESSED.—The study shall—

"(A) quantify the extent to which recovered mineral components are being substituted for Portland cement, particularly as a result of current procurement requirements, and the energy savings and environmental benefits associated with that substitution;

"(B) identify all barriers in procurement requirements to greater realization of energy savings and environmental benefits, including barriers resulting from exceptions from current law; and

"(C)(i) identify potential mechanisms to achieve greater substitution of recovered mineral component in types of cement or concrete projects for which recovered mineral components historically have not been used or have been used only minimally;

"(ii) evaluate the feasibility of establishing guidelines or standards for optimized substitution rates of recovered mineral component in those cement or concrete projects; and

"(iii) identify any potential environmental or economic effects that may result from greater substitution of recovered mineral component in those cement or concrete projects.

"(3) REPORT.—Not later than 30 months after the date of enactment of this section, the Administrator shall submit to Congress a report on the study.

"(d) ADDITIONAL PROCUREMENT REQUIREMENTS.—Unless the study conducted under subsection (c) identifies any effects or other problems described in subsection (c)(2)(C)(iii) that warrant further

review or delay, the Administrator and each agency head shall, not later than 1 year after the release of the report in accordance with subsection (c)(3), take additional actions authorized under this Act to establish procurement requirements and incentives that provide for the use of cement and concrete with increased substitution of recovered mineral component in the construction and maintenance of cement or concrete projects, so as to—

"(1) realize more fully the energy savings and environmental benefits associated with increased substitution; and

"(2) eliminate barriers identified under subsection (c).

"(e) EFFECT OF SECTION.—Nothing in this section affects the requirements of section 6002 (including the guidelines and specifications for implementing those requirements).".

(b) TABLE OF CONTENTS AMENDMENT.—The table of contents in section 1001 of the Solid Waste Disposal Act (42 U.S.C. prec. 6901) is amended by adding after the item relating to section 6004 the following:

"Sec. 6005. Increased use of recovered mineral component in federally funded projects involving procurement of cement or concrete.".

**SEC. 6018. USE OF GRANULAR MINE TAILINGS.**

(a) IN GENERAL.—Subtitle F of the Solid Waste Disposal Act (42 U.S.C. 6961 et seq.) (as amended by section 6017(a)) is amended by adding at the end the following:

Oklahoma.
42 USC 6966b.

**"SEC. 6006. USE OF GRANULAR MINE TAILINGS.**

"(a) MINE TAILINGS.—

Deadline.

"(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Administrator, in consultation with the Secretary of Transportation and heads of other Federal agencies, shall establish criteria (including an evaluation of whether to establish a numerical standard for concentration of lead and other hazardous substances) for the safe and environmentally protective use of granular mine tailings from the Tar Creek, Oklahoma Mining District, known as 'chat', for—

"(A) cement or concrete projects; and

"(B) transportation construction projects (including transportation construction projects involving the use of asphalt) that are carried out, in whole or in part, using Federal funds.

"(2) REQUIREMENTS.—In establishing criteria under paragraph (1), the Administrator shall consider—

"(A) the current and previous uses of granular mine tailings as an aggregate for asphalt; and

"(B) any environmental and public health risks and benefits derived from the removal, transportation, and use in transportation projects of granular mine tailings.

"(3) PUBLIC PARTICIPATION.—In establishing the criteria under paragraph (1), the Administrator shall solicit and consider comments from the public.

"(4) APPLICABILITY OF CRITERIA.—On the establishment of the criteria under paragraph (1), any use of the granular mine tailings described in paragraph (1) in a transportation project that is carried out, in whole or in part, using Federal funds, shall meet the criteria established under paragraph (1).

"(b) EFFECT OF SECTIONS.—Nothing in this section or section 6005 affects any requirement of any law (including a regulation) in effect on the date of enactment of this section.".

(b) CONFORMING AMENDMENT.—The table of contents in section 1001 of the Solid Waste Disposal Act (42 U.S.C. prec. 6901) (as amended by section 6017(b)) is amended by adding after the item relating to section 6005 the following:

"Sec. 6006. Use of granular mine tailings.".

# TITLE VII—HAZARDOUS MATERIALS TRANSPORTATION

Hazardous Materials Transportation Safety and Security Reauthorization Act of 2005. 49 USC 5101 note.

**SEC. 7001. SHORT TITLE.**

This title may be cited as the "Hazardous Materials Transportation Safety and Security Reauthorization Act of 2005".

**SEC. 7002. AMENDMENT OF TITLE 49, UNITED STATES CODE.**

Except as otherwise expressly provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or a repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

## Subtitle A—General Authorities on Transportation of Hazardous Materials

**SEC. 7101. FINDINGS AND PURPOSE.**

49 USC 5101 note.

(a) FINDINGS.—Congress finds with respect to hazardous materials transportation that—

(1) approximately 4,000,000,000 tons of regulated hazardous materials are transported each year and approximately 1,200,000 movements of hazardous materials occur each day, according to Department of Transportation estimates;

(2) the movement of hazardous materials in commerce is necessary to maintain economic vitality and meet consumer demands and must be conducted in a safe, secure, and efficient manner;

(3) accidents involving, or unauthorized access to, hazardous materials in transportation may result in a release of such materials and pose a serious threat to public health and safety;

(4) because of the potential risks to life, property, and the environment posed by unintentional releases of hazardous materials, consistency in laws and regulations governing the transportation of hazardous materials is necessary and desirable; and

(5) in order to provide reasonable, adequate, and cost-effective protection from the risks posed by the transportation of hazardous materials, a network of well-trained State and local emergency response personnel and hazmat employees is essential.

49 USC 5101.

(b) PURPOSE.—Section 5101 is amended by striking "The purpose" and all that follows through the period at the end and inserting the following: "The purpose of this chapter is to protect

against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce.".

**SEC. 7102. DEFINITIONS.**

Section 5102 is amended as follows:

(1) COMMERCE.—Paragraph (1) is amended—

(A) by striking "or" after the semicolon in subparagraph (A);

(B) by striking "State." in subparagraph (B) and inserting "State; or"; and

(C) by adding at the end the following:

"(C) on a United States-registered aircraft.".

(2) HAZMAT EMPLOYEE.—Paragraph (3)(A) is amended—

(A) by striking clause (i) and inserting the following:

"(i) who—

"(I) is employed on a full time, part time, or temporary basis by a hazmat employer; or

"(II) is self-employed (including an owner-operator of a motor vehicle, vessel, or aircraft) transporting hazardous material in commerce; and";

(B) in clause (ii)—

(i) by striking "course of employment" and inserting "course of such full time, part time, or temporary employment, or such self employment,"; and

(ii) by adding "and" after the semicolon;

(C) by striking subparagraph (B) and redesignating subparagraph (C) as subparagraph (B); and

(D) in subparagraph (B), as so redesignated—

(i) by striking "employed by a hazmat employer," and inserting "employed on a full time, part time, or temporary basis by a hazmat employer, or self employed,"; and

(ii) by striking clause (ii) and inserting the following:

"(ii) designs, manufactures, fabricates, inspects, marks, maintains, reconditions, repairs, or tests a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce;".

(3) HAZMAT EMPLOYER.—Paragraph (4) is amended to read as follows:

"(4) 'hazmat employer'—

"(A) means a person—

"(i) who—

"(I) employs or uses at least 1 hazmat employee on a full time, part time, or temporary basis; or

"(II) is self-employed (including an owner-operator of a motor vehicle, vessel, or aircraft) transporting hazardous material in commerce; and

"(ii) who—

"(I) transports hazardous material in commerce;

"(II) causes hazardous material to be transported in commerce; or

"(III) designs, manufactures, fabricates, inspects, marks, maintains, reconditions, repairs, or tests a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce; and

"(B) includes a department, agency, or instrumentality of the United States Government, or an authority of a State, political subdivision of a State, or Indian tribe, carrying out an activity described in clause (ii).".

(4) IMMINENT HAZARD.—Paragraph (5) is amended by inserting "relating to hazardous material" after "of a condition".

(5) MOTOR CARRIER.—Paragraph (7) is amended to read as follows:

"(7) 'motor carrier'—

"(A) means a motor carrier, motor private carrier, and freight forwarder as those terms are defined in section 13102; but

"(B) does not include a freight forwarder, as so defined, if the freight forwarder is not performing a function relating to highway transportation.".

(6) NATIONAL RESPONSE TEAM.—Paragraph (8) is amended—

(A) by striking "national response team" both places it appears and inserting "National Response Team"; and

(B) by striking "national contingency plan" and inserting "National Contingency Plan".

(7) PERSON.—Paragraph (9)(A) is amended to read as follows:

"(A) includes a government, Indian tribe, or authority of a government or tribe that—

"(i) offers hazardous material for transportation in commerce;

"(ii) transports hazardous material to further a commercial enterprise; or

"(iii) designs, manufactures, fabricates, inspects, marks, maintains, reconditions, repairs, or tests a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce; but".

(8) SECRETARY OF TRANSPORTATION.—Section 5102 is further amended—

(A) by redesignating paragraphs (11), (12), and (13) as paragraphs (12), (13), and (14), respectively; and

(B) by inserting after paragraph (10) the following:

"(11) 'Secretary' means the Secretary of Transportation except as otherwise provided.".

**SEC. 7103. GENERAL REGULATORY AUTHORITY.**

(a) DESIGNATING MATERIAL AS HAZARDOUS.—Section 5103(a) is amended—

(1) by striking "etiologic agent" and all that follows through "corrosive material," and inserting "infectious substance, flammable or combustible liquid, solid, or gas, toxic, oxidizing, or corrosive material,"; and

(2) by striking "decides" and inserting "determines".

(b) REGULATIONS FOR SAFE TRANSPORTATION.—Section 5103(b)(1)(A) is amended to read as follows:

"(A) apply to a person who—

"(i) transports hazardous material in commerce;

"(ii) causes hazardous material to be transported in commerce;

"(iii) designs, manufactures, fabricates, inspects, marks, maintains, reconditions, repairs, or tests a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce;

"(iv) prepares or accepts hazardous material for transportation in commerce;

"(v) is responsible for the safety of transporting hazardous material in commerce;

"(vi) certifies compliance with any requirement under this chapter; or

"(vii) misrepresents whether such person is engaged in any activity under clause (i) through (vi); and".

(c) TECHNICAL AMENDMENT REGARDING CONSULTATION.—Section 5103 is amended—

(1) by striking subsection (b)(1)(C); and

(2) by adding at the end the following:

"(c) CONSULTATION.—When prescribing a security regulation or issuing a security order that affects the safety of the transportation of hazardous material, the Secretary of Homeland Security shall consult with the Secretary of Transportation.".

**SEC. 7104. LIMITATION ON ISSUANCE OF HAZMAT LICENSES.**

(a) COVERED HAZARDOUS MATERIALS.—Section 5103a(b) is amended by striking "with respect to—" and all that follows and inserting "with respect to any material defined as hazardous material by the Secretary for which the Secretary requires placarding of a commercial motor vehicle transporting that material in commerce.".

(b) RECOMMENDATIONS ON CHEMICAL OR BIOLOGICAL MATERIALS.—Section 5103a is further amended—

(1) by redesignating subsections (c), (d), and (e) as subsections (d), (e), and (f), respectively; and

(2) by inserting after subsection (b) the following:

"(c) RECOMMENDATIONS ON CHEMICAL AND BIOLOGICAL MATERIALS.—The Secretary of Health and Human Services shall recommend to the Secretary of Transportation any chemical or biological material or agent for regulation as a hazardous material under section 5103(a) if the Secretary of Health and Human Services determines that such material or agent poses a significant risk to the health of individuals.".

(c) CONFORMING AMENDMENT.—Section 5103a(a)(1) is amended by striking "subsection (c)(1)(B)," and inserting "subsection (d)(1)(B),".

**SEC. 7105. BACKGROUND CHECKS FOR DRIVERS HAULING HAZARDOUS MATERIALS.**

Section 5103a is further amended by adding at the end the following:

"(g) BACKGROUND CHECKS FOR DRIVERS HAULING HAZARDOUS MATERIALS.—

"(1) IN GENERAL.—

"(A) EMPLOYER NOTIFICATION.—Not later than 90 days after the date of enactment of this subsection, the Director of the Transportation Security Administration, after receiving comments from interested parties, shall develop and implement a process for notifying hazmat employers designated by an applicant of the results of the applicant's background record check, if— Deadline.

"(i) such notification is appropriate considering the potential security implications; and

"(ii) the Director, in a final notification of threat assessment, served on the applicant determines that the applicant does not meet the standards set forth in regulations issued to carry out this section.

"(B) RELATIONSHIP TO OTHER BACKGROUND RECORDS CHECKS.—

"(i) ELIMINATION OF REDUNDANT CHECKS.—An individual with respect to whom the Transportation Security Administration—

"(I) has performed a security threat assessment under this section; and

"(II) has issued a final notification of no security threat,

is deemed to have met the requirements of any other background check that is required for purposes of any Federal law applicable to transportation workers if that background check is equivalent to, or less stringent than, the background check required under this section.

"(ii) DETERMINATION BY DIRECTOR.—Not later than 60 days after the date of issuance of the report under paragraph (5), but no later than 120 days after the date of enactment of this Act, the Director shall initiate a rulemaking proceeding, including notice and opportunity for comment, to determine which background checks required for purposes of Federal laws applicable to transportation workers are equivalent to, or less stringent than, those required under this section. Deadline.

"(iii) FUTURE RULEMAKINGS.—The Director shall make a determination under the criteria established under clause (ii) with respect to any rulemaking proceeding to establish or modify required background checks for transportation workers initiated after the date of enactment of this subsection.

"(2) APPEALS PROCESS FOR MORE STRINGENT STATE PROCEDURES.—If a State establishes its own standards for applicants for a hazardous materials endorsement to a commercial driver's license, the State shall also provide—

"(A) an appeals process similar to and to the same extent as the process provided under part 1572 of title 49, Code of Federal Regulations, by which an applicant denied a hazardous materials endorsement to a commercial driver's license by that State may appeal that denial; and

"(B) a waiver process similar to and to the same extent as the process provided under part 1572 of title 49, Code of Federal Regulations, by which an applicant denied a

hazardous materials endorsement to a commercial driver's license by that State may apply for a waiver.

"(3) CLARIFICATION OF TERM DEFINED IN REGULATIONS.—The term 'transportation security incident', as defined in part 1572 of title 49, Code of Federal Regulations, does not include a work stoppage or other nonviolent employee-related action resulting from an employer-employee dispute. Not later than 30 days after the date of enactment of this subsection, the Director shall modify the definition of that term to reflect the preceding sentence.

Deadline.

Deadline.
Reports.

"(4) BACKGROUND CHECK CAPACITY.—Not later than October 1, 2005, the Director shall transmit to the Committee on Commerce, Science, and Transportation of the Senate and the Committees on Transportation and Infrastructure and Homeland Security of the House of Representatives a report on the implementation of fingerprint-based security threat assessments and the adequacy of fingerprinting locations, personnel, and resources to accomplish the timely processing of fingerprint-based security threat assessments for individuals holding commercial driver's licenses who are applying to renew hazardous materials endorsements.

"(5) REPORT.—

"(A) IN GENERAL.—Not later than 60 days after the date of enactment of this subsection, the Director shall transmit to the committees referred to in paragraph (4) a report on the Director's plans to reduce or eliminate redundant background checks for holders of hazardous materials endorsements performed under this section.

"(B) CONTENTS.—The report shall—

"(i) include a list of background checks and other security or threat assessment requirements applicable to transportation workers under Federal laws for which the Department of Homeland Security is responsible and the process by which the Secretary of Homeland Security will determine whether such checks or assessments are equivalent to, or less stringent than, the background check performed under this section; and

"(ii) provide an analysis of how the Director plans to reduce or eliminate redundant background checks in a manner that will continue to ensure the highest level of safety and security.

"(h) COMMERCIAL MOTOR VEHICLE OPERATORS REGISTERED TO OPERATE IN MEXICO OR CANADA.—

Effective date.

"(1) IN GENERAL.—Beginning on the date that is 6 months after the date of enactment of this subsection, a commercial motor vehicle operator registered to operate in Mexico or Canada shall not operate a commercial motor vehicle transporting a hazardous material in commerce in the United States until the operator has undergone a background records check similar to the background records check required for commercial motor vehicle operators licensed in the United States to transport hazardous materials in commerce.

"(2) EXTENSION.—The Director of the Transportation Security Administration may extend the deadline established by paragraph (1) for a period not to exceed 6 months if the Director determines that such an extension is necessary.

"(3) COMMERCIAL MOTOR VEHICLE DEFINED.—In this subsection, the term 'commercial motor vehicle' has the meaning given that term by section 31101.".

**SEC. 7106. REPRESENTATION AND TAMPERING.**

(a) REPRESENTATION.—Section 5104(a)(1) is amended—

(1) by striking "a container," and all that follows through "packaging) for" and inserting "a package, component of a package, or packaging for"; and

(2) by striking "the container" and all that follows through "packaging) meets" and inserting "the package, component of a package, or packaging meets".

(b) TAMPERING.—Section 5104(b) is amended—

(1) by striking "A person may not" and inserting "No person may"; and

(2) in paragraph (2) by inserting "component of a package, or packaging," after "package,".

**SEC. 7107. TECHNICAL AMENDMENTS.**

Section 5105 is amended—

(1) by striking subsection (d); and

(2) by redesignating subsection (e) as subsection (d).

**SEC. 7108. TRAINING OF CERTAIN EMPLOYEES.**

Section 5107 is amended—

(1) by striking subsection (e) and inserting the following: "(e) TRAINING GRANTS.—

"(1) IN GENERAL.—Subject to the availability of funds under section 5128(c), the Secretary shall make grants under this subsection—

"(A) for training instructors to train hazmat employees; and

"(B) to the extent determined appropriate by the Secretary, for such instructors to train hazmat employees.

"(2) ELIGIBILITY.—A grant under this subsection shall be made to a nonprofit hazmat employee organization that demonstrates—

"(A) expertise in conducting a training program for hazmat employees; and

"(B) the ability to reach and involve in a training program a target population of hazmat employees.";

(2) by redesignating subsections (f) and (g) as subsections (g) and (h), respectively;

(3) by inserting after subsection (e) the following:

"(f) TRAINING OF CERTAIN EMPLOYEES.—The Secretary shall ensure that maintenance-of-way employees and railroad signalmen receive general awareness and familiarization training and safety training pursuant to section 172.704 of title 49, Code of Federal Regulations."; and

(4) in subsection (g)(2) (as redesignated by paragraph (2) of this subsection) by striking "sections 5106, 5108(a)–(g)(1) and (h), and 5109 of this title" and inserting "section 5106".

**SEC. 7109. REGISTRATION.**

(a) PERSONS REQUIRED TO FILE.—

(1) REQUIREMENT TO FILE.—Section 5108(a)(1)(B) is amended by striking "class A or B explosive" and inserting "Division 1.1, 1.2, or 1.3 explosive material".

(2) AUTHORITY TO REQUIRE TO FILE.—Section 5108(a)(2)(B) is amended to read as follows:

"(B) a person designing, manufacturing, fabricating, inspecting, marking, maintaining, reconditioning, repairing, or testing a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce.".

(3) NO TRANSPORTATION WITHOUT FILING.—Section 5108(a)(3) is amended by striking "manufacture," and all that follows through "package or" and inserting "design, manufacture, fabricate, inspect, mark, maintain, recondition, repair, or test a package, container packaging component, or".

(b) FORM AND CONTENT OF FILINGS.—Section 5108(b)(1)(C) is amended by striking "the activity." and inserting "any of the activities.".

(c) FILING.—Section 5108(c) is amended to read as follows:

"(c) FILING.—Each person required to file a registration statement under subsection (a) shall file the statement in accordance with regulations prescribed by the Secretary.".

Records.
49 USC 5108 note.

(d) REGISTRATION.—As soon as practicable, the Administrator of the Pipeline and Hazardous Materials Safety Administration shall transmit to the Federal Motor Carrier Safety Administration hazardous material registrant information obtained before, on, or after the date of enactment of this Act under section 5108 of title 49, United States Code, together with any Department of Transportation identification number for each registrant.

(e) RELATIONSHIP TO OTHER LAWS.—Section 5108(i)(2)(B) is amended by inserting "an Indian tribe," after "subdivision of a State,".

(f) FEES.—Section 5108(g) is amended—

(1) in paragraph (1) by striking "may" and inserting "shall";

(2) in paragraph (2)(A) by striking "$5,000" and inserting "$3,000"; and

(3) by adding at the end the following:

"(3) FEES ON EXEMPT PERSONS.—Notwithstanding subsection (a)(4), the Secretary shall impose and collect a fee of $25 from a person who is required to register under this section but who is otherwise exempted by the Secretary from paying any fee under this section. The fee shall be used to pay the costs incurred by the Secretary in processing registration statements filed by such persons.".

**SEC. 7110. SHIPPING PAPERS AND DISCLOSURE.**

(a) DISCLOSURE CONSIDERATIONS AND REQUIREMENTS.—Section 5110 is amended—

(1) by striking "under subsection (b) of this section." in subsection (a) and inserting "in regulations.";

(2) by striking subsection (b); and

(3) by redesignating subsections (c), (d), and (e) as subsections (b), (c), and (d), respectively.

(b) RETENTION OF PAPERS.—Subsection (d) of section 5110, as redesignated by subsection (a)(3) of this section, is amended to read as follows:

"(d) RETENTION OF PAPERS.—

Records.

"(1) SHIPPERS.—The person who provides the shipping paper under this section shall retain the paper, or an electronic format of it, for a period of 2 years after the date that the

shipping paper is provided to the carrier, with the paper or electronic format to be accessible through the shipper's principal place of business.

"(2) CARRIERS.—The carrier required to keep the shipping paper under this section, shall retain the paper, or an electronic format of it, for a period of 1 year after the date that the shipping paper is provided to the carrier, with the paper or electronic format to be accessible through the carrier's principal place of business. Records.

"(3) AVAILABILITY TO GOVERNMENT AGENCIES.—Any person required to keep a shipping paper under this subsection shall, upon request, make it available to a Federal, State, or local government agency at reasonable times and locations.".

**SEC. 7111. RAIL TANK CARS.**

Section 5111, and the item relating to section 5111 in the analysis for chapter 51, are repealed. 49 USC 5101.

**SEC. 7112. UNSATISFACTORY SAFETY RATINGS.**

(a) IN GENERAL.—The text of section 5113 is amended to read as follows: "A violation of section 31144(c)(3) shall be considered a violation of this chapter, and shall be subject to the penalties in sections 5123 and 5124.".

(b) CONFORMING AMENDMENTS.—The first subsection (c) of section 31144, relating to prohibited transportation, is amended—

(1) in paragraph (1) by striking "sections 521(b)(5)(A) and 5113" and inserting "section 521(b)(5)(A)"; and

(2) by adding at the end of paragraph (3) the following: "A violation of this paragraph by an owner or operator transporting hazardous material shall be considered a violation of chapter 51, and shall be subject to the penalties in sections 5123 and 5124.".

(c) TECHNICAL CORRECTION.—The second subsection (c) of section 31144, relating to safety reviews of new operators, is redesignated as subsection (f).

**SEC. 7113. TRAINING CURRICULUM FOR THE PUBLIC SECTOR.**

(a) IN GENERAL.—Section 5115(a) is amended by striking the subsection designation and all that follows through the period at the end of the first sentence and inserting the following:

"(a) IN GENERAL.—In coordination with the Director of the Federal Emergency Management Agency, the Chairman of the Nuclear Regulatory Commission, the Administrator of the Environmental Protection Agency, the Secretaries of Labor, Energy, and Health and Human Services, and the Director of the National Institute of Environmental Health Sciences, and using existing coordinating mechanisms of the National Response Team and, for radioactive material, the Federal Radiological Preparedness Coordinating Committee, the Secretary of Transportation shall maintain, and update periodically, a current curriculum of courses necessary to train public sector emergency response and preparedness teams in matters relating to the transportation of hazardous material.".

(b) REQUIREMENTS.—Section 5115(b) is amended—

(1) in the matter preceding paragraph (1) by striking "developed" and inserting "maintained and updated"; and

(2) in paragraph (1)(C) by striking "under other United States Government grant programs, including those" and

inserting "with Federal financial assistance, including programs".

(c) TRAINING ON COMPLYING WITH LEGAL REQUIREMENTS.—Section 5115(c)(3) is amended by inserting before the period at the end the following: "and such other voluntary consensus standard-setting organizations as the Secretary of Transportation determines appropriate".

(d) DISTRIBUTION AND PUBLICATION.—Section 5115(d) is amended—

(1) in the matter preceding paragraph (1) by striking "national response team" and inserting "National Response Team";

(2) in paragraph (1) by striking "Director of the Federal Emergency Management Agency" and inserting "Secretary"; and

(3) in paragraph (2)—

(A) by inserting "and distribute" after "publish"; and

(B) by striking "programs that uses" and all that follows before the period at the end and inserting "programs and courses maintained and updated under this section and of any programs utilizing such courses".

**SEC. 7114. PLANNING AND TRAINING GRANTS; HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS FUND.**

(a) MAINTENANCE OF EFFORT.—Sections 5116(a)(2)(A) and 5116(b)(2)(A) are amended by striking "2 fiscal years" and inserting "5 fiscal years".

(b) MONITORING AND TECHNICAL ASSISTANCE.—Section 5116(f) is amended by striking "national response team" and inserting "National Response Team".

(c) DELEGATION OF AUTHORITY.—Section 5116(g) is amended by striking "Government grant programs" and inserting "Federal financial assistance".

(d) HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS FUND.—

(1) NAME OF FUND.—Section 5116(i) is amended by inserting after "an account in the Treasury" the following: "(to be known as the 'Hazardous Materials Emergency Preparedness Fund')".

(2) PUBLICATION OF EMERGENCY RESPONSE GUIDE.—Section 5116(i) is further amended—

(A) by striking "collects under section 5108(g)(2)(A) of this title and";

(B) by striking "and" after the semicolon in paragraph (2);

(C) by redesignating paragraph (3) as paragraph (4);

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

"(3) to publish and distribute an emergency response guide; and"; and

(E) in paragraph (4) (as redesignated by subparagraph (C) of this paragraph) by striking "10 percent" and inserting "2 percent".

(3) CONFORMING AMENDMENT.—Section 5108(g)(2)(C) is amended by striking "the account the Secretary of the Treasury establishes" and inserting "the Hazardous Materials Emergency Preparedness Fund established".

(e) REPORTS.—Section 5116(k) is amended—

(1) by striking the first sentence and inserting the following: "The Secretary shall submit annually to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate and make available to the public information on the allocation and uses of the planning grants allocated under subsection (a), training grants under subsection (b), and grants under subsection (j) of this section and under section 5107."; and

(2) by striking "Such report" in the second sentence and inserting "The report".

**SEC. 7115. SPECIAL PERMITS AND EXCLUSIONS.**

(a) SECTION HEADING.—

(1) IN GENERAL.—Section 5117 is amended by striking the section designation and heading and inserting the following:

**"§ 5117. Special permits and exclusions".**

(2) CONFORMING AMENDMENT.—The item relating to section 5117 in the analysis for chapter 51 is amended to read as follows:

"5117. Special permits and exclusions.".

(b) SUBSECTION HEADING.—The heading for subsection (a) of section 5117 is amended by striking "EXEMPT" and inserting "ISSUE SPECIAL PERMITS".

(c) AUTHORITY TO ISSUE SPECIAL PERMITS.—Section 5117(a)(1) is amended—

(1) by striking "an exemption" and inserting ", modify, or terminate a special permit authorizing a variance"; and

(2) by striking "transporting, or causing to be transported, hazardous material" and inserting "performing a function regulated by the Secretary under section 5103(b)(1)".

(d) PERIOD OF SPECIAL PERMIT.—Section 5117(a)(2) is amended to read as follows:

"(2) A special permit issued under this section shall be effective for an initial period of not more than 2 years and may be renewed by the Secretary upon application for successive periods of not more than 4 years each or, in the case of a special permit relating to section 5112, for an additional period of not more than 2 years.".

(e) APPLICATIONS.—Section 5117(b) is amended—

(1) by striking "an exemption" each place it appears and inserting "a special permit"; and

(2) by striking "the exemption" and inserting "the special permit".

(f) DEALING WITH APPLICATIONS PROMPTLY.—Section 5117(c) is amended by striking "the exemption" each place it appears and inserting "the special permit".

(g) LIMITATION ON AUTHORITY.—Section 5117(e) is amended—

(1) by striking "an exemption" and inserting "a special permit"; and

(2) by striking "be exempt" and inserting "be granted a variance".

(h) REPEAL OF SECTION 5118.—Section 5118, and the item relating to such section in the analysis for chapter 51, are repealed.

**SEC. 7116. UNIFORM FORMS AND PROCEDURES.**

Section 5119 is amended to read as follows:

**"§ 5119. Uniform forms and procedures**

"(a) ESTABLISHMENT OF WORKING GROUP.—The Secretary shall establish a working group of State and local government officials, including representatives of the National Governors' Association, the National Association of Counties, the National League of Cities, the United States Conference of Mayors, the National Conference of State Legislatures, and the Alliance for Uniform Hazmat Transportation Procedures.

"(b) PURPOSE OF WORKING GROUP.—The purpose of the working group shall be to develop uniform forms and procedures for a State to register, and to issue permits to, persons that transport, or cause to be transported, hazardous material by motor vehicle in the State.

"(c) LIMITATION ON WORKING GROUP.—The working group may not propose to define or limit the amount of a fee a State may impose or collect.

"(d) PROCEDURE.—The Secretary shall develop a procedure for the working group to employ in developing recommendations for the Secretary to harmonize existing State registration and permit laws and regulations relating to the transportation of hazardous materials, with special attention paid to each State's unique safety concerns and interest in maintaining strong hazmat safety standards.

"(e) REPORT OF WORKING GROUP.—Not later than 18 months after the date of enactment of this subsection, the working group shall transmit to the Secretary a report containing recommendations for establishing uniform forms and procedures described in subsection (b).

Deadline.

"(f) REGULATIONS.—Not later than 18 months after the date the working group's report is delivered to the Secretary, the Secretary shall issue regulations to carry out such recommendations of the working group as the Secretary considers appropriate. In developing such regulations, the Secretary shall consider the State needs associated with the transition to and implementation of a uniform forms and procedures program.

"(g) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed as prohibiting a State from voluntarily participating in a program of uniform forms and procedures until such time as the Secretary issues regulations under subsection (f).".

**SEC. 7117. INTERNATIONAL UNIFORMITY OF STANDARDS AND REQUIREMENTS.**

(a) CONSULTATION.—Section 5120(b) is amended by inserting "and requirements" after "standards".

(b) DIFFERENCES WITH INTERNATIONAL STANDARDS AND REQUIREMENTS.—Section 5120(c) is amended—

(1) in paragraph (1) by inserting "or requirement" after "standard" each place it appears; and

(2) in paragraph (2)—

(A) by inserting "standard or" before "requirement" each place it appears; and

(B) by striking "included in a standard".

**SEC. 7118. ADMINISTRATIVE AUTHORITY.**

(a) GENERAL AUTHORITY.—Section 5121(a) is amended—

(1) in the first sentence by inserting "conduct tests," after "investigate,";

(2) in the second sentence by striking "After" and inserting "Except as provided in subsections (c) and (d), after"; and

(3) by striking "regulation prescribed" and inserting "regulation prescribed, or an order, special permit, or approval issued,".

(b) RECORDS, REPORTS, AND INFORMATION.—Section 5121(b) is amended—

(1) in paragraph (1) by inserting "and property" after "records"; and

(2) in paragraph (2)—

(A) by inserting "property," after "records,";

(B) by inserting "for inspection" after "available"; and

(C) by striking "requests" and inserting "undertakes an investigation or makes a request".

(c) ENHANCED AUTHORITY TO DISCOVER HIDDEN SHIPMENTS OF HAZARDOUS MATERIAL.—Section 5121(c) is amended to read as follows:

"(c) INSPECTIONS AND INVESTIGATIONS.—

"(1) IN GENERAL.—A designated officer, employee, or agent of the Secretary—

"(A) may inspect and investigate, at a reasonable time and in a reasonable manner, records and property relating to a function described in section 5103(b)(1);

"(B) except in the case of packaging immediately adjacent to its hazardous material contents, may gain access to, open, and examine a package offered for, or in, transportation when the officer, employee, or agent has an objectively reasonable and articulable belief that the package may contain a hazardous material;

"(C) may remove from transportation a package or related packages in a shipment offered for or in transportation for which—

"(i) such officer, employee, or agent has an objectively reasonable and articulable belief that the package may pose an imminent hazard; and

"(ii) such officer, employee, or agent contemporaneously documents such belief in accordance with procedures set forth in guidance or regulations prescribed under subsection (e);

"(D) may gather information from the offeror, carrier, packaging manufacturer or tester, or other person responsible for the package, to ascertain the nature and hazards of the contents of the package;

"(E) as necessary, under terms and conditions specified by the Secretary, may order the offeror, carrier, packaging manufacturer or tester, or other person responsible for the package to have the package transported to, opened, and the contents examined and analyzed, at a facility appropriate for the conduct of such examination and analysis; and

"(F) when safety might otherwise be compromised, may authorize properly qualified personnel to assist in the activities conducted under this subsection.

"(2) DISPLAY OF CREDENTIALS.—An officer, employee, or agent acting under this subsection shall display proper credentials when requested.

"(3) SAFE RESUMPTION OF TRANSPORTATION.—In instances when, as a result of an inspection or investigation under this subsection, an imminent hazard is not found to exist, the Secretary, in accordance with procedures set forth in regulations prescribed under subsection (e), shall assist—

"(A) in the safe and prompt resumption of transportation of the package concerned; or

"(B) in any case in which the hazardous material being transported is perishable, in the safe and expeditious resumption of transportation of the perishable hazardous material.".

(d) EMERGENCY AUTHORITY FOR HAZARDOUS MATERIAL TRANSPORTATION.—Section 5121 is amended—

(1) by redesignating subsections (d) and (e) as subsections (f) and (h), respectively; and

(2) by inserting after subsection (c) the following:

"(d) EMERGENCY ORDERS.—

"(1) IN GENERAL.—If, upon inspection, investigation, testing, or research, the Secretary determines that a violation of a provision of this chapter, or a regulation prescribed under this chapter, or an unsafe condition or practice, constitutes or is causing an imminent hazard, the Secretary may issue or impose emergency restrictions, prohibitions, recalls, or out-of-service orders, without notice or an opportunity for a hearing, but only to the extent necessary to abate the imminent hazard.

"(2) WRITTEN ORDERS.—The action of the Secretary under paragraph (1) shall be in a written emergency order that—

"(A) describes the violation, condition, or practice that constitutes or is causing the imminent hazard;

"(B) states the restrictions, prohibitions, recalls, or out-of-service orders issued or imposed; and

"(C) describes the standards and procedures for obtaining relief from the order.

Deadline.

"(3) OPPORTUNITY FOR REVIEW.—After taking action under paragraph (1), the Secretary shall provide for review of the action under section 554 of title 5 if a petition for review is filed within 20 calendar days of the date of issuance of the order for the action.

"(4) EXPIRATION OF EFFECTIVENESS OF ORDER.—If a petition for review of an action is filed under paragraph (3) and the review under that paragraph is not completed by the end of the 30-day period beginning on the date the petition is filed, the action shall cease to be effective at the end of such period unless the Secretary determines, in writing, that the imminent hazard providing a basis for the action continues to exist.

"(5) OUT-OF-SERVICE ORDER DEFINED.—In this subsection, the term 'out-of-service order' means a requirement that an aircraft, vessel, motor vehicle, train, railcar, locomotive, other vehicle, transport unit, transport vehicle, freight container, potable tank, or other package not be moved until specified conditions have been met.

"(e) REGULATIONS.—

Deadline.

"(1) TEMPORARY REGULATIONS.—Not later than 60 days after the date of enactment of the Hazardous Materials

Transportation Safety and Security Reauthorization Act of 2005, the Secretary shall issue temporary regulations to carry out subsections (c) and (d). The temporary regulations shall expire on the date of issuance of the regulations under paragraph (2).

"(2) FINAL REGULATIONS.—Not later than 1 year after such date of enactment, the Secretary shall issue regulations to carry out subsections (c) and (d) in accordance with subchapter II of chapter 5 of title 5.". Deadline.

(e) GRANTS AND COOPERATIVE AGREEMENTS.—Section 5121 is amended by inserting after subsection (f) (as redesignated by subsection (d)(1) of this section) the following:

"(g) GRANTS AND COOPERATIVE AGREEMENTS.—The Secretary may enter into grants and cooperative agreements with a person, agency, or instrumentality of the United States, a unit of State or local government, an Indian tribe, a foreign government (in coordination with the Department of State), an educational institution, or other appropriate entity—

"(1) to expand risk assessment and emergency response capabilities with respect to the security of transportation of hazardous material;

"(2) to enhance emergency communications capacity as determined necessary by the Secretary, including the use of integrated, interoperable emergency communications technologies where appropriate;

"(3) to conduct research, development, demonstration, risk assessment, and emergency response planning and training activities; or

"(4) to otherwise carry out this chapter.".

(f) REPORT.—Section 5121(h) (as redesignated by subsection (d)(1) of this section) is amended—

(1) in the matter preceding paragraph (1) by striking "submit to the President for transmittal to the Congress" and inserting "transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate"; and

(2) in paragraph (4) by inserting "relating to a function regulated by the Secretary under section 5103(b)(1)" after "activities".

**SEC. 7119. ENFORCEMENT.**

(a) IN GENERAL.—Section 5122(a) is amended—

(1) in the first sentence by striking "chapter or a regulation prescribed or order" and inserting "chapter or a regulation prescribed or order, special permit, or approval"; and

(2) by striking the second sentence and inserting the following: "The court may award appropriate relief, including a temporary or permanent injunction, punitive damages, and assessment of civil penalties considering the same penalty amounts and factors as prescribed for the Secretary in an administrative case under section 5123.".

(b) IMMINENT HAZARDS.—Section 5122(b)(1)(B) is amended by striking "or ameliorate the" and inserting "or mitigate the".

**SEC. 7120. CIVIL PENALTY.**

(a) PENALTY.—Section 5123(a) is amended—

(1) in paragraph (1)—

(A) by striking "regulation prescribed or order issued" and inserting "regulation, order, special permit, or approval issued"; and

(B) by striking "$25,000" and inserting "$50,000";

(2) by redesignating paragraph (2) as paragraph (4); and

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

"(2) If the Secretary finds that a violation under paragraph (1) results in death, serious illness, or severe injury to any person or substantial destruction of property, the Secretary may increase the amount of the civil penalty for such violation to not more than $100,000.

"(3) If the violation is related to training, paragraph (1) shall be applied by substituting '$450' for '$250'.".

(b) HEARING REQUIREMENT.—Section 5123(b) is amended by striking "regulation prescribed" and inserting "regulation prescribed or order, special permit, or approval issued".

(c) CIVIL ACTIONS TO COLLECT.—Section 5123(d) is amended by striking "section." and inserting "section and any accrued interest on the civil penalty as calculated in accordance with section 1005 of the Oil Pollution Act of 1990 (33 U.S.C. 2705). In the civil action, the amount and appropriateness of the civil penalty shall not be subject to review.".

Applicability. 49 USC 5123 note.

(d) EFFECTIVE DATES.—

(1) HEARING REQUIREMENT.—The amendment made by subsection (b) shall take effect on the date of enactment of this Act, and shall apply with respect to violations described in section 5123(a) of title 49, United States Code (as amended by this section), that occur on or after that date.

(2) CIVIL ACTIONS TO COLLECT.—The amendment made by subsection (c) shall apply with respect to civil penalties imposed on violations described in section 5123(a) of title 49, United States Code (as amended by this section), that occur on or after the date of enactment of this Act.

**SEC. 7121. CRIMINAL PENALTY.**

Section 5124 is amended to read as follows:

### "§ 5124. Criminal penalty

"(a) IN GENERAL.—A person knowingly violating section 5104(b) or willfully or recklessly violating this chapter or a regulation, order, special permit, or approval issued under this chapter shall be fined under title 18, imprisoned for not more than 5 years, or both; except that the maximum amount of imprisonment shall be 10 years in any case in which the violation involves the release of a hazardous material that results in death or bodily injury to any person.

"(b) KNOWING VIOLATIONS.—For purposes of this section—

"(1) a person acts knowingly when—

"(A) the person has actual knowledge of the facts giving rise to the violation; or

"(B) a reasonable person acting in the circumstances and exercising reasonable care would have that knowledge; and

"(2) knowledge of the existence of a statutory provision, or a regulation or a requirement required by the Secretary, is not an element of an offense under this section.

"(c) WILLFUL VIOLATIONS.—For purposes of this section, a person acts willfully when—

"(1) the person has knowledge of the facts giving rise to the violation; and

"(2) the person has knowledge that the conduct was unlawful.

"(d) RECKLESS VIOLATIONS.—For purposes of this section, a person acts recklessly when the person displays a deliberate indifference or conscious disregard to the consequences of that person's conduct.".

**SEC. 7122. PREEMPTION.**

(a) SUBSTANTIVE DIFFERENCES.—Section 5125(b) is amended—

(1) by striking subparagraph (E) of paragraph (1) and inserting the following:

"(E) the designing, manufacturing, fabricating, inspecting, marking, maintaining, reconditioning, repairing, or testing a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting hazardous material in commerce."; and

(2) by striking "prescribes after November 16, 1990. However, the" in paragraph (2) and inserting "prescribes. The".

(b) DECISIONS ON PREEMPTION.—Section 5125(d)(1) is amended in the first sentence by inserting before the period at the end "or section 5119(e)".

(c) WAIVER OF PREEMPTION.—Section 5125(e) is amended in the first sentence by inserting before the period at the end "or section 5119(b)".

(d) STANDARDS.—Section 5125 is amended by adding at the end the following:

"(h) APPLICATION OF EACH PREEMPTION STANDARD.—Each standard for preemption in subsection (b), (c)(1), or (d), and in section 5119(b), is independent in its application to a requirement of a State, political subdivision of a State, or Indian tribe.

"(i) NON-FEDERAL ENFORCEMENT STANDARDS.—This section does not apply to any procedure, penalty, required mental state, or other standard utilized by a State, political subdivision of a State, or Indian tribe to enforce a requirement applicable to the transportation of hazardous material.".

**SEC. 7123. JUDICIAL REVIEW.**

(a) REPEAL.—Section 5125 (as amended by section 7122 of this Act) is further amended—

(1) by striking subsection (f);

(2) by redesignating subsections (g), (h), and (i) as subsections (f), (g), and (h), respectively; and

(3) in subsection (f) (as so redesignated) by moving paragraph (2) (including subparagraphs (A) through (D)) 2 ems to the left.

(b) JUDICIAL REVIEW.—Chapter 51 is amended by redesignating section 5127 as section 5128 and by inserting after section 5126 the following:

### "§ 5127. Judicial review

"(a) FILING AND VENUE.—Except as provided in section 20114(c), a person adversely affected or aggrieved by a final action of the Secretary under this chapter may petition for review of the final action in the United States Court of Appeals for the District of

Columbia or in the court of appeals for the United States for the circuit in which the person resides or has its principal place of business. The petition must be filed not more than 60 days after the Secretary's action becomes final.

Deadline.

"(b) JUDICIAL PROCEDURES.—When a petition is filed under subsection (a), the clerk of the court immediately shall send a copy of the petition to the Secretary. The Secretary shall file with the court a record of any proceeding in which the final action was issued, as provided in section 2112 of title 28.

Records.

"(c) AUTHORITY OF COURT.—The court has exclusive jurisdiction, as provided in subchapter II of chapter 5 of title 5, to affirm or set aside any part of the Secretary's final action and may order the Secretary to conduct further proceedings.

"(d) REQUIREMENT FOR PRIOR OBJECTION.—In reviewing a final action under this section, the court may consider an objection to a final action of the Secretary only if the objection was made in the course of a proceeding or review conducted by the Secretary or if there was a reasonable ground for not making the objection in the proceeding.".

(c) CONFORMING AMENDMENT.—The analysis for chapter 51 is amended by striking the item relating to section 5127 and inserting the following:

"5127. Judicial review.
"5128. Authorization of appropriations.".

**SEC. 7124. RELATIONSHIP TO OTHER LAWS.**

Section 5126(a) is amended—

(1) by striking "or causes to be transported hazardous material," and inserting "hazardous material, or causes hazardous material to be transported,";

(2) by striking "manufactures," and all that follows through "or sells" and inserting "designs, manufactures, fabricates, inspects, marks, maintains, reconditions, repairs, or tests a package, container, or packaging component that is represented";

(3) by striking "must" and inserting "shall"; and

(4) by striking "manufacturing," and all that follows through "testing" and inserting "designing, manufacturing, fabricating, inspecting, marking, maintaining, reconditioning, repairing, or testing".

**SEC. 7125. AUTHORIZATION OF APPROPRIATIONS.**

Section 5128 (as redesignated by section 7123(b) of this Act) is amended to read as follows:

**"§ 5128. Authorizations of appropriations**

"(a) IN GENERAL.—In order to carry out this chapter (except sections 5107(e), 5108(g)(2), 5113, 5115, 5116, and 5119), the following amounts are authorized to be appropriated to the Secretary:

"(1) For fiscal year 2005, $24,940,000.
"(2) For fiscal year 2006, $29,000,000.
"(3) For fiscal year 2007, $30,000,000.
"(4) For fiscal year 2008, $30,000,000.

"(b) HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS FUND.—There shall be available to the Secretary, from the account established pursuant to section 5116(i), for each of fiscal years 2005 through 2008 the following:

"(1) To carry out section 5115, $200,000.

"(2) To carry out sections 5116(a) and (b), $21,800,000 to be allocated as follows:

"(A) $5,000,000 to carry out section 5116(a).

"(B) $7,800,000 to carry out section 5116(b).

"(C) Of the amount provided for by this paragraph for a fiscal year in excess of the suballocations in subparagraphs (A) and (B)—

"(i) 35 percent shall be used to carry out section 5116(a); and

"(ii) 65 percent shall be used to carry out section 5116(b),

except that the Secretary may increase the proportion to carry out section 5116(b) and decrease the proportion to carry out section 5116(a) if the Secretary determines that such reallocation is appropriate to carry out the intended uses of these funds as described in the applications submitted by States and Indian tribes.

"(3) To carry out section 5116(f), $150,000.

"(4) To publish and distribute the Emergency Response Guidebook under section 5116(i)(3), $625,000.

"(5) To carry out section 5116(j), $1,000,000.

"(c) HAZMAT TRAINING GRANTS.—There shall be available to the Secretary, from the account established pursuant to section 5116(i), to carry out section 5107(e) $4,000,000 for each of fiscal years 2005 through 2008.

"(d) ISSUANCE OF HAZMAT LICENSES.—There are authorized to be appropriated for the Department of Transportation such amounts as may be necessary to carry out section 5103a.

"(e) CREDITS TO APPROPRIATIONS.—The Secretary may credit to any appropriation to carry out this chapter an amount received from a State, Indian tribe, or other public authority or private entity for expenses the Secretary incurs in providing training to the State, authority, or entity.

"(f) AVAILABILITY OF AMOUNTS.—Amounts made available by or under this section remain available until expended.".

**SEC. 7126. REFERENCES TO THE SECRETARY OF TRANSPORTATION.**

49 USC 5102, 5103, 5103a, 5105–5110, 5112, 5114–5117, 5120–5123, 5125.

Chapter 51 is amended by striking "Secretary of Transportation" each place it appears (other than the second place it appears in section 5108(g)(2)(C) and in sections 5102(11), 5103(c), 5103a(c), 5115(a), 5115(c)(3), 5116(i), and 5120(a)) and inserting "Secretary".

**SEC. 7127. CRIMINAL MATTERS.**

Section 845(a)(1) of title 18, United States Code, is amended to read as follows:

"(1) aspects of the transportation of explosive materials via railroad, water, highway, or air that pertain to safety, including security, and are regulated by the Department of Transportation or the Department of Homeland Security;".

**SEC. 7128. ADDITIONAL CIVIL AND CRIMINAL PENALTIES.**

(a) TITLE 49 PENALTIES.—Section 46312 is amended—

(1) by striking "part—" in subsection (a) and inserting "part or chapter 51—"; and

(2) by inserting "or chapter 51" in subsection (b) after "under this part".

(b) TITLE 18 PENALTIES.—Section 3663(a)(1)(A) of title 18, United States Code, is amended by inserting "5124," before "46312,".

**SEC. 7129. HAZARDOUS MATERIAL TRANSPORTATION PLAN REQUIREMENT.**

(a) IN GENERAL.—Subpart I of part 172 of the Department of Transportation's regulations (49 CFR 172.800 et seq.), or any subsequent Department of Transportation regulation in pari materia, does not apply to the surface transportation activities of a farmer that are—

(1) in direct support of the farmer's farming operations; and

(2) conducted within a 150-mile radius of those operations.

(b) FARMER DEFINED.—In this section, the term "farmer" means a person—

(1) actively engaged in the production or raising of crops, poultry, livestock, or other agricultural commodities; and

(2) whose gross receipts from the sale of such agricultural commodities or products do not exceed $500,000 annually.

**SEC. 7130. DETERMINING AMOUNT OF UNDECLARED SHIPMENTS OF HAZARDOUS MATERIALS ENTERING THE UNITED STATES.**

(a) STUDY.—The Comptroller General shall review existing options and determine additional options for discovering the amount of undeclared shipments of hazardous materials (as defined in section 5101 of title 49, United States Code) entering the United States.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study.

**SEC. 7131. HAZARDOUS MATERIALS RESEARCH PROJECTS.**

(a) IN GENERAL.—The Administrator of the Pipeline and Hazardous Materials Safety Administration shall enter into a contract with the National Academy of Sciences to carry out the 9 research projects called for in the 2005 Special Report 283 of the Transportation Research Board entitled "Cooperative Research for Hazardous Materials Transportation: Defining the Need, Converging on Solutions". In carrying out the research projects, the National Academy of Sciences shall consult with the Administrator.

(b) REPORT.—Not later than 6 months after the date of enactment of this Act, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the need to establish a cooperative research program on hazardous materials transportation.

(c) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, $1,250,000 for each of fiscal years 2006 through 2009 shall be available to carry out this section.

**SEC. 7132. NATIONAL FIRST RESPONDER TRANSPORTATION INCIDENT RESPONSE SYSTEM.**

(a) IN GENERAL.—The Secretary shall provide funding to the Operation Respond Institute to design, build, and operate a seamless first responder hazardous materials incident detection, preparedness, and response system.

(b) EXPANSION.—This system shall include an expansion of the Operation Respond Emergency Information System (OREIS).

(c) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary to carry out this section $2,500,000 for each of fiscal years 2005 through 2008.

**SEC. 7133. COMMON CARRIER PIPELINE SYSTEM.**

(a) STUDY.—The Secretary shall conduct a study of the economic, environmental, and homeland security advantages and disadvantages of operating a common carrier pipeline system in the States of Texas, Louisiana, Mississippi, and Alabama for the transportation of aromatic chemicals.

(b) EVALUATION.—In conducting the study, the Secretary shall evaluate the appropriateness of different Federal incentives for the construction and operation of such a pipeline system, including loan guarantees, other types of financial assistance, and various types of tax incentives.

(c) REPORT.—Not later than December 31, 2005, the Secretary shall transmit to Congress a report on the results of the study, including recommendations, if any, for legislation.

## Subtitle B—Sanitary Food Transportation

Sanitary Food Transportation Act of 2005.
21 USC 301 note.

**SEC. 7201. SHORT TITLE.**

This subtitle may be cited as the "Sanitary Food Transportation Act of 2005".

**SEC. 7202. RESPONSIBILITIES OF SECRETARY OF HEALTH AND HUMAN SERVICES.**

(a) UNSANITARY TRANSPORT DEEMED ADULTERATION.—Section 402 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 342) is amended by adding at the end the following:

"(i) If it is transported or offered for transport by a shipper, carrier by motor vehicle or rail vehicle, receiver, or any other person engaged in the transportation of food under conditions that are not in compliance with regulations promulgated under section 416.".

(b) SANITARY TRANSPORTATION REQUIREMENTS.—Chapter IV of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 341 et seq.) is amended by adding at the end the following:

21 USC 350e.

**"SEC. 416. SANITARY TRANSPORTATION PRACTICES.**

"(a) DEFINITIONS.—In this section:

"(1) BULK VEHICLE.—The term 'bulk vehicle' includes a tank truck, hopper truck, rail tank car, hopper car, cargo tank, portable tank, freight container, or hopper bin, and any other vehicle in which food is shipped in bulk, with the food coming into direct contact with the vehicle.

"(2) TRANSPORTATION.—The term 'transportation' means any movement in commerce by motor vehicle or rail vehicle.

"(b) REGULATIONS.—The Secretary shall by regulation require shippers, carriers by motor vehicle or rail vehicle, receivers, and other persons engaged in the transportation of food to use sanitary transportation practices prescribed by the Secretary to ensure that food is not transported under conditions that may render the food adulterated.

"(c) CONTENTS.—The regulations under subsection (b) shall—

"(1) prescribe such practices as the Secretary determines to be appropriate relating to—

"(A) sanitation;

"(B) packaging, isolation, and other protective measures;

"(C) limitations on the use of vehicles;

"(D) information to be disclosed—

"(i) to a carrier by a person arranging for the transport of food; and

"(ii) to a manufacturer or other person that—

"(I) arranges for the transportation of food by a carrier; or

"(II) furnishes a tank vehicle or bulk vehicle for the transportation of food; and

"(E) recordkeeping; and

"(2) include—

"(A) a list of nonfood products that the Secretary determines may, if shipped in a bulk vehicle, render adulterated food that is subsequently transported in the same vehicle; and

"(B) a list of nonfood products that the Secretary determines may, if shipped in a motor vehicle or rail vehicle (other than a tank vehicle or bulk vehicle), render adulterated food that is simultaneously or subsequently transported in the same vehicle.

"(d) WAIVERS.—

"(1) IN GENERAL.—The Secretary may waive any requirement under this section, with respect to any class of persons, vehicles, food, or nonfood products, if the Secretary determines that the waiver—

"(A) will not result in the transportation of food under conditions that would be unsafe for human or animal health; and

"(B) will not be contrary to the public interest.

Federal Register, publication.

"(2) PUBLICATION.—The Secretary shall publish in the Federal Register any waiver and the reasons for the waiver.

"(e) PREEMPTION.—

"(1) IN GENERAL.—A requirement of a State or political subdivision of a State that concerns the transportation of food is preempted if—

"(A) complying with a requirement of the State or political subdivision and a requirement of this section, or a regulation prescribed under this section, is not possible; or

"(B) the requirement of the State or political subdivision as applied or enforced is an obstacle to accomplishing and carrying out this section or a regulation prescribed under this section.

"(2) APPLICABILITY.—This subsection applies to transportation that occurs on or after the effective date of the regulations promulgated under subsection (b).

"(f) ASSISTANCE OF OTHER AGENCIES.—The Secretary of Transportation, the Secretary of Agriculture, the Administrator of the Environmental Protection Agency, and the heads of other Federal agencies, as appropriate, shall provide assistance on request, to the extent resources are available, to the Secretary for the purposes of carrying out this section.".

(c) INSPECTION OF TRANSPORTATION RECORDS.—

(1) REQUIREMENT.—Section 703 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 373) is amended—

(A) by striking the section heading and all that follows through "For the purpose" and inserting the following:

**"SEC. 703. RECORDS.**

"(a) IN GENERAL.—For the purpose"; and

(B) by adding at the end the following:

"(b) FOOD TRANSPORTATION RECORDS.—A shipper, carrier by motor vehicle or rail vehicle, receiver, or other person subject to section 416 shall, on request of an officer or employee designated by the Secretary, permit the officer or employee, at reasonable times, to have access to and to copy all records that the Secretary requires to be kept under section 416(c)(1)(E).".

(2) CONFORMING AMENDMENT.—Subsection (a) of section 703 of the Federal Food, Drug, and Cosmetic Act (as designated by paragraph (1)(A)) is amended by striking "carriers." and inserting "carriers, except as provided in subsection (b).".

(d) PROHIBITED ACTS; RECORDS INSPECTION.—Section 301(e) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 331(e)) is amended by inserting "416," before "504," each place it appears.

(e) UNSAFE FOOD TRANSPORTATION.—Section 301 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 331) is amended by adding at the end the following:

"(hh) The failure by a shipper, carrier by motor vehicle or rail vehicle, receiver, or any other person engaged in the transportation of food to comply with the sanitary transportation practices prescribed by the Secretary under section 416.".

**SEC. 7203. DEPARTMENT OF TRANSPORTATION REQUIREMENTS.**

Chapter 57 is amended to read as follows:

## "CHAPTER 57—SANITARY FOOD TRANSPORTATION

"5701. Food Transportation safety inspections.

### "§ 5701. Food transportation safety inspections

49 USC 5701.

"(a) INSPECTION PROCEDURES.—

"(1) IN GENERAL.—The Secretary of Transportation, in consultation with the Secretary of Health and Human Services and the Secretary of Agriculture, shall establish procedures for transportation safety inspections for the purpose of identifying suspected incidents of contamination or adulteration of—

"(A) food in violation of regulations promulgated under section 416 of the Federal Food, Drug, and Cosmetic Act;

"(B) a carcass, part of a carcass, meat, meat food product, or animal subject to detention under section 402 of the Federal Meat Inspection Act (21 U.S.C. 672); and

"(C) poultry products or poultry subject to detention under section 19 of the Poultry Products Inspection Act (21 U.S.C. 467a).

"(2) TRAINING.—

"(A) IN GENERAL.—The Secretary of Transportation shall develop and carry out a training program to conduct enforcement of this chapter and regulations prescribed under this chapter or compatible State laws and regulations.

"(B) CONDUCT.—In carrying out this paragraph, the Secretary of Transportation shall train inspectors, including Department of Transportation personnel, State employees described under subsection (c), or personnel paid with funds authorized under sections 31102 and 31104, in the recognition of adulteration problems associated with the transportation of cosmetics, devices, drugs, food, and food additives and in the procedures for obtaining assistance of the appropriate departments, agencies, and instrumentalities of the Government and State authorities to support the enforcement.

"(3) APPLICABILITY.—The procedures established under paragraph (1) shall apply, at a minimum, to Department of Transportation personnel that perform commercial motor vehicle or railroad safety inspections.

"(b) NOTIFICATION OF SECRETARY OF HEALTH AND HUMAN SERVICES OR SECRETARY OF AGRICULTURE.—The Secretary of Transportation shall promptly notify the Secretary of Health and Human Services or the Secretary of Agriculture, as applicable, of any instances of potential food contamination or adulteration of a food identified during transportation safety inspections.

"(c) USE OF STATE EMPLOYEES.—The means by which the Secretary of Transportation carries out subsection (b) may include inspections conducted by State employees using funds authorized to be appropriated under sections 31102 through 31104.".

21 USC 331 note.

**SEC. 7204. EFFECTIVE DATE.**

This subtitle takes effect on October 1, 2005.

# Subtitle C—Research and Innovative Technology Administration

**SEC. 7301. ADMINISTRATIVE AUTHORITY.**

Section 112 is amended by adding at the end the following:

"(e) ADMINISTRATIVE AUTHORITIES.—The Administrator may enter into grants and cooperative agreements with Federal agencies, State and local government agencies, other public entities, private organizations, and other persons—

"(1) to conduct research into transportation service and infrastructure assurance; and

"(2) to carry out other research activities of the Administration.".

# TITLE VIII—TRANSPORTATION DISCRETIONARY SPENDING GUARANTEE

**SEC. 8001. DISCRETIONARY SPENDING LIMITS FOR THE HIGHWAY AND MASS TRANSIT CATEGORIES.**

(a) LIMITS.—Redesignate paragraphs (2) through (9) of section 251(c) of the Balanced Budget and Emergency Deficit Control Act of 1985 as paragraphs (6) through (13), respectively, and strike paragraph (1) of such section 251(c) and insert the following new paragraphs: 2 USC 901.

"(1) with respect to fiscal year 2005—

"(A) for the highway category: $31,277,000,000 in outlays;

"(B) for the mass transit category: $955,792,000 in new budget authority and $6,674,000,000 in outlays;

"(2) with respect to fiscal year 2006—

"(A) for the highway category: $33,942,000,000 in outlays;

"(B) for the mass transit category: $1,643,000,000 in new budget authority and $7,359,000,000 in outlays;

"(3) with respect to fiscal year 2007—

"(A) for the highway category: $36,960,000,000 in outlays;

"(B) for the mass transit category: $1,712,000,000 in new budget authority and $8,120,000,000 in outlays;

"(4) with respect to fiscal year 2008—

"(A) for the highway category: $39,123,000,000 in outlays;

"(B) for the mass transit category: $1,858,000,000 in new budget authority and $8,742,000,000 in outlays;

"(5) with respect to fiscal year 2009—

"(A) for the highway category: $40,660,000,000 in outlays;

"(B) for the mass transit category: $1,977,500,000 in new budget authority and $9,180,000,000 in outlays;".

(b) DEFINITIONS.—Section 250(c)(4) of the Balanced Budget and Emergency Deficit Control Act of 1985 is amended— 2 USC 900.

(1) in subparagraph (B)—

(A) by striking "the Transportation Equity Act for the 21st Century" and all that follows through the colon and inserting: "the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users:"; and

(B) by adding at the end thereof the following new clauses:

"(v) 69–8362–0–7–401 (National Driver Registry).

"(vi) 69–8159–0–7–401 (Motor Carrier Safety Operations and Programs).

"(vii) 06–8158–0–7–401 (Motor Carrier Safety Grants).."; and

(2) by striking subparagraph (C) and inserting the following:

"(C) MASS TRANSIT CATEGORY.—The term 'mass transit category' means the following budget accounts, or portions of the accounts, that are subject to the obligation limitations on contract authority provided in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A

Legacy for Users or for which appropriations are provided in accordance with authorizations contained in that Act:

"(i) 69–1120–0–1–401 (Administrative Expenses).

"(ii) 69–1134–0–1–401 (Capital Investment Grants).

"(iii) 69–8191–0–7–401 (Discretionary Grants).

"(iv) 69–1129–0–1–401 (Formula Grants).

"(v) 69–1127–0–1–401 (Interstate Transfer Grants—Transit).

"(vi) 69–1125–0–1–401 (Job Access and Reverse Commute).

"(vii) 69–1122–0–1–401 (Miscellaneous Expired Accounts).

"(viii) 69–1121–0–1–401 (Research, Training and Human Resources).

"(ix) 69–8350–0–7–401 (Trust Fund Share of Expenses).

"(x) 69–1137–0–1–401 (Transit Planning and Research).

"(xi) 69–1136–0–1–401 (University Transportation Research).

"(xii) 69–1128–0–1–401 (Washington Metropolitan Area Transit Authority).".

**SEC. 8002. ADJUSTMENTS TO ALIGN HIGHWAY SPENDING WITH REVENUES.**

2 USC 901.

Subparagraphs (B) through (E) of section 251(b)(1) of the Balanced Budget and Emergency Deficit Control Act of 1985 are amended to read as follows:

"(B) ADJUSTMENT TO ALIGN HIGHWAY SPENDING WITH REVENUES.—(i) When the President submits the budget under section 1105 of title 31, United States Code, OMB shall calculate and the budget shall make adjustments to the highway category for the budget year and each outyear as provided in clause (ii)(I)(cc).

"(ii)(I)(aa) OMB shall take the actual level of highway receipts for the year before the current year and subtract the sum of the estimated level of highway receipts in subclause (II) plus any amount previously calculated under item (bb) for that year.

"(bb) OMB shall take the current estimate of highway receipts for the current year and subtract the estimated level of receipts for that year.

"(cc) OMB shall add one-half of the sum of the amount calculated under items (aa) and (bb) to the obligation limitations set forth in the section 8003 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and, using current estimates, calculate the outlay change resulting from the change in obligations for the budget year and the first outyear and the outlays flowing therefrom through subsequent fiscal years. After making the calculations under the preceding sentence, OMB shall adjust the amount of obligations set forth in that section for the budget year and the first outyear by adding one-half of the sum of the amount calculated under items (aa) and (bb) to each such year.

"(II) The estimated level of highway receipts for the purposes of this clause are—

"(aa) for fiscal year 2005, $31,562,000,000;

"(bb) for fiscal year 2006, $33,712,000,000;

"(cc) for fiscal year 2007, $34,623,000,000

"(dd) for fiscal year 2008, $35,449,000,000; and

"(ee) for fiscal year 2009, $36,220,000,000.

"(III) In this clause, the term 'highway receipts' means the governmental receipts credited to the highway account of the Highway Trust Fund.

"(C) In addition to the adjustment required by subparagraph (B), when the President submits the budget under section 1105 of title 31, United States Code, for fiscal year 2007, 2008, or 2009, OMB shall calculate and the budget shall include for the budget year and each outyear an adjustment to the limits on outlays for the highway category and the mass transit category equal to—

"(i) the outlays for the applicable category calculated assuming obligation levels consistent with the estimates prepared pursuant to subparagraph (D), as adjusted, using current technical assumptions; minus

"(ii) the outlays for the applicable category set forth in the subparagraph (D) estimates, as adjusted.

"(D)(i) When OMB and CBO submit their final sequester report for fiscal year 2006, that report shall include an estimate of the outlays for each of the categories that would result in fiscal years 2007 through 2010 from obligations at the levels specified in section 8003 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users using current assumptions.

"(ii) When the President submits the budget under section 1105 of title 31, United States Code, for fiscal year 2007, 2008, 2009, or 2010, OMB shall adjust the estimates made in clause (i) by the adjustments by subparagraphs (B) and (C).

"(E) OMB shall consult with the Committees on the Budget and include a report on adjustments under subparagraphs (B) and (C) in the preview report.". Reports.

**SEC. 8003. LEVEL OF OBLIGATION LIMITATIONS.** 2 USC 901 note.

(a) HIGHWAY CATEGORY.—For the purposes of section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985, the level of obligation limitations for the highway category is—

(1) for fiscal year 2005, $35,164,292,000;

(2) for fiscal year 2006, $37,220,843,903;

(3) for fiscal year 2007, $39,460,710,516;

(4) for fiscal year 2008, $40,824,075,404; and

(5) for fiscal year 2009, $42,469,970,178.

(b) MASS TRANSIT CATEGORY.—For the purposes of section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985, the level of obligation limitations for the mass transit category is—

(1) for fiscal year 2005, $7,646,336,000;

(2) for fiscal year 2006, $8,622,931,000;

(3) for fiscal year 2007, $8,974,775,000;

(4) for fiscal year 2008, $9,730,893,000; and

(5) for fiscal year 2009, $10,338,065,000.

For purposes of this subsection, the term "obligation limitations" means the sum of budget authority and obligation limitations.

**SEC. 8004. ENFORCEMENT OF GUARANTEE.**

Clause 3 of rule XXI of the Rules of the House of Representatives is amended—

(1) by striking "section 8103 of the Transportation Equity Act for the 21st Century" and inserting "section 8003 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users"; and

(2) by adding at the end the following: "For purposes of this clause, any obligation limitation relating to surface transportation projects under section 1602 of the Transportation Equity Act for the 21st Century and section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users shall be assumed to be administered on the basis of sound program management practices that are consistent with past practices of the administering agency permitting States to decide High Priority Project funding priorities within State program allocations.".

**SEC. 8005. TRANSFER OF FEDERAL TRANSIT ADMINISTRATIVE EXPENSES.**

For purposes of clauses 2 and 3 of rule XXI of the House of Representatives, it shall be in order to transfer funds, in amounts specified in annual appropriation Acts to carry out the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (including the amendments made by that Act), from the Federal Transit Administration's administrative expenses account to other mass transit budget accounts under section 250(c)(4)(C) of the Balanced Budget and Emergency Deficit Control Act of 1985.

# TITLE IX—RAIL TRANSPORTATION

**SEC. 9001. HIGH-SPEED RAIL CORRIDOR DEVELOPMENT.**

(a) CORRIDOR DEVELOPMENT.—

(1) AMENDMENTS.—Section 26101 of title 49, United States Code, is amended—

(A) in the section heading, by striking "**planning**" and inserting "**development**";

(B) in the heading of subsection (a), by striking "PLANNING" and inserting "DEVELOPMENT";

(C) by striking "corridor planning" each place it appears and inserting "corridor development";

(D) in subsection (b)(1)—

(i) by inserting ", or if it is an activity described in subparagraph (M)" after "high-speed rail improvements";

(ii) by striking "and" at the end of subparagraph (K);

(iii) by striking the period at the end of subparagraph (L) and inserting "; and"; and

(iv) by adding at the end the following new subparagraph:

"(M) the acquisition of locomotives, rolling stock, track, and signal equipment."; and

(E) in subsection (c)(2), by striking "planning" and inserting "development".

(2) CONFORMING AMENDMENT.—The item relating to section 26101 in the table of sections of chapter 261 of title 49, United States Code, is amended by striking "planning" and inserting "development". 49 USC 26101.

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 26104 of title 49, United States Code, is amended to read as follows:

**"§ 26104. Authorization of appropriations**

"(a) FISCAL YEARS 2006 THROUGH 2013.—There are authorized to be appropriated to the Secretary—

"(1) $70,000,000 for carrying out section 26101; and

"(2) $30,000,000 for carrying out section 26102,

for each of the fiscal years 2006 through 2013.

"(b) FUNDS TO REMAIN AVAILABLE.—Funds made available under this section shall remain available until expended.".

(c) DEFINITION.—Section 26105(1) of title 49, United States Code, is amended by striking "and cooperative agreements" and inserting ", cooperative agreements, and other transactions".

**SEC. 9002. CAPITAL GRANTS FOR RAIL LINE RELOCATION PROJECTS.**

(a) ESTABLISHMENT OF PROGRAM.—

(1) PROGRAM REQUIREMENTS.—Chapter 201 of title 49, United States Code, is amended by adding at the end of subchapter II the following: 49 USC 20101.

**"§ 20154. Capital grants for rail line relocation projects**

"(a) ESTABLISHMENT OF PROGRAM.—The Secretary of Transportation shall carry out a grant program to provide financial assistance for local rail line relocation and improvement projects.

"(b) ELIGIBILITY.—A State is eligible for a grant under this section for any construction project for the improvement of the route or structure of a rail line that either—

"(1) is carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development; or

"(2) involves a lateral or vertical relocation of any portion of the rail line.

"(c) CONSIDERATIONS FOR APPROVAL OF GRANT APPLICATIONS.—In determining whether to award a grant to an eligible State under this section, the Secretary shall consider the following factors:

"(1) The capability of the State to fund the rail line relocation project without Federal grant funding.

"(2) The requirement and limitation relating to allocation of grant funds provided in subsection (d).

"(3) Equitable treatment of the various regions of the United States.

"(4) The effects of the rail line, relocated or improved as proposed, on motor vehicle and pedestrian traffic, safety, community quality of life, and area commerce.

"(5) The effects of the rail line, relocated as proposed, on the freight and passenger rail operations on the rail line.

"(d) ALLOCATION REQUIREMENTS.—At least 50 percent of all grant funds awarded under this section out of funds appropriated for a fiscal year shall be provided as grant awards of not more than $20,000,000 each. The $20,000,000 amount shall be adjusted

by the Secretary to reflect inflation for fiscal years beginning after fiscal year 2006.

"(e) NON-FEDERAL SHARE.—

"(1) PERCENTAGE.—A State or other non-Federal entity shall pay at least 10 percent of the shared costs of a project that is funded in part by a grant awarded under this section.

"(2) FORMS OF CONTRIBUTIONS.—The share required by paragraph (1) may be paid in cash or in kind.

"(3) IN-KIND CONTRIBUTIONS.—The in-kind contributions that are permitted to be counted under paragraph (2) for a project for a State or other non-Federal entity are as follows:

"(A) A contribution of real property or tangible personal property (whether provided by the State or a person for the State).

"(B) A contribution of the services of employees of the State or other non-Federal entity, calculated on the basis of costs incurred by the State or other non-Federal entity for the pay and benefits of the employees, but excluding overhead and general administrative costs.

"(C) A payment of any costs that were incurred for the project before the filing of an application for a grant for the project under this section, and any in-kind contributions that were made for the project before the filing of the application, if and to the extent that the costs were incurred or in-kind contributions were made, as the case may be, to comply with a provision of a statute required to be satisfied in order to carry out the project.

"(4) FINANCIAL CONTRIBUTION FROM PRIVATE ENTITIES.—

Reports.

"(A) The Secretary shall require a State to submit a description of the anticipated public and private benefits associated with each rail line relocation or improvement project described in subsection (a). The determination of such benefits shall be developed in consultation with the owner and user of the rail line being relocated or improved or other private entity involved in the project.

"(B) The Secretary shall consider the feasibility of seeking financial contributions or commitments from private entities involved with the project in proportion to the expected benefits determined under subparagraph (A) that accrue to such entities from the project.

"(f) AGREEMENTS TO COMBINE AMOUNTS.—Two or more States (not including political subdivisions of States) may, pursuant to an agreement entered into by the States, combine any part of the amounts provided through grants for a project under this section if—

"(1) the project will benefit each of the States entering into the agreement; and

"(2) the agreement is not a violation of a law of any such State.

"(g) REGULATIONS.—The Secretary shall prescribe regulations for carrying out this section.

"(h) DEFINITIONS.—In this section:

"(1) CONSTRUCTION.—The term 'construction' means the supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a project described under subsection (b)(1) of this section, including bond costs and other costs relating to the issuance of bonds or other

debt financing instruments and costs incurred by the State in performing project related audits, and includes—

"(A) locating, surveying, and mapping;

"(B) track installation, restoration, and rehabilitation;

"(C) acquisition of rights-of-way;

"(D) relocation assistance, acquisition of replacement housing sites, and acquisition and rehabilitation, relocation, and construction of replacement housing;

"(E) elimination of obstacles and relocation of utilities; and

"(F) other activities defined by the Secretary.

"(2) QUALITY OF LIFE.—The term 'quality of life' includes first responders' emergency response time, the environment, noise levels, and other factors as determined by the Secretary.

"(3) STATE.—The term 'State' includes, except as otherwise specifically provided, a political subdivision of a State, and the District of Columbia.

"(i) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary for use in carrying out this section $350,000,000 for each of the fiscal years 2006 through 2009.".

(2) CLERICAL AMENDMENT.—The chapter analysis for such chapter is amended by adding at the end the following: 49 USC 20101.

"20154. Capital grants for rail line relocation projects.".

(b) REGULATIONS.— Deadlines. 49 USC 21054 note.

(1) TEMPORARY REGULATIONS.—Not later than April 1, 2006, the Secretary of Transportation shall issue temporary regulations to implement the grant program under section 20154 of title 49, United States Code, as added by subsection (a). Subchapter II of chapter 5 of title 5, United States Code, shall not apply to the issuance of a temporary regulation under this subsection or of any amendment of such a temporary regulation.

(2) FINAL REGULATIONS.—Not later than October 1, 2006, the Secretary shall issue final regulations implementing the program.

**SEC. 9003. REHABILITATION AND IMPROVEMENT FINANCING.**

(a) DEFINITION.—Section 102(7) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 802(7)) is amended to read as follows:

"(7) 'railroad' has the meaning given that term in section 20102 of title 49, United States Code; and".

(b) GENERAL AUTHORITY.—Section 502(a) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822(a)) is amended to read as follows:

"(a) GENERAL AUTHORITY.—The Secretary shall provide direct loans and loan guarantees to—

"(1) State and local governments;

"(2) interstate compacts consented to by Congress under section 410(a) of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24101 note);

"(3) government sponsored authorities and corporations;

"(4) railroads;

"(5) joint ventures that include at least one railroad; and

"(6) solely for the purpose of constructing a rail connection between a plant or facility and a second rail carrier, limited

option rail freight shippers that own or operate a plant or other facility that is served by no more than a single railroad.".

(c) PRIORITY PROJECTS.—Section 502(c) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822(c)) is amended—

(1) by striking "or" after the semicolon in paragraph (5);

(2) by striking "areas." in paragraph (6) and inserting "areas;"; and

(3) by adding at the end the following:

"(7) enhance service and capacity in the national rail system; or

"(8) would materially alleviate rail capacity problems which degrade the provision of service to shippers and would fulfill a need in the national transportation system.".

(d) EXTENT OF AUTHORITY.—Section 502(d) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822(d)) is amended—

(1) by striking "$3,500,000,000" and inserting "$35,000,000,000";

(2) by striking "$1,000,000,000" and inserting "$7,000,000,000"; and

(3) by adding at the end the following "The Secretary shall not establish any limit on the proportion of the unused amount authorized under this subsection that may be used for 1 loan or loan guarantee.".

(e) COHORTS OF LOANS.—Section 502(f) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822(f)) is amended—

(1) by striking "and" after the semicolon in subparagraph (D) of paragraph (2);

(2) by redesignating subparagraph (E) of paragraph (2) as subparagraph (F);

(3) by adding after subparagraph (D) of paragraph (2) the following:

"(E) the size and characteristics of the cohort of which the loan or loan guarantee is a member; and"; and

(4) by adding at the end of paragraph (4) the following: "A cohort may include loans and loan guarantees. The Secretary shall not establish any limit on the proportion of a cohort that may be used for 1 loan or loan guarantee.".

(f) CONDITIONS OF ASSISTANCE.—

(1) ASSURANCES.—Section 502(h) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822(h)) is amended—

(A) by inserting "(1)" before "The Secretary";

(B) by redesignating paragraphs (1), (2), and (3) as subparagraphs (A), (B), and (C); and

(C) by adding at the end the following:

"(2) The Secretary shall not require an applicant for a direct loan or loan guarantee under this section to provide collateral. Any collateral provided or thereafter enhanced shall be valued as a going concern after giving effect to the present value of improvements contemplated by the completion and operation of the project. The Secretary shall not require that an applicant for a direct loan or loan guarantee under this section have previously sought the financial assistance requested from another source.

"(3) The Secretary shall require recipients of direct loans or loan guarantees under this section to comply with—

"(A) the standards of section 24312 of title 49, United States Code, as in effect on September 1, 2002, with respect to the project in the same manner that the National Railroad Passenger Corporation is required to comply with such standards for construction work financed under an agreement made under section 24308(a) of that title; and

"(B) the protective arrangements established under section 504 of this Act, with respect to employees affected by actions taken in connection with the project to be financed by the loan or loan guarantee.".

(2) TECHNICAL CORRECTION.—Section 502 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822) is amended by striking "offered;" in subsection (f)(2)(A) and inserting "offered, if any;".

(g) TIME LIMIT AND REPAYMENT SCHEDULES.—Section 502 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 822) is amended by adding at the end the following:

"(i) TIME LIMIT FOR APPROVAL OR DISAPPROVAL.—Not later than 90 days after receiving a complete application for a direct loan or loan guarantee under this section, the Secretary shall approve or disapprove the application.

"(j) REPAYMENT SCHEDULES.—

"(1) IN GENERAL.—The Secretary shall establish a repayment schedule requiring payments to commence not later than the sixth anniversary date of the original loan disbursement.

"(2) ACCRUAL.—Interest shall accrue as of the date of disbursement, and shall be amortized over the remaining term of the loan beginning at the time the payments begin.".

(h) EVALUATION CHARGE.—Section 503(k) of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 823(k)) is amended—

(1) in the subsection heading, by striking "INVESTIGATION" and inserting "EVALUATION";

(2) by inserting "the cost of evaluating the application, including" after "reasonable charge for"; and

(3) by adding at the end the following: "Amounts collected under this subsection shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended to pay for the evaluation costs described in this subsection.".

(i) FEES AND CHARGES.—Section 503 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 823) is amended by adding at the end the following new subsection:

"(l) FEES AND CHARGES.—Except as provided in this title, the Secretary may not assess any fees, including user fees, or charges in connection with a direct loan or loan guarantee provided under section 502.".

(j) SUBSTANTIVE CRITERIA AND STANDARDS.—Not later than 30 days after the date of enactment of this Act, the Secretary of Transportation shall publish in the Federal Register and post on the Department of Transportation Web site the substantive criteria and standards used by the Secretary to determine whether to approve or disapprove applications submitted under section 502 of the Railroad Revitalization and Regulatory Reform Act of 1976

Deadlines.
Federal Register, publication.
Internet.
45 USC 822 note.

Procedures.
Guidelines.

(45 U.S.C. 822). The Secretary of Transportation shall ensure adequate procedures and guidelines are in place to permit the filing of complete applications within 30 days of such publication.

**SEC. 9004. REPORT REGARDING IMPACT ON PUBLIC SAFETY OF TRAIN TRAVEL IN COMMUNITIES WITHOUT GRADE SEPARATION.**

(a) STUDY.—The Secretary of Transportation shall, in consultation with State and local government officials, conduct a study of the impact of blocked highway-railroad grade crossings on the ability of emergency responders to perform public safety and security duties.

(b) REPORT ON THE IMPACT OF BLOCKED HIGHWAY-RAILROAD GRADE CROSSINGS ON EMERGENCY RESPONDERS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit the results of the study and recommendations for reducing the impact of blocked crossings on emergency response to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure.

**SEC. 9005. WELDED RAIL AND TANK CAR SAFETY IMPROVEMENTS.**

(a) TRACK STANDARDS.—Section 20142 of title 49, United States Code, is amended by adding at the end the following new subsection:

"(e) TRACK STANDARDS.—

Deadline.

"(1) IN GENERAL.—Within 90 days after the date of enactment of this subsection, the Federal Railroad Administration shall—

"(A) require each track owner using continuous welded rail track to include procedures (in its procedures filed with the Administration pursuant to section 213.119 of title 49, Code of Federal Regulations) to improve the identification of cracks in rail joint bars;

"(B) instruct Administration track inspectors to obtain copies of the most recent continuous welded rail programs of each railroad within the inspectors' areas of responsibility and require that inspectors use those programs when conducting track inspections; and

"(C) establish a program to review continuous welded rail joint bar inspection data from railroads and Administration track inspectors periodically.

"(2) INSPECTION.—Whenever the Administration determines that it is necessary or appropriate, the Administration may require railroads to increase the frequency of inspection, or improve the methods of inspection, of joint bars in continuous welded rail.".

(b) TANK CAR STANDARDS.—

(1) AMENDMENT.—Subchapter II of chapter 201 of title 49, United States Code, is amended by adding at the end the following new section:

**"§ 20155. Tank cars**

Deadlines.

"(a) STANDARDS.—The Federal Railroad Administration shall—

"(1) validate a predictive model to quantify the relevant dynamic forces acting on railroad tank cars under accident conditions within 1 year after the date of enactment of this section; and

"(2) initiate a rulemaking to develop and implement appropriate design standards for pressurized tank cars within 18 months after the date of enactment of this section. Regulations.

"(b) OLDER TANK CAR IMPACT RESISTANCE ANALYSIS AND REPORT.—Within 1 year after the date of enactment of this section the Federal Railroad Administration shall conduct a comprehensive analysis to determine the impact resistance of the steels in the shells of pressure tank cars constructed before 1989. Within 6 months after completing that analysis the Administration shall transmit a report, including recommendations for reducing any risk of catastrophic fracture and separation of such cars, to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.".

(2) TABLE OF SECTIONS AMENDMENT.—The table of sections for subchapter II of chapter 201 of title 49, United States Code, is amended by adding at the end the following new item:

"20155. Tank cars.".

**SEC. 9006. ALASKA RAILROAD.** 45 USC 1207 note.

(a) GRANTS.—The Secretary shall make grants to the Alaska Railroad for capital rehabilitation and improvements benefiting its passenger operations.

(b) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this section such sums as may be necessary.

**SEC. 9007. STUDY OF RAIL TRANSPORTATION AND REGULATION.**

(a) REQUIREMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall enter into an arrangement with the Transportation Research Board of the National Academy of Sciences to conduct a comprehensive study of the Nation's railroad transportation system since the enactment of the Staggers Rail Act of 1980. The study shall address and make recommendations on— Deadline.

(1) the performance of the Nation's major railroads regarding service levels, service quality, and rates;

(2) the projected demand for freight transportation over the next two decades and the constraints limiting the railroads' ability to meet that demand;

(3) the effectiveness of public policy in balancing the need for railroads to earn adequate returns with those of shippers for reasonable rates and adequate service; and

(4) the future role of the Surface Transportation Board in regulating railroad rates, service levels, and the railroads' common carrier obligations, particularly as railroads may become revenue adequate.

(b) REPORT TO CONGRESS.—Not later than 1 year after the Secretary and the Transportation Research Board enter into the arrangement for the study, the Secretary shall transmit the results of the study conducted under subsection (a) to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(c) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary of Transportation $1,000,000

for fiscal year 2006 and $800,000 for fiscal year 2007 to carry out this section. Such sums are to remain available until expended.

**SEC. 9008. HAWAII PORT INFRASTRUCTURE EXPANSION PROGRAM.**

(a) IN GENERAL.—Amounts appropriated or otherwise made available for any fiscal year for an intermodal or marine facility comprising a component of the Hawaii Port Infrastructure Expansion Program, and any non-Federal contributions made available for that program, shall be—

(1) transferred to and administered by the Administrator of the Maritime Administration; and

(2) subject only to such conditions and requirements as may be required by the Maritime Administration.

(b) INTERMODAL AUTHORIZATIONS.—

(1) INTERMODAL CENTERS.—Notwithstanding any other provision of law, an intermodal or marine facility described in subsection (a) is eligible for funding under section 5309(m)(1)(C) of title 49, United States Code.

(2) INTERMODAL SURFACE FREIGHT TRANSFER FACILITY ELIGIBILITY.—Notwithstanding any other provision of law, an intermodal or marine facility described in subsection (a) is deemed to be eligible to be an intermodal surface freight transfer facility for the purposes of section 181(9)(D) of title 23, United States Code.

(c) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—There are authorized to be appropriated to the Secretary of Transportation such sums as may be necessary to carry out this section.

(2) NO LIMITATION.—Nothing in paragraph (1) shall be construed—

(A) to limit or prevent the transfer or administration under subsection (a) of any funds appropriated or otherwise made available pursuant to any other authorization of appropriations or by any appropriations Act; or

(B) to limit the application of subsection (b) to title 49, United States Code.

# TITLE X—MISCELLANEOUS PROVISIONS

## Subtitle A—Sportfishing and Recreational Boating Safety

Sportfishing and Recreational Boating Safety Act of 2005.

16 USC 777 note.

**SEC. 10101. SHORT TITLE.**

This subtitle may be cited as the "Sportfishing and Recreational Boating Safety Act of 2005".

### CHAPTER 1—DINGELL-JOHNSON SPORT FISH RESTORATION ACT AMENDMENTS

**SEC. 10111. AMENDMENT OF DINGELL-JOHNSON SPORT FISH RESTORATION ACT.**

Except as otherwise expressly provided, whenever in this chapter an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision

of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777 et seq.).

**SEC. 10112. AUTHORIZATION OF APPROPRIATIONS.**

(a) IN GENERAL.—Section 3 (16 U.S.C. 777b) is amended—

(1) by striking "the succeeding fiscal year." in the third sentence and inserting "succeeding fiscal years."; and

(2) by striking "in carrying on the research program of the Fish and Wildlife Service in respect to fish of material value for sport and recreation." and inserting "to supplement the 57 percent of the balance of each annual appropriation to be apportioned among the States, as provided for in section 4(c).".

(b) CONFORMING AMENDMENTS.—

(1) IN GENERAL.—The first sentence of section 3 (16 U.S.C. 777b) is amended—

(A) by striking "Sport Fish Restoration Account" and inserting "Sport Fish Restoration and Boating Trust Fund"; and

(B) by striking "that Account" and inserting "that Trust Fund, except as provided in section 9504(c) of the Internal Revenue Code of 1986".

(2) EFFECTIVE DATE.—The amendments made by paragraph (1) take effect on October 1, 2005.

16 USC 777b note.

**SEC. 10113. DIVISION OF ANNUAL APPROPRIATIONS.**

Section 4 (16 U.S.C. 777c) is amended—

(1) by striking subsections (a) through (c) and redesignating subsections (d), (e), (f), and (g) as subsections (b), (c), (d), and (e), respectively;

(2) by inserting before subsection (b), as redesignated by paragraph (1), the following:

"(a) IN GENERAL.—For each of fiscal years 2006 through 2009, the balance of each annual appropriation made in accordance with the provisions of section 3 remaining after the distributions for administrative expenses and other purposes under subsection (b) and for multistate conservation grants under section 14 shall be distributed as follows:

"(1) COASTAL WETLANDS.—An amount equal to 18.5 percent to the Secretary of the Interior for distribution as provided in the Coastal Wetlands Planning, Protection, and Restoration Act (16 U.S.C. 3951 et seq.).

"(2) BOATING SAFETY.—An amount equal to 18.5 percent to the Secretary of the department in which the Coast Guard is operating for State recreational boating safety programs under section 13106 of title 46, United States Code.

"(3) CLEAN VESSEL ACT.—An amount equal to 2.0 percent to the Secretary of the Interior for qualified projects under section 5604(c) of the Clean Vessel Act of 1992 (33 U.S.C. 1322 note).

"(4) BOATING INFRASTRUCTURE.—An amount equal to 2.0 percent to the Secretary of the Interior for obligation for qualified projects under section 7404(d) of the Sportfishing and Boating Safety Act of 1998 (16 U.S.C. 777g–1(d)).

"(5) NATIONAL OUTREACH AND COMMUNICATIONS.—An amount equal to 2.0 percent to the Secretary of the Interior for the National Outreach and Communications Program under section 8(d) of this Act. Such amounts shall remain available

for 3 fiscal years, after which any portion thereof that is unobligated by the Secretary for that program may be expended by the Secretary under subsection (c) of this section.";

(3) by striking (b)(1)(A), as redesignated by paragraph (1), and inserting the following:

"(A) SET-ASIDE FOR ADMINISTRATION.—From the annual appropriation made in accordance with section 3, for each of fiscal years 2006 through 2009, the Secretary of the Interior may use no more than the amount specified in subparagraph (B) for the fiscal year for expenses for administration incurred in the implementation of this Act, in accordance with this section and section 9. The amount specified in subparagraph (B) for a fiscal year may not be included in the amount of the annual appropriation distributed under subsection (a) for the fiscal year.";

(4) by striking "Secretary of the Interior, after the distribution, transfer, use, and deduction under subsections (a), (b), (c), and (d), respectively, and after deducting amounts used for grants under section 14, shall apportion the remainder" in subsection (c), as redesignated by paragraph (1), and inserting "Secretary, for each of fiscal years 2006 through 2009, after the distribution, transfer, use and deduction under subsection (b), and after deducting amounts used for grants under section 14 of this title, shall apportion 57 percent of the balance";

(5) by striking "per centum" each place it appears in subsection (c), as redesignated by paragraph (1), and inserting "percent";

(6) by striking "subsections (a), (b)(3)(A), (b)(3)(B), and (c)" in paragraph (1) of subsection (e), as redesignated by paragraph (1), and inserting "paragraphs (1), (3), (4), and (5) of subsection (a)"; and

(7) by adding at the end the following:

"(f) TRANSFER OF CERTAIN FUNDS.—Amounts available under paragraphs (3) and (4) of subsection (a) that are unobligated by the Secretary of the Interior after 3 fiscal years shall be transferred to the Secretary of the department in which the Coast Guard is operating and shall be expended for State recreational boating safety programs under section 13106(a) of title 46, United States Code.".

**SEC. 10114. MAINTENANCE OF PROJECTS.**

Section 8 (16 U.S.C. 777g) is amended—

(1) by striking "in carrying out the research program of the Fish and Wildlife Service in respect to fish of material value for sport or recreation." in subsection (b)(2) and inserting "to supplement the 57 percent of the balance of each annual appropriation to be apportioned among the States under section 4(c)."; and

(2) by striking "subsection (c) or (d)" in subsection (d)(3) and inserting "subsection (a)(5) or subsection (b)".

**SEC. 10115. BOATING INFRASTRUCTURE.**

Section 7404(d)(1) of the Sportfishing and Boating Safety Act of 1998 (16 U.S.C. 777g–1(d)(1)) is amended by striking "section 4(b)(3)(B) of the Act entitled 'An Act to provide that the United States shall aid the States in fish restoration and management projects, and for other purposes,' approved August 9, 1950, as

amended by this Act," and inserting "section 4(a)(4) of the Dingell-Johnson Sport Fish Restoration Act".

**SEC. 10116. REQUIREMENTS AND RESTRICTIONS CONCERNING USE OF AMOUNTS FOR EXPENSES FOR ADMINISTRATION.**

Section 9 (16 U.S.C. 777h) is amended—

(1) by striking "section 4(d)(1)" in subsection (a) and inserting "section 4(b)"; and

(2) by striking "section 4(d)(1)" in subsection (b)(1) and inserting "section 4(b)".

**SEC. 10117. PAYMENTS OF FUNDS TO AND COOPERATION WITH PUERTO RICO, THE DISTRICT OF COLUMBIA, GUAM, AMERICAN SAMOA, THE COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS, AND THE VIRGIN ISLANDS.**

Section 12 (16 U.S.C. 777k) is amended by striking "in carrying on the research program of the Fish and Wildlife Service in respect to fish of material value for sport or recreation." and inserting "to supplement the 57 percent of the balance of each annual appropriation to be apportioned among the States under section 4(b) of this Act.".

**SEC. 10118. MULTISTATE CONSERVATION GRANT PROGRAM.**

Section 14 (16 U.S.C. 777m) is amended—

(1) by striking so much of subsection (a) as precedes paragraph (2) and inserting the following:

"(a) IN GENERAL.—

"(1) AMOUNT FOR GRANTS.—For each of fiscal years 2006 through 2009, not more than $3,000,000 of each annual appropriation made in accordance with the provisions of section 3 shall be distributed to the Secretary of the Interior for making multistate conservation project grants in accordance with this section.";

(2) by striking "section 4(e)" each place it appears in subsection (a)(2)(B) and inserting "section 4(c)"; and

(3) by striking "Of the balance of each annual appropriation made under section 3 remaining after the distribution and use under subsections (a), (b), and (c) of section 4 for each fiscal year and after deducting amounts used for grants under subsection (a)—" in subsection (e) and inserting "Of amounts made available under section 4(b) for each fiscal year—".

**SEC. 10119. EXPENDITURE OF REMAINING BALANCE IN BOAT SAFETY ACCOUNT.**

The Act is amended by redesignating section 15 (16 U.S.C. 777 note) as section 16, and by inserting after section 14 the following:

**"SEC. 15. EXPENDITURE OF REMAINING BALANCE IN BOAT SAFETY ACCOUNT.** 16 USC 777n.

"Amounts remaining in the Boat Safety Account on October 1, 2005, and amounts thereafter credited to the Account under section 9602(b) of the Internal Revenue Code of 1986, shall be available, without further appropriation, for making expenditures before October 1, 2010, to carry out the purposes of this section and shall be distributed as follows:

"(1) In fiscal year 2006, $28,155,000 shall be distributed—

"(A) under section 4 of this Act in the following manner:

"(i) $11,200,000 to be added to funds available under subsection (a)(2) of that section;

"(ii) $1,245,000 to be added to funds available under subsection (a)(3) of that section;

"(iii) $1,245,000 to be added to funds available under subsection (a)(4) of that section;

"(iv) $1,245,000 to be added to funds available under subsection (a)(5) of that section; and

"(v) $12,800,000 to be added to funds available under subsection (b) of that section; and

"(B) under section 14 of this Act, $420,000, to be added to funds available under subsection (a)(1) of that section.

"(2) In fiscal year 2007, $22,419,000 shall be distributed—

"(A) under section 4 of this Act in the following manner:

"(i) $8,075,000 to be added to funds available under subsection (a)(2) of that section;

"(ii) $713,000 to be added to funds available under subsection (a)(3) of that section;

"(iii) $713,000 to be added to funds available under subsection (a)(4) of that section;

"(iv) $713,000 to be added to funds available under subsection (a)(5) of that section; and

"(v) $11,925,000 to be added to funds available under subsection (b) of this Act; and

"(B) under section 14 of this Act, $280,000 to be added to funds available under subsection (a)(1) of that section.

"(3) In fiscal year 2008, $17,139,000 shall be distributed—

"(A) under section 4 of this Act in the following manner:

"(i) $6,800,000 to be added to funds available under subsection (a)(2) of that section;

"(ii) $333,000 to be added to funds available under subsection (a)(3) of that section;

"(iii) $333,000 to be added to funds available under subsection (a)(4) of that section;

"(iv) $333,000 to be added to funds available under subsection (a)(5) of that section; and

"(v) $9,200,000 to be added to funds available under subsection (b) of that section; and

"(B) under section 14 of this Act, $140,000, to be added to funds available under subsection (a)(1) of that section.

"(4) In fiscal year 2009, $12,287,000 shall be distributed—

"(A) under section 4 of this Act in the following manner:

"(i) $5,100,000 to be added to funds available under subsection (a)(2) of that section;

"(ii) $48,000 to be added to funds available under subsection (a)(3) of that section;

"(iii) $48,000 to be added to funds available under subsection (a)(4) of that section;

"(iv) $48,000 to be added to funds available under subsection (a)(5) of that section; and

"(v) $6,900,000 to be added to funds available under subsection (b) of that section; and

"(B) under section 14 of this Act, $143,000, to be added to funds available under subsection (a)(1) of that section.

"(5) In fiscal year 2010, all remaining funds in the Account shall be distributed under section 4 of this Act in the following manner:

"(A) one-third to be added to funds available under subsection (b); and

"(B) two-thirds to be added to funds available under subsection (h).".

## CHAPTER 2—CLEAN VESSEL ACT OF 1992 AMENDMENTS

### SEC. 10131. GRANT PROGRAM.

Section 5604(c)(2) of the Clean Vessel Act of 1992 (33 U.S.C. 1322 note) is amended—

(1) by striking subparagraph (A);

(2) by redesignating subparagraphs (B) and (C) as subparagraphs (A) and (B), respectively; and

(3) in subparagraph (A), as so redesignated, by striking "receptions" and inserting "reception".

## CHAPTER 3—RECREATIONAL BOATING SAFETY PROGRAM AMENDMENTS

### SEC. 10141. TECHNICAL CORRECTION.

Section 13102(a) of title 46, United States Code, is amended by striking "the Boat Safety Account" and inserting "the Sport Fish Restoration and Boating Trust Fund".

### SEC. 10142. AVAILABILITY OF ALLOCATIONS.

Section 13104(a) of title 46, United States Code, is amended—

(1) by striking "2 years" in paragraph (1) and inserting "3 years"; and

(2) by striking "2-year" in paragraph (2) and inserting "3-year".

### SEC. 10143. AUTHORIZATION OF APPROPRIATIONS FOR STATE RECREATIONAL BOATING SAFETY PROGRAMS.

Section 13106 of title 46, United States Code, is amended—

(1) in subsection (a)(1) by striking "the amount appropriated from the Boat Safety Account for that fiscal year" and inserting "the amount made available from the Boat Safety Account for that fiscal year under section 10119 of the Sportfishing and Recreational Boating Safety Act of 2005";

(2) in subsection (a)(1) by striking "section 4(b) of the Act of August 9, 1950 (16 U.S.C. 777c(b))" and inserting "subsection (a)(2) of section 4 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c(a)(2))";

(3) in subsection (a)(2) by striking "not less than one percent and";

(4) in subsection (c)(1)—

(A) by striking "Secretary of Transportation under paragraph (5)(C) of section 4(b)" and inserting "Secretary under subsection (a)(2) of section 4";

(B) by striking "(16 U.S.C. 777c(b))" and inserting "(16 U.S.C. 777c(a)(2)";

(C) by striking "$3,333,336" and inserting "$4,266,666";

(D) by striking "$1,333,336" and inserting "not less than $2,083,333"; and

(5) in subsection (c)(3) by striking "until expended." and inserting "during the 2 succeeding fiscal years. Any amount that is unexpected or unobligated at the end of the 3-year period during which it is available shall be withdrawn by the Secretary and allocated to the States in addition to any other amounts available for allocation in the fiscal year in which they are withdrawn or the following fiscal year.".

# Subtitle B—Other Miscellaneous Provisions

15 USC 657g note.

**SEC. 10201. NOTICE REGARDING PARTICIPATION OF SMALL BUSINESS CONCERNS.**

The Secretary shall notify each State or political subdivision of a State to which the Secretary awards a grant or other Federal funds of the criteria for participation by a small business concern in any program or project that is funded, in whole or in part, by the Federal Government under section 155 of the Small Business Reauthorization and Manufacturing Assistance Act of 2004 (15 U.S.C. 567g).

42 USC 300d–4.

**SEC. 10202. EMERGENCY MEDICAL SERVICES.**

(a) FEDERAL INTERAGENCY COMMITTEE ON EMERGENCY MEDICAL SERVICES.—

(1) ESTABLISHMENT.—The Secretary of Transportation, the Secretary of Health and Human Services, and the Secretary of Homeland Security, acting through the Under Secretary for Emergency Preparedness and Response, shall establish a Federal Interagency Committee on Emergency Medical Services.

(2) MEMBERSHIP.—The Interagency Committee shall consist of the following officials, or their designees:

(A) The Administrator, National Highway Traffic Safety Administration.

(B) The Director, Preparedness Division, Directorate of Emergency Preparedness and Response of the Department of Homeland Security.

(C) The Administrator, Health Resources and Services Administration, Department of Health and Human Services.

(D) The Director, Centers for Disease Control and Prevention, Department of Health and Human Services.

(E) The Administrator, United States Fire Administration, Directorate of Emergency Preparedness and Response of the Department of Homeland Security.

(F) The Administrator, Centers for Medicare and Medicaid Services, Department of Health and Human Services.

(G) The Under Secretary of Defense for Personnel and Readiness.

(H) The Director, Indian Health Service, Department of Health and Human Services.

(I) The Chief, Wireless Telecommunications Bureau, Federal Communications Commission.

(J) A representative of any other Federal agency appointed by the Secretary of Transportation or the Secretary of Homeland Security through the Under Secretary

for Emergency Preparedness and Response, in consultation with the Secretary of Health and Human Services, as having a significant role in relation to the purposes of the Interagency Committee.

(K) A State emergency medical services director appointed by the Secretary.

(3) PURPOSES.—The purposes of the Interagency Committee are as follows:

(A) To ensure coordination among the Federal agencies involved with State, local, tribal, or regional emergency medical services and 9–1–1 systems.

(B) To identify State, local, tribal, or regional emergency medical services and 9–1–1 needs.

(C) To recommend new or expanded programs, including grant programs, for improving State, local, tribal, or regional emergency medical services and implementing improved emergency medical services communications technologies, including wireless 9–1–1.

(D) To identify ways to streamline the process through which Federal agencies support State, local, tribal or regional emergency medical services.

(E) To assist State, local, tribal or regional emergency medical services in setting priorities based on identified needs.

(F) To advise, consult, and make recommendations on matters relating to the implementation of the coordinated State emergency medical services programs.

(4) ADMINISTRATION.—The Administrator of the National Highway Traffic Safety Administration, in cooperation with the Administrator of the Health Resources and Services Administration of the Department of Health and Human Services and the Director of the Preparedness Division, Directorate of Emergency Preparedness and Response of the Department of Homeland Security, shall provide administrative support to the Interagency Committee, including scheduling meetings, setting agendas, keeping minutes and records, and producing reports.

(5) LEADERSHIP.—The members of the Interagency Committee shall select a chairperson of the Committee each year.

(6) MEETINGS.—The Interagency Committee shall meet as frequently as is determined necessary by the chairperson of the Committee.

(7) ANNUAL REPORTS.—The Interagency Committee shall prepare an annual report to Congress regarding the Committee's activities, actions, and recommendations.

**SEC. 10203. HUBZONE PROGRAM.**

Section 3(p)(4)(B)(ii) of the Small Business Act (15 U.S.C. 632(p)(4)(B)(ii)) is amended—

(1) in subclause (I) by striking "or" at the end;

(2) in subclause (II) by striking the period at the end and inserting "; or"; and

(3) by adding after subclause (II) the following:

"(III) there is located a difficult development area, as designated by the Secretary of Housing and Urban Development in accordance with section 42(d)(5)(C)(iii) of the Internal Revenue Code of

1986, within Alaska, Hawaii, or any territory or possession of the United States outside the 48 contiguous States.".

**SEC. 10204. CATASTROPHIC HURRICANE EVACUATION PLANS.**

(a) IN GENERAL.—The Secretary and the Secretary of Homeland Security (referred to in this section as the "Secretaries"), in coordination with the Gulf Coast States and contiguous States, shall jointly review and assess Federal and State evacuation plans for catastrophic hurricanes impacting the Gulf Coast Region and report its findings and recommendations to Congress.

(b) CONSULTATION.—In carrying out this section, the Secretaries shall consult with appropriate Federal, State, and local transportation and emergency management agencies.

(c) CONTENTS.—In conducting the review, the Secretaries shall consider, at a minimum—

(1) all practical modes of transportation available for evacuations;

(2) the extent to which evacuation plans are coordinated with neighboring States;

(3) methods of communicating evacuation plans and preparing citizens in advance of evacuations; and

(4) methods of coordinating communication with evacuees during plan execution.

(d) REPORT.—The Secretaries shall submit to Congress a report of their findings under this section and recommendations not later than October 1, 2006.

**SEC. 10205. INTERMODAL TRANSPORTATION FACILITY EXPANSION.**

Any funds provided for the Federal share, and any funds provided for the non-Federal share, for an intermodal transportation maritime facility at the Port of Anchorage, Alaska, or for access to that facility shall be transferred to and administered by the Administrator of the Maritime Administration.

16 USC 1855 note.

**SEC. 10206. ELIGIBILITY TO PARTICIPATE IN WESTERN ALASKA COMMUNITY DEVELOPMENT QUOTA PROGRAM.**

A community shall be eligible to participate in the western Alaska community development quota program established under section 305(i) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1855(i)) if the community—

(1) is listed in table 7 to part 679 of title 50, Code of Federal Regulations, as in effect on March 8, 2004; or

(2) was determined to be eligible to participate in such program by the National Marine Fisheries Service on April 19, 1999.

Alabama.

**SEC. 10207. RAIL REHABILITATION AND BRIDGE REPAIR.**

There are authorized to be appropriated to the Secretary of Transportation for rail rehabilitation and bridge repair in the State of Alabama for the period encompassing fiscal years 2006 through 2010 such sums as may be necessary, for work on—

(1) the Luxapalila Valley Railroad from the Mississippi and Alabama State line east to Belk, Alabama;

(2) the Meridian and Bigbee Railroad from the Mississippi and Alabama State line east to Burkeville, Alabama;

(3) the Three Notch Railroad from Georgiana, Alabama, to Andalusia, Alabama;

(4) the Wiregrass Railroad in Alabama;

(5) the Alabama and Gulf Coast Railroad from the Mississippi and Alabama State line southeast to Mobile and Atmore in Alabama; and

(6) the railroad bridge that spans the Coosa River, connecting the east and west sides of the City of Gadsden, Alabama.

**SEC. 10208. RENTED OR LEASED MOTOR VEHICLES.**

(a) IN GENERAL.—Subchapter I of chapter 301 of title 49, United States Code, is amended by adding at the end the following: 49 USC 30101.

**"§ 30106. Rented or leased motor vehicle safety and responsibility**

"(a) IN GENERAL.—An owner of a motor vehicle that rents or leases the vehicle to a person (or an affiliate of the owner) shall not be liable under the law of any State or political subdivision thereof, by reason of being the owner of the vehicle (or an affiliate of the owner), for harm to persons or property that results or arises out of the use, operation, or possession of the vehicle during the period of the rental or lease, if—

"(1) the owner (or an affiliate of the owner) is engaged in the trade or business of renting or leasing motor vehicles; and

"(2) there is no negligence or criminal wrongdoing on the part of the owner (or an affiliate of the owner).

"(b) FINANCIAL RESPONSIBILITY LAWS.—Nothing in this section supersedes the law of any State or political subdivision thereof—

"(1) imposing financial responsibility or insurance standards on the owner of a motor vehicle for the privilege of registering and operating a motor vehicle; or

"(2) imposing liability on business entities engaged in the trade or business of renting or leasing motor vehicles for failure to meet the financial responsibility or liability insurance requirements under State law.

"(c) APPLICABILITY AND EFFECTIVE DATE.—Notwithstanding any other provision of law, this section shall apply with respect to any action commenced on or after the date of enactment of this section without regard to whether the harm that is the subject of the action, or the conduct that caused the harm, occurred before such date of enactment.

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

"(1) AFFILIATE.—The term 'affiliate' means a person other than the owner that directly or indirectly controls, is controlled by, or is under common control with the owner. In the preceding sentence, the term 'control' means the power to direct the management and policies of a person whether through ownership of voting securities or otherwise.

"(2) OWNER.—The term 'owner' means a person who is—

"(A) a record or beneficial owner, holder of title, lessor, or lessee of a motor vehicle;

"(B) entitled to the use and possession of a motor vehicle subject to a security interest in another person; or

"(C) a lessor, lessee, or a bailee of a motor vehicle, in the trade or business of renting or leasing motor vehicles,

having the use or possession thereof, under a lease, bailment, or otherwise.

"(3) PERSON.—The term 'person' means any individual, corporation, company, limited liability company, trust, association, firm, partnership, society, joint stock company, or any other entity.".

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by inserting after the item relating to section 30105 the following:

"30106. Rented or leased motor vehicle safety and responsibility.".

**SEC. 10209. MIDWAY ISLAND.**

(a) GRANTS.—In order to provide for both the safety of commercial and military aviation operations and the support of resource management in the remote Pacific, the Commandant of the Coast Guard, in consultation with the Secretary of Transportation and the Undersecretary of Commerce for Oceans and Atmosphere, shall develop such memoranda of understanding as may be necessary, and to make grants or otherwise provide funding, to provide for the operation of the Midway Airport, the rightsizing of necessary infrastructure and support facilities, the maintenance and development of the Airport, and other related matters.

(b) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the United States Coast Guard, the Department of Transportation, and the National Oceanic and Atmospheric Administration such sums as may be necessary to carry out this section for fiscal years 2006 through 2009.

**SEC. 10210. DEMONSTRATION OF DIGITAL PROJECT SIMULATION.**

(a) IN GENERAL.—

(1) DIGITAL PROJECT SIMULATION DEMONSTRATION PROJECT.—The Secretary shall establish a demonstration initiative using digital project simulation to plan, design, and construct the project listed in item 459 designated in section 1934 of the SAFETEA–LU.

(2) COOPERATION.—To be eligible to receive funds made available for the project referred to in paragraph (1), the project sponsor, including private entities working with the project sponsor on the project, and the State shall enter into an agreement to work cooperatively with the Secretary to use digital project simulation for such project and to evaluate the effectiveness of using such simulation.

(b) SIMULATION PROGRAM DEVELOPMENT.—

(1) IN GENERAL.—In establishing the demonstration initiative under subsection (a), the Secretary shall provide, to the extent practicable, that—

(A) the planning, design, and construction of the project is carried out by using digital project simulation to achieve savings and efficiency in investment planning, project delivery coordination, and facility management; and

(B) in constructing such project, the project sponsor use digital lifecycle management techniques, including the use of embedded electronics and software to monitor performance of the infrastructure and provide safety and security information to the project sponsor.

(2) COLLABORATION.—The Secretary, the State, and the project sponsor may consult with technology companies and

educational institutions that strive to develop and enhance technologies, including digital project simulation, that save money and time by using efficient methods of design, construction, and operation for transportation infrastructure projects.

(c) REPORT.—

(1) IN GENERAL.—Not later than one year after completion of the project described in subsection (a), the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a detailed report comparing the application of digital project simulation for such project to more traditional approaches to planning, design, and construction.

(2) PERFORMANCE MEASURES AND RECOMMENDATIONS.—The report shall also include—

(A) a description of the performance measures applied, including cost comparisons and length of construction; and

(B) recommendations, if any, for administrative or legislative action.

(d) DEFINITION.—For purposes of this section, the term "digital project simulation" means computer-assisted three-dimensional technology and digital lifecycle management.

**SEC. 10211. ENVIRONMENTAL PROGRAMS.**

(a) OKLAHOMA.—Notwithstanding any other provision of law, if the Administrator of the Environmental Protection Agency (referred to in this section as the "Administrator") determines that a regulatory program submitted by the State of Oklahoma for approval by the Administrator under a law administered by the Administrator meets applicable requirements of the law, and the Administrator approves the State to administer the State program under the law with respect to areas in the State that are not Indian country, on request of the State, the Administrator shall approve the State to administer the State program in the areas of the State that are in Indian country, without any further demonstration of authority by the State.

(b) TREATMENT AS STATE.—Notwithstanding any other provision of law, the Administrator may treat an Indian tribe in the State of Oklahoma as a State under a law administered by the Administrator only if—

(1) the Indian tribe meets requirements under the law to be treated as a State; and

(2) the Indian tribe and the agency of the State of Oklahoma with federally delegated program authority enter into a cooperative agreement, subject to review and approval of the Administrator after notice and opportunity for public hearing, under which the Indian tribe and that State agency agree to treatment of the Indian tribe as a State and to jointly plan administer program requirements.

**SEC. 10212. RESCISSION OF UNOBLIGATED BALANCES.**

(a) IN GENERAL.—On September 30, 2009, $8,543,000,000 of the unobligated balances of funds apportioned before such date to the States for the Interstate maintenance, national highway system, bridge, congestion mitigation and air quality improvement, surface transportation (other than the STP set-aside programs), metropolitan planning, minimum guarantee, Appalachian development highway system, recreational trails, safe routes to school,

freight intermodal connectors, coordinated border infrastructure, high risk rural road, and highway safety improvement programs, and each of the STP set-aside programs, is rescinded.

(b) ALLOCATION AMONG STATES.—The Secretary shall determine each State's share of the amount to be rescinded by subsection (a) on September 30, 2009, by multiplying $8,543,000,000 by the ratio of the aggregate amount apportioned to such State for fiscal years 2004 through 2009 for all the programs referred to in subsection (a) to the aggregate amount apportioned to all States for such fiscal years for those programs.

(c) CALCULATIONS.—To determine the allocation of the amount to be rescinded for a State under subsection (b) among the programs referred to in subsection (a), the Secretary shall make the following calculations:

(1) The Secretary shall multiply such amount to be rescinded by the ratio that the aggregate amount of unobligated funds available to the State on September 30, 2009, for each such program bears to the aggregate amount of unobligated funds available to the State on September 30, 2009, for all such programs.

(2) The Secretary shall multiply such amount to be rescinded by the ratio that the aggregate of the amount apportioned to the State for each such program for fiscal years 2004 through 2009 bears to the aggregate amount apportioned to the State for all such programs for fiscal years 2004 through 2009.

(d) ALLOCATION AMONG PROGRAMS.—

(1) IN GENERAL.—The Secretary, in consultation with the State, shall rescind for the State from each program referred to in subsection (a) the amount determined for the program under subsection (c)(1).

(2) SPECIAL RULE.—

(A) RESTORATION OF FUNDS FOR COVERED PROGRAMS.—If the rescission calculated under subsection (c)(1) for a covered program exceeds the amount calculated for the covered program under subsection (c)(2), the State shall immediately restore to the apportionment account for the covered program from the unobligated balances of programs referred to in subsection (a) (other than covered programs) the amount of funds required so that the net rescission from the covered program does not exceed the amount calculated for the covered program under subsection (c)(2).

(B) TREATMENT OF RESTORED FUNDS.—Any funds restored under subparagraph (A) shall be deemed to be the funds that were rescinded for the purposes of obligation.

(3) COVERED PROGRAM DEFINED.—In paragraph (2), the term "covered program" means a program authorized under sections 130 and 152 of title 23, United States Code, paragraph (2) or (3) of section 133(d) of that title, section 144 of that title, section 149 of that title, or section 1404 of this Act.

(e) TREATMENT OF SAFETY PROGRAMS.—In making calculations under subsections (c)(1), (c)(2), and (d)(2), the Secretary shall treat the STP set-aside program for safety programs and the highway safety improvement program as a single program.

(f) STP SET-ASIDE PROGRAM DEFINED.—In this section, the term "STP set-aside program" means the amount set aside under section 133(d) of title 23, United States Code, for each of the

safety programs, transportation enhancement activities, and division between urbanized areas of over 200,000 population and other areas.

**SEC. 10213. TRIBAL LAND.**

Section 707(a) of Public Law 106–568 (25 U.S.C. 1041e(a)) is amended—

(1) in paragraph (1) by striking "(1) IN GENERAL.—"; and

(2) by striking paragraph (2).

# Subtitle C—Specific Vehicle Safety-related Rulings

**SEC. 10301. VEHICLE ROLLOVER PREVENTION AND CRASH MITIGATION.**

(a) IN GENERAL.—Subchapter II of chapter 301 is amended by adding at the end the following:

**"§ 30128. Vehicle rollover prevention and crash mitigation** 49 USC 30128.

"(a) IN GENERAL.—The Secretary shall initiate rulemaking proceedings, for the purpose of establishing rules or standards that will reduce vehicle rollover crashes and mitigate deaths and injuries associated with such crashes for motor vehicles with a gross vehicle weight rating of not more than 10,000 pounds.

"(b) ROLLOVER PREVENTION.—One of the rulemaking proceedings initiated under subsection (a) shall be to establish performance criteria to reduce the occurrence of rollovers consistent with stability enhancing technologies. The Secretary shall issue a proposed rule in this proceeding by rule by October 1, 2006, and a final rule by April 1, 2009. Deadlines.

"(c) OCCUPANT EJECTION PREVENTION.— Deadlines.

"(1) IN GENERAL.—The Secretary shall also initiate a rulemaking proceeding to establish performance standards to reduce complete and partial ejections of vehicle occupants from outboard seating positions. In formulating the standards the Secretary shall consider various ejection mitigation systems. The Secretary shall issue a final rule under this paragraph no later than October 1, 2009.

"(2) DOOR LOCKS AND DOOR RETENTION.—The Secretary shall complete the rulemaking proceeding initiated to upgrade Federal Motor Vehicle Safety Standard No. 206, relating to door locks and door retention, no later than 30 months after the date of enactment of this section.

"(d) PROTECTION OF OCCUPANTS.—One of the rulemaking proceedings initiated under subsection (a) shall be to establish performance criteria to upgrade Federal Motor Vehicle Safety Standard No. 216 relating to roof strength for driver and passenger sides. The Secretary may consider industry and independent dynamic tests that realistically duplicate the actual forces transmitted during a rollover crash. The Secretary shall issue a proposed rule by December 31, 2005, and a final rule by July 1, 2008. Deadlines.

"(e) DEADLINES.—If the Secretary determines that the deadline for a final rule under this section cannot be met, the Secretary shall—

Notification.

"(1) notify the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Energy and Commerce and explain why that deadline cannot be met; and

"(2) establish a new deadline.".

49 USC 30101 note.

**SEC. 10302. SIDE-IMPACT CRASH PROTECTION RULEMAKING.**

(a) RULEMAKING.—The Secretary shall complete a rulemaking proceeding under chapter 301 of title 49, United States Code, to establish a standard designed to enhance passenger motor vehicle occupant protection, in all seating positions, in side impact crashes. The Secretary shall issue a final rule by July 1, 2008.

Deadline.

(b) DEADLINES.—If the Secretary determines that the deadline for a final rule under this section cannot be met, the Secretary shall—

Notification.

(1) notify the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Energy and Commerce and explain why that deadline cannot be met; and

(2) establish a new deadline.

Deadlines. Reports.

**SEC. 10303. TIRE RESEARCH.**

Within 2 years after the date of enactment of this Act, the Secretary shall transmit a report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Energy and Commerce on research conducted to address tire aging. The report shall include a summary of any Federal agency findings, activities, conclusions, and recommendations concerning tire aging and recommendations for potential rulemaking regarding tire aging.

(a) CONFORMING AMENDMENT.—The chapter analysis for chapter 301 is amended by inserting after the item relating to section 30127 the following:

"30128. Vehicle accident ejection protection.".

49 USC 30101 note.

**SEC. 10304. VEHICLE BACKOVER AVOIDANCE TECHNOLOGY STUDY.**

(a) IN GENERAL.—The Administrator of the National Highway Traffic Safety Administration shall conduct a study of effective methods for reducing the incidence of injury and death outside of parked passenger motor vehicles with a gross vehicle weight rating of not more than 10,000 pounds attributable to movement of such vehicles. The Administrator shall complete the study within 1 year after the date of enactment of this Act and report its findings to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Energy and Commerce not later than 15 months after the date of enactment of this Act.

Reports. Deadlines.

(b) SPECIFIC ISSUES TO BE COVERED.—The study required by subsection (a) shall—

(1) include an analysis of backover prevention technology;

(2) identify, evaluate, and compare the available technologies for detecting people or objects behind a motor vehicle with a gross vehicle weight rating of not more than 10,000 pounds for their accuracy, effectiveness, cost, and feasibility for installation; and

(3) provide an estimate of cost savings that would result from widespread use of backover prevention devices and technologies in motor vehicles with a gross vehicle weight rating of not more than 10,000 pounds, including savings attributable to the prevention of—

(A) injuries and fatalities; and

(B) damage to bumpers and other motor vehicle parts and damage to other objects.

**SEC. 10305. NONTRAFFIC INCIDENT DATA COLLECTION.**

49 USC 30101 note.

(a) IN GENERAL.—In conjunction with the study required in section 10304, the National Highway Traffic Safety Administration shall establish a method to collect and maintain data on the number and types of injuries and deaths involving motor vehicles with a gross vehicle weight rating of not more than 10,000 pounds in non-traffic incidents.

(b) DATA COLLECTION AND PUBLICATION.—The Secretary of Transportation shall publish the data collected under subsection (a) no less frequently than biennially.

**SEC. 10306. STUDY OF SAFETY BELT USE TECHNOLOGIES.**

The Secretary shall conduct a review of safety belt use technologies to consider possible revisions in strategies for achieving further gains in safety belt use. The Secretary shall complete the study by July 1, 2008.

**SEC. 10307. AMENDMENT OF AUTOMOBILE INFORMATION DISCLOSURE ACT.**

(a) SAFETY LABELING REQUIREMENT.—Section 3 of the Automobile Information Disclosure Act (15 U.S.C. 1232) is amended—

(1) by striking "and" after the semicolon in subsection (e);

(2) by inserting "and" after the semicolon in subsection (f)(3);

(3) by striking "(3)." in subsection (f)(4) and inserting "(3);"; and

(4) by adding at the end the following:

"(g) if one or more safety ratings for such automobile have been assigned and formally published or released by the National Highway Traffic Safety Administration under the New Car Assessment Program, information about safety ratings that—

"(1) includes a graphic depiction of the number of stars, or other applicable rating, that corresponds to each such assigned safety rating displayed in a clearly differentiated fashion indicating the maximum possible safety rating;

"(2) refers to frontal impact crash tests, side impact crash tests, and rollover resistance tests (whether or not such automobile has been assigned a safety rating for such tests);

"(3) contains information describing the nature and meaning of the crash test data presented and a reference to additional vehicle safety resources, including http://www.safecar.gov; and

"(4) is presented in a legible, visible, and prominent fashion and covers at least—

"(A) 8 percent of the total area of the label; or

"(B) an area with a minimum length of 4½ inches and a minimum height of 3½ inches; and

"(h) if an automobile has not been tested by the National Highway Traffic Safety Administration under the New Car Assessment Program, or safety ratings for such automobile have not been assigned in one or more rating categories, a statement to that effect.".

Deadline.
15 USC 1232 note.

(b) REGULATIONS.—The Secretary of Transportation shall issue regulations to ensure that the labeling requirements under subsections (g) and (h) of section 3 of the Automobile Information Disclosure Act, as added by subsection (a), are implemented by September 1, 2007.

(c) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary of Transportation, to accelerate the testing processes and increasing the number of vehicles tested under the New Car Assessment Program of the National Highway Traffic Safety Administration—

(1) $15,000,000 for fiscal year 2006;
(2) $8,134,065 for fiscal year 2007;
(3) $8,418,760 for fiscal year 2008;
(4) $8,713,410 for fiscal year 2009; and
(5) $9,018,385 for fiscal year 2010.

**SEC. 10308. POWER WINDOW SWITCHES.**

Deadline.

The Secretary shall upgrade Federal Motor Vehicle Safety Standard 118 to require that power windows in motor vehicles not in excess of 10,000 pounds have switches that raise the window only when the switch is pulled up or out. The Secretary shall issue a final rule implementing this section by April 1, 2007.

49 USC 30117.

**SEC. 10309. 15-PASSENGER VAN SAFETY.**

(a) TESTING.—

(1) IN GENERAL.—The Secretary of Transportation shall require the testing of 15-passenger vans as part of the rollover resistance program of the National Highway Traffic Safety Administration's new car assessment program.

(2) 15-PASSENGER VAN DEFINED.—In this subsection, the term "15-passenger van" means a vehicle that seats 10 to 14 passengers, not including the driver.

49 USC 30112.

(b) PROHIBITION OF PURCHASE, RENTAL, OR LEASE OF NONCOMPLYING 15-PASSENGER VANS FOR SCHOOL USE.—Section 30112(a) is amended—

(1) by inserting "(1)" before "Except as provided"; and
(2) by adding at the end the following:

"(2) Except as provided in this section, sections 30113 and 30114 of this title, and subchapter III of this chapter, a school or school system may not purchase or lease a new 15-passenger van if it will be used significantly by, or on behalf of, the school or school system to transport preprimary, primary, or secondary school students to or from school or an event related to school, unless the 15-passenger van complies with the motor vehicle standards prescribed for school buses and multifunction school activity buses under this title. This paragraph does not apply to the purchase or lease of a 15-passenger van under a contract executed before the date of enactment of this paragraph.".

49 USC 30165.

(c) PENALTY.—Section 30165(a) is amended—

(1) by redesignating paragraph (2) as paragraph (3); and
(2) by inserting after paragraph (1) the following:

"(2) SCHOOL BUSES.—

"(A) IN GENERAL.—Notwithstanding paragraph (1), the maximum amount of a civil penalty under this paragraph shall be $10,000 in the case of—

"(i) the manufacture, sale, offer for sale, introduction or delivery for introduction into interstate commerce, or importation of a school bus or school bus equipment (as those terms are defined in section 30125(a) of this title) in violation of section 30112(a)(1) of this title; or

"(ii) a violation of section 30112(a)(2) of this title.

"(B) RELATED SERIES OF VIOLATIONS.—A separate violation occurs for each motor vehicle or item of motor vehicle equipment and for each failure or refusal to allow or perform an act required by that section. The maximum penalty under this paragraph for a related series of violations is $15,000,000.".

**SEC. 10310. AUTHORIZATION OF APPROPRIATIONS.**

There are authorized to be appropriated to the Secretary to carry out this subtitle, chapter 301 of title 49, and part C of subtitle VI of title 49, United States Code—

(1) $136,000,000 for fiscal year 2006;
(2) $142,800,000 for fiscal year 2007;
(3) $149,900,000 for fiscal year 2008; and
(4) $157,400,000 for fiscal year 2009.

# TITLE XI—HIGHWAY REAUTHORIZATION AND EXCISE TAX SIMPLIFICATION

**SEC. 11100. AMENDMENT OF 1986 CODE.**

Except as otherwise expressly provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of the Internal Revenue Code of 1986.

## Subtitle A—Trust Fund Reauthorization

**SEC. 11101. EXTENSION OF HIGHWAY-RELATED TAXES AND TRUST FUNDS.**

(a) EXTENSION OF TAXES.—

(1) IN GENERAL.—The following provisions are each amended by striking "2005" each place it appears and inserting "2011":

(A) Section 4041(a)(1)(C)(iii)(I) (relating to rate of tax on certain buses). 26 USC 4041.

(B) Section 4041(a)(2)(B) (relating to rate of tax on special motor fuels).

(C) Section 4041(m)(1) (relating to certain alcohol fuels).

(D) Section 4051(c) (relating to termination of tax on heavy trucks and trailers).

(E) Section 4071(d) (relating to termination of tax on tires).

(F) Section 4081(d)(1) (relating to termination of tax on gasoline, diesel fuel, and kerosene).

(2) EXTENSION OF TAX, ETC., ON USE OF CERTAIN HEAVY VEHICLES.—The following provisions are each amended by striking "2006" each place it appears and inserting "2011":

(A) Section 4481(f) (relating to period tax in effect).

(B) Section 4482(c)(4) (relating to taxable period).

(C) Section 4482(d) (relating to special rule for taxable period in which termination date occurs).

(3) FLOOR STOCKS REFUNDS.—Section 6412(a)(1) (relating to floor stocks refunds) is amended—

(A) by striking "2005" each place it appears and inserting "2011", and

(B) by striking "2006" each place it appears and inserting "2012".

(b) EXTENSION OF CERTAIN EXEMPTIONS.—

(1) CERTAIN TAX-FREE SALES.—Section 4221(a) (relating to certain tax-free sales) is amended by striking "2005" and inserting "2011".

(2) TERMINATION OF EXEMPTIONS FOR HIGHWAY USE TAX.—Section 4483(h) (relating to termination of exemptions for highway use tax) is amended by striking "2006" and inserting "2011".

(c) EXTENSION OF TRANSFERS OF CERTAIN TAXES.—

(1) IN GENERAL.—Paragraphs (1) and (2) of subsection (b), and paragraphs (2) and (3) of subsection (c), of section 9503 (relating to the Highway Trust Fund) are each amended—

(A) by striking "2005" each place it appears and inserting "2011", and

(B) by striking "2006" each place it appears and inserting "2012".

(2) MOTORBOAT AND SMALL-ENGINE FUEL TAX TRANSFERS.—

(A) IN GENERAL.—Subparagraph (A) of section 9503(c)(5) is amended by striking "2005" and inserting "2011".

(B) CONFORMING AMENDMENTS TO LAND AND WATER CONSERVATION FUND.—Section 201(b) of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 460l–11(b)) is amended—

(i) by striking "2003" and inserting "2011", and

(ii) by striking "2004" each place it appears and inserting "2012".

(d) EXTENSION AND EXPANSION OF EXPENDITURES FROM TRUST FUNDS.—

(1) HIGHWAY TRUST FUND.—

(A) HIGHWAY ACCOUNT.—Paragraph (1) of section 9503(c) of such Code is amended to read as follows:

"(1) FEDERAL-AID HIGHWAY PROGRAM.—Except as provided in subsection (e), amounts in the Highway Trust Fund shall be available, as provided by appropriation Acts, for making expenditures before September 30, 2009 (October 1, 2009, in the case of expenditures for administrative expenses), to meet those obligations of the United States heretofore or hereafter incurred which are authorized to be paid out of the Highway Trust Fund under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or any other provision of law which was referred to in this paragraph before

the date of the enactment of such Act (as such Act and provisions of law are in effect on the date of the enactment of such Act).".

(B) MASS TRANSIT ACCOUNT.—Paragraph (3) of section 9503(e) of such Code is amended to read as follows:

"(3) EXPENDITURES FROM ACCOUNT.—Amounts in the Mass Transit Account shall be available, as provided by appropriation Acts, for making capital or capital related expenditures (including capital expenditures for new projects) before October 1, 2009, in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or any other provision of law which was referred to in this paragraph before the date of the enactment of such Act (as such Act and provisions of law are in effect on the date of the enactment of such Act).".

(C) EXCEPTION TO LIMITATION ON TRANSFERS.—Subparagraph (B) of section 9503(b)(6) is amended by striking "July 31, 2005" and inserting "September 30, 2009 (October 1, 2009, in the case of expenditures for administrative expenses)".

(2) AQUATIC RESOURCES TRUST FUND.—

(A) SPORT FISH RESTORATION ACCOUNT.—Paragraph (2) of section 9504(b) is amended by striking "Surface Transportation Extension Act of 2005, Part V" each place it appears and inserting "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users".

(B) EXCEPTION TO LIMITATION ON TRANSFERS.—Paragraph (2) of section 9504(d) is amended by striking "July 31, 2005" and inserting "October 1, 2009".

(e) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date of the enactment of this Act. 26 USC 4041 note.

**SEC. 11102. MODIFICATION OF ADJUSTMENTS OF APPORTIONMENTS.**

(a) IN GENERAL.—Section 9503(d) (relating to adjustments for apportionments) is amended—

(1) by striking "24-month" in paragraph (1)(B) and inserting "48-month", and

(2) by striking "2 YEARS'" IN THE HEADING FOR PARAGRAPH (3) AND INSERTING "4 YEARS'".

(b) MEASUREMENT OF NET HIGHWAY RECEIPTS.—Section 9503(d) is amended by redesignating paragraph (6) as paragraph (7) and by inserting after paragraph (5) the following new paragraph:

"(6) MEASUREMENT OF NET HIGHWAY RECEIPTS.—For purposes of making any estimate under paragraph (1) of net highway receipts for periods ending after the date specified in subsection (b)(1), the Secretary shall treat—

"(A) each expiring provision of subsection (b) which is related to appropriations or transfers to the Highway Trust Fund to have been extended through the end of the 48-month period referred to in paragraph (1)(B), and

"(B) with respect to each tax imposed under the sections referred to in subsection (b)(1), the rate of such tax during the 48-month period referred to in paragraph (1)(B) to be the same as the rate of such tax as in effect on the date of such estimate.".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date of the enactment of this Act. 26 USC 9503 note.

# Subtitle B—Excise Tax Reform and Simplification

## PART 1—HIGHWAY EXCISE TAXES

**SEC. 11111. MODIFICATION OF GAS GUZZLER TAX.**

(a) UNIFORM APPLICATION OF TAX.—Subparagraph (A) of section 4064(b)(1) (defining automobile) is amended by striking the second sentence.

26 USC 4064 note.

(b) EFFECTIVE DATE.—The amendment made by this section shall take effect on October 1, 2005.

**SEC. 11112. EXCLUSION FOR TRACTORS WEIGHING 19,500 POUNDS OR LESS FROM FEDERAL EXCISE TAX ON HEAVY TRUCKS AND TRAILERS.**

(a) IN GENERAL.—Subsection (a) of section 4051 (relating to imposition of tax) is amended by redesignating paragraph (4) as paragraph (5) and by inserting after paragraph (3) the following new paragraph:

"(4) EXCLUSION FOR TRACTORS WEIGHING 19,500 POUNDS OR LESS.—The tax imposed by paragraph (1) shall not apply to tractors of the kind chiefly used for highway transportation in combination with a trailer or semitrailer if—

"(A) such tractor has a gross vehicle weight of 19,500 pounds or less (as determined by the Secretary), and

"(B) such tractor, in combination with a trailer or semitrailer, has a gross combined weight of 33,000 pounds or less (as determined by the Secretary).".

26 USC 4051 note.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to sales after September 30, 2005.

**SEC. 11113. VOLUMETRIC EXCISE TAX CREDIT FOR ALTERNATIVE FUELS.**

(a) IMPOSITION OF TAX.—

(1) IN GENERAL.—Section 4041(a)(2)(B) (relating to rate of tax) is amended—

(A) by adding "and" at the end of clause (i),

(B) by striking clauses (ii) and (iii),

(C) by striking the last sentence, and

(D) by adding after clause (i) the following new clause:

"(ii) in the case of liquefied natural gas, any liquid fuel (other than ethanol and methanol) derived from coal (including peat), and liquid hydrocarbons derived from biomass (as defined in section 29(c)(3)), 24.3 cents per gallon.".

(2) TREATMENT OF COMPRESSED NATURAL GAS.—Section 4041(a)(3) (relating to compressed natural gas) is amended—

(A) by striking "48.54 cents per MCF (determined at standard temperature and pressure)" in subparagraph (A) and inserting "18.3 cents per energy equivalent of a gallon of gasoline", and

(B) by striking "MCF" in subparagraph (C) and inserting "energy equivalent of a gallon of gasoline".

(3) NEW REFERENCE.—The heading for paragraph (2) of section 4041(a) is amended by striking "SPECIAL MOTOR FUELS" and inserting "ALTERNATIVE FUELS".

(b) CREDIT FOR ALTERNATIVE FUEL AND ALTERNATIVE FUEL MIXTURES.—

(1) IN GENERAL.—Section 6426(a) (relating to allowance of credits) is amended to read as follows:

"(a) ALLOWANCE OF CREDITS.—There shall be allowed as a credit—

"(1) against the tax imposed by section 4081 an amount equal to the sum of the credits described in subsections (b), (c), and (e), and

"(2) against the tax imposed by section 4041 an amount equal to the sum of the credits described in subsection (d). No credit shall be allowed in the case of the credits described in subsections (d) and (e) unless the taxpayer is registered under section 4101.".

(2) ALTERNATIVE FUEL AND ALTERNATIVE FUEL MIXTURE CREDIT.—Section 6426 (relating to credit for alcohol fuel and biodiesel mixtures) is amended by redesignating subsections (d) and (e) as subsections (f) and (g) and by inserting after subsection (c) the following new subsections:

"(d) ALTERNATIVE FUEL CREDIT.—

"(1) IN GENERAL.—For purposes of this section, the alternative fuel credit is the product of 50 cents and the number of gallons of an alternative fuel or gasoline gallon equivalents of a nonliquid alternative fuel sold by the taxpayer for use as a fuel in a motor vehicle or motorboat, or so used by the taxpayer.

"(2) ALTERNATIVE FUEL.—For purposes of this section, the term 'alternative fuel' means—

"(A) liquefied petroleum gas,

"(B) P Series Fuels (as defined by the Secretary of Energy under section 13211(2) of title 42, United States Code),

"(C) compressed or liquefied natural gas,

"(D) liquefied hydrogen,

"(E) any liquid fuel derived from coal (including peat) through the Fischer-Tropsch process, and

"(F) liquid hydrocarbons derived from biomass (as defined in section 29(c)(3)).

Such term does not include ethanol, methanol, or biodiesel.

"(3) GASOLINE GALLON EQUIVALENT.—For purposes of this subsection, the term 'gasoline gallon equivalent' means, with respect to any nonliquid alternative fuel, the amount of such fuel having a Btu content of 124,800 (higher heating value).

"(4) TERMINATION.—This subsection shall not apply to any sale or use for any period after September 30, 2009 (September 30, 2014, in the case of any sale or use involving liquefied hydrogen).

"(e) ALTERNATIVE FUEL MIXTURE CREDIT.—

"(1) IN GENERAL.—For purposes of this section, the alternative fuel mixture credit is the product of 50 cents and the number of gallons of alternative fuel used by the taxpayer in producing any alternative fuel mixture for sale or use in a trade or business of the taxpayer.

"(2) ALTERNATIVE FUEL MIXTURE.—For purposes of this section, the term 'alternative fuel mixture' means a mixture of alternative fuel and taxable fuel (as defined in subparagraph (A), (B), or (C) of section 4083(a)(1)) which—

"(A) is sold by the taxpayer producing such mixture to any person for use as fuel, or

"(B) is used as a fuel by the taxpayer producing such mixture.

"(3) TERMINATION.—This subsection shall not apply to any sale or use for any period after September 30, 2009 (September 30, 2014, in the case of any sale or use involving liquefied hydrogen).".

(3) CONFORMING AMENDMENTS.—

(A) The section heading for section 6426 is amended by striking "**ALCOHOL FUEL AND BIODIESEL**" and inserting "**ALCOHOL FUEL, BIODIESEL, AND ALTERNATIVE FUEL**".

(B) The table of sections for subchapter B of chapter 65 is amended by striking "alcohol fuel and biodiesel" in the item relating to section 6426 and inserting "alcohol fuel, biodiesel, and alternative fuel".

(C) Section 6427(e) is amended—

(i) by inserting "or the alternative fuel mixture credit" after "biodiesel mixture credit" in paragraph (1),

(ii) by redesignating paragraph (2) as paragraph (3) and paragraph (4) as paragraph (5),

(iii) by inserting after paragraph (1) the following new paragraph:

"(2) ALTERNATIVE FUEL.—If any person sells or uses an alternative fuel (as defined in section 6426(d)(2)) for a purpose described in section 6426(d)(1) in such person's trade or business, the Secretary shall pay (without interest) to such person an amount equal to the alternative fuel credit with respect to such fuel.",

(iv) by striking "under paragraph (1) with respect to any mixture" in paragraph (3) (as redesignated by clause (ii)) and inserting "under paragraph (1) or (2) with respect to any mixture or alternative fuel",

(v) by inserting after paragraph (3) (as so redesignated) the following new paragraph:

"(4) REGISTRATION REQUIREMENT FOR ALTERNATIVE FUELS.—The Secretary shall not make any payment under this subsection to any person with respect to any alternative fuel credit or alternative fuel mixture credit unless the person is registered under section 4101.",

(vi) by striking "and" at the end of paragraph (5)(A) (as redesignated by clause (ii)),

(vii) by striking the period at the end of paragraph (5)(B) (as so redesignated) and inserting a comma,

(viii) by adding at the end of paragraph (5) (as so redesignated) the following new subparagraphs:

"(C) except as provided in subparagraph (D), any alternative fuel or alternative fuel mixture (as defined in subsection (d)(2) or (e)(3) of section 6426) sold or used after September 30, 2009, and

"(D) any alternative fuel or alternative fuel mixture (as so defined) involving liquefied hydrogen sold or used after September 30, 2014.", and

(ix) by striking "OR BIODIESEL USED TO PRODUCE ALCOHOL FUEL AND BIODIESEL MIXTURES" in the

heading and inserting ", BIODIESEL, OR ALTERNATIVE FUEL".

(c) ADDITIONAL REGISTRATION REQUIREMENTS.—Section 4101(a)(1) (relating to registration) is amended by striking "4041(a)(1)" and inserting "4041(a)".

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to any sale or use for any period after September 30, 2006.

26 USC 4041 note.

## PART 2—AQUATIC EXCISE TAXES

**SEC. 11115. ELIMINATION OF AQUATIC RESOURCES TRUST FUND AND TRANSFORMATION OF SPORT FISH RESTORATION ACCOUNT.**

(a) SIMPLIFICATION OF FUNDING FOR BOAT SAFETY ACCOUNT.—

(1) IN GENERAL.—Paragraph (4) of section 9503(c) (relating to transfers from Trust Fund for motorboat fuel taxes) is amended—

(A) by striking so much of that paragraph as precedes subparagraph (D),

(B) by redesignating subparagraphs (D) and (E) as subparagraphs (C) and (D), respectively, and

(C) by inserting before subparagraph (C) (as so redesignated) the following:

"(4) TRANSFERS FROM THE TRUST FUND FOR MOTORBOAT FUEL TAXES.—

"(A) TRANSFER TO LAND AND WATER CONSERVATION FUND.—

"(i) IN GENERAL.—The Secretary shall pay from time to time from the Highway Trust Fund into the land and water conservation fund provided for in title I of the Land and Water Conservation Fund Act of 1965 amounts (as determined by the Secretary) equivalent to the motorboat fuel taxes received on or after October 1, 2005, and before October 1, 2011.

"(ii) LIMITATION.—The aggregate amount transferred under this subparagraph during any fiscal year shall not exceed $1,000,000.

"(B) EXCESS FUNDS TRANSFERRED TO SPORT FISH RESTORATION AND BOATING TRUST FUND.—Any amounts in the Highway Trust Fund—

"(i) which are attributable to motorboat fuel taxes, and

"(ii) which are not transferred from the Highway Trust Fund under subparagraph (A),

shall be transferred by the Secretary from the Highway Trust Fund into the Sport Fish Restoration and Boating Trust Fund.".

(2) CONFORMING AMENDMENT.—Paragraph (5) of section 9503(c) is amended by striking "Account in the Aquatic Resources" in subparagraph (A) and inserting "and Boating".

(b) MERGING OF ACCOUNTS.—

(1) IN GENERAL.—Subsection (a) of section 9504 is amended to read as follows:

"(a) CREATION OF TRUST FUND.—There is hereby established in the Treasury of the United States a trust fund to be known as the 'Sport Fish Restoration and Boating Trust Fund'. Such

Trust Fund shall consist of such amounts as may be appropriated, credited, or paid to it as provided in this section, section 9503(c)(4), section 9503(c)(5), or section 9602(b).".

(2) CONFORMING AMENDMENTS.—

(A) Subsection (b) of section 9504, as amended by section 11101 of this Act, is amended—

(i) by striking "ACCOUNT" in the heading thereof and inserting "AND BOATING TRUST FUND",

(ii) by striking "Account" both places it appears in paragraphs (1) and (2) and inserting "and Boating Trust Fund", and

(iii) by striking "ACCOUNT" both places it appears in the headings for paragraphs (1) and (2) and inserting "TRUST FUND".

(B) Subsection (d) of section 9504, as amended by section 11101 of this Act, is amended—

(i) by striking "AQUATIC RESOURCES" in the heading thereof,

(ii) by striking "any Account in the Aquatic Resources" in paragraph (1) and inserting "the Sport Fish Restoration and Boating", and

(iii) by striking "any such Account" in paragraph (1) and inserting "such Trust Fund".

(C) Subsection (e) of section 9504 is amended by striking "Boat Safety Account and Sport Fish Restoration Account" and inserting "Sport Fish Restoration and Boating Trust Fund".

(D) Section 9504 is amended by striking "**AQUATIC RESOURCES**" in the heading thereof and inserting "**SPORT FISH RESTORATION AND BOATING**".

(E) The item relating to section 9504 in the table of sections for subchapter A of chapter 98 is amended by striking "aquatic resources" and inserting "sport fish restoration and boating".

(F) Paragraph (2) of section 1511(e) of the Homeland Security Act of 2002 (6 U.S.C. 551(e)) is amended by striking "Aquatic Resources Trust Fund of the Highway Trust Fund" and inserting "Sport Fish Restoration and Boating Trust Fund".

(c) PHASEOUT OF BOAT SAFETY ACCOUNT.—Subsection (c) of section 9504 is amended to read as follows:

"(c) EXPENDITURES FROM BOAT SAFETY ACCOUNT.—Amounts remaining in the Boat Safety Account on October 1, 2005, and amounts thereafter credited to the Account under section 9602(b), shall be available, without further appropriation, for making expenditures before October 1, 2010, to carry out the purposes of section 15 of the Dingell-Johnson Sport Fish Restoration Act (as in effect on the date of the enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). For purposes of section 9602, the Boat Safety Account shall be treated as a Trust Fund established by this subchapter.".

6 USC 551 note.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2005.

**SEC. 11116. REPEAL OF HARBOR MAINTENANCE TAX ON EXPORTS.**

(a) IN GENERAL.—Subsection (d) of section 4462 (relating to definitions and special rules) is amended to read as follows:

"(d) NONAPPLICABILITY OF TAX TO EXPORTS.—The tax imposed by section 4461(a) shall not apply to any port use with respect to any commercial cargo to be exported from the United States.".

(b) CONFORMING AMENDMENTS.—

(1) Section 4461(c)(1) is amended by adding "or" at the end of subparagraph (A), by striking subparagraph (B), and by redesignating subparagraph (C) as subparagraph (B).

(2) Section 4461(c)(2) is amended by striking "imposed—" and all that follows through "in any other case," and inserting "imposed".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect before, on, and after the date of the enactment of this Act.

26 USC 4461 note.

**SEC. 11117. CAP ON EXCISE TAX ON CERTAIN FISHING EQUIPMENT.**

(a) IN GENERAL.—Paragraph (1) of section 4161(a) (relating to sport fishing equipment) is amended to read as follows:

"(1) IMPOSITION OF TAX.—

"(A) IN GENERAL.—There is hereby imposed on the sale of any article of sport fishing equipment by the manufacturer, producer, or importer a tax equal to 10 percent of the price for which so sold.

"(B) LIMITATION ON TAX IMPOSED ON FISHING RODS AND POLES.—The tax imposed by subparagraph (A) on any fishing rod or pole shall not exceed $10.".

(b) CONFORMING AMENDMENTS.—Section 4161(a)(2) is amended by striking "paragraph (1)" both places it appears and inserting "paragraph (1)(A)".

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to articles sold by the manufacturer, producer, or importer after September 30, 2005.

26 USC 4161 note.

## PART 3—AERIAL EXCISE TAXES

**SEC. 11121. CLARIFICATION OF EXCISE TAX EXEMPTIONS FOR AGRICULTURAL AERIAL APPLICATORS AND EXEMPTION FOR FIXED-WING AIRCRAFT ENGAGED IN FORESTRY OPERATIONS.**

(a) NO WAIVER BY FARM OWNER, TENANT, OR OPERATOR NECESSARY.—Subparagraph (B) of section 6420(c)(4) (relating to certain farming use other than by owner, etc.) is amended to read as follows:

"(B) if the person so using the gasoline is an aerial or other applicator of fertilizers or other substances and is the ultimate purchaser of the gasoline, then subparagraph (A) of this paragraph shall not apply and the aerial or other applicator shall be treated as having used such gasoline on a farm for farming purposes.".

(b) EXEMPTION INCLUDES FUEL USED BETWEEN AIRFIELD AND FARM.—Section 6420(c)(4), as amended by subsection (a), is amended by adding at the end the following new flush sentence:

"In the case of an aerial applicator, gasoline shall be treated as used on a farm for farming purposes if the gasoline is used for the direct flight between the airfield and one or more farms.".

(c) EXEMPTION FROM TAX ON AIR TRANSPORTATION OF PERSONS FOR FORESTRY PURPOSES EXTENDED TO FIXED-WING AIRCRAFT.—

Subsection (f) of section 4261 (relating to tax on air transportation of persons) is amended to read as follows:

"(f) EXEMPTION FOR CERTAIN USES.—No tax shall be imposed under subsection (a) or (b) on air transportation—

"(1) by helicopter for the purpose of transporting individuals, equipment, or supplies in the exploration for, or the development or removal of, hard minerals, oil, or gas, or

"(2) by helicopter or by fixed-wing aircraft for the purpose of the planting, cultivation, cutting, or transportation of, or caring for, trees (including logging operations),

but only if the helicopter or fixed-wing aircraft does not take off from, or land at, a facility eligible for assistance under the Airport and Airway Development Act of 1970, or otherwise use services provided pursuant to section 44509 or 44913(b) or subchapter I of chapter 471 of title 49, United States Code, during such use. In the case of helicopter transportation described in paragraph (1), this subsection shall be applied by treating each flight segment as a distinct flight.".

Applicability.

26 USC 4261 note.

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to fuel use or air transportation after September 30, 2005.

**SEC. 11122. MODIFICATION OF RURAL AIRPORT DEFINITION.**

(a) IN GENERAL.—Section 4261(e)(1)(B) (defining rural airport) is amended—

(1) by inserting "(in the case of any airport described in clause (ii)(III), on flight segments of at least 100 miles)" after "by air" in clause (i), and

(2) by striking "or" at the end of subclause (I) of clause (ii), by striking the period at the end of subclause (II) of clause (ii) and inserting ", or", and by adding at the end of clause (ii) the following new subclause:

"(III) is not connected by paved roads to another airport.".

26 USC 4261 note.

(b) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2005.

**SEC. 11123. EXEMPTION FROM TAXES ON TRANSPORTATION PROVIDED BY SEAPLANES.**

(a) IN GENERAL.—Section 4261 (relating to imposition of tax) is amended by redesignating subsection (i) as subsection (j) and by inserting after subsection (h) the following new subsection:

"(i) EXEMPTION FOR SEAPLANES.—No tax shall be imposed by this section or section 4271 on any air transportation by a seaplane with respect to any segment consisting of a takeoff from, and a landing on, water, but only if the places at which such takeoff and landing occur have not received and are not receiving financial assistance from the Airport and Airways Trust Fund.".

(b) RATE OF FUEL TAX FOR SEAPLANES SUBJECT TO EXEMPTION.—Subsection (b) of section 4083 is amended by striking "section 4261(h)" and inserting "subsection (h) or (i) of section 4261".

26 USC 4083 note.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to transportation beginning after September 30, 2005.

**SEC. 11124. CERTAIN SIGHTSEEING FLIGHTS EXEMPT FROM TAXES ON AIR TRANSPORTATION.**

(a) IN GENERAL.—Section 4281 (relating to small aircraft on nonestablished lines) is amended by adding at the end the following

new sentence: "For purposes of this section, an aircraft shall not be considered as operated on an established line at any time during which such aircraft is being operated on a flight the sole purpose of which is sightseeing.".

(b) EFFECTIVE DATE.—The amendment made by this section shall apply with respect to transportation beginning after September 30, 2005, but shall not apply to any amount paid before such date for such transportation.

26 USC 4281 note.

## PART 4—TAXES RELATING TO ALCOHOL

**SEC. 11125. REPEAL OF SPECIAL OCCUPATIONAL TAXES ON PRODUCERS AND MARKETERS OF ALCOHOLIC BEVERAGES.**

(a) REPEAL OF OCCUPATIONAL TAXES.—

(1) IN GENERAL.—The following provisions of part II of subchapter A of chapter 51 (relating to occupational taxes) are hereby repealed:

(A) Subpart A (relating to proprietors of distilled spirits plants, bonded wine cellars, etc.).

26 USC 5081.

(B) Subpart B (relating to brewer).

26 USC 5091–5093.

(C) Subpart D (relating to wholesale dealers) (other than sections 5114 and 5116).

26 USC 5111–5113, 5117.

(D) Subpart E (relating to retail dealers) (other than section 5124).

26 USC 5121–5123.

(E) Subpart G (relating to general provisions) (other than sections 5142, 5143, 5145, and 5146).

26 USC 5141, 5147–5149.

(2) NONBEVERAGE DOMESTIC DRAWBACK.—Section 5131 is amended by striking ", on payment of a special tax per annum,".

(3) INDUSTRIAL USE OF DISTILLED SPIRITS.—Section 5276 is hereby repealed.

(b) CONFORMING AMENDMENTS.—

(1)(A) The heading for part II of subchapter A of chapter 51 and the table of subparts for such part are amended to read as follows:

## "PART II—MISCELLANEOUS PROVISIONS

"Subpart A. Manufacturers of stills.
"Subpart B. Nonbeverage domestic drawback claimants.
"Subpart C. Recordkeeping by dealers.
"Subpart D. Other provisions.".

(B) The table of parts for such subchapter A is amended by striking the item relating to part II and inserting the following new item:

"Part II. Miscellaneous provisions.".

(2) Subpart C of part II of such subchapter (relating to manufacturers of stills) is redesignated as subpart A.

(3)(A) Subpart F of such part II (relating to nonbeverage domestic drawback claimants) is redesignated as subpart B and sections 5131 through 5134 are redesignated as sections 5111 through 5114, respectively.

(B) The table of sections for such subpart B, as so redesignated, is amended—

(i) by redesignating the items relating to sections 5131 through 5134 as relating to sections 5111 through 5114, respectively, and

(ii) by striking "and rate of tax" in the item relating to section 5111, as so redesignated.

(C) Section 5111, as redesignated by subparagraph (A), is amended—

(i) by striking "**AND RATE OF TAX**" in the section heading,

(ii) by striking the subsection heading for subsection (a), and

(iii) by striking subsection (b).

(4) Part II of subchapter A of chapter 51 is amended by adding after subpart B, as redesignated by paragraph (3), the following new subpart:

## "Subpart C—Recordkeeping and Registration by Dealers

"Sec. 5121. Recordkeeping by wholesale dealers.

"Sec. 5122. Recordkeeping by retail dealers.

"Sec. 5123. Preservation and inspection of records, and entry of premises for inspection.

"Sec. 5124. Registration by dealers.".

(5)(A) Section 5114 (relating to records) is moved to subpart C of such part II and inserted after the table of sections for such subpart.

(B) Section 5114 is amended—

(i) by striking the section heading and inserting the following new heading:

**"SEC. 5432. RECORDKEEPING BY WHOLESALE DEALERS.";**

and

(ii) by redesignating subsection (c) as subsection (d) and by inserting after subsection (b) the following new subsection:

"(c) WHOLESALE DEALERS.—For purposes of this part—

"(1) WHOLESALE DEALER IN LIQUORS.—The term 'wholesale dealer in liquors' means any dealer (other than a wholesale dealer in beer) who sells, or offers for sale, distilled spirits, wines, or beer, to another dealer.

"(2) WHOLESALE DEALER IN BEER.—The term 'wholesale dealer in beer' means any dealer who sells, or offers for sale, beer, but not distilled spirits or wines, to another dealer.

"(3) DEALER.—The term 'dealer' means any person who sells, or offers for sale, any distilled spirits, wines, or beer.

"(4) PRESUMPTION IN CASE OF SALE OF 20 WINE GALLONS OR MORE.—The sale, or offer for sale, of distilled spirits, wines, or beer, in quantities of 20 wine gallons or more to the same person at the same time, shall be presumptive evidence that the person making such sale, or offer for sale, is engaged in or carrying on the business of a wholesale dealer in liquors or a wholesale dealer in beer, as the case may be. Such presumption may be overcome by evidence satisfactorily showing that such sale, or offer for sale, was made to a person other than a dealer.".

(C) Paragraph (3) of section 5121(d), as so redesignated, is amended by striking "section 5146" and inserting "section 5123".

(6)(A) Section 5124 (relating to records) is moved to subpart C of part II of subchapter A of chapter 51 and inserted after section 5121.

(B) Section 5124 is amended—

(i) by striking the section heading and inserting the following new heading:

**"SEC. 5122. RECORDKEEPING BY RETAIL DEALERS.",**

(ii) by striking "section 5146" in subsection (c) and inserting "section 5123", and 26 USC 5122.

(iii) by redesignating subsection (c) as subsection (d) and inserting after subsection (b) the following new subsection: 26 USC 5122.

"(c) RETAIL DEALERS.—For purposes of this section—

"(1) RETAIL DEALER IN LIQUORS.—The term 'retail dealer in liquors' means any dealer (other than a retail dealer in beer or a limited retail dealer) who sells, or offers for sale, distilled spirits, wines, or beer, to any person other than a dealer.

"(2) RETAIL DEALER IN BEER.—The term 'retail dealer in beer' means any dealer (other than a limited retail dealer) who sells, or offers for sale, beer, but not distilled spirits or wines, to any person other than a dealer.

"(3) LIMITED RETAIL DEALER.—The term 'limited retail dealer' means any fraternal, civic, church, labor, charitable, benevolent, or ex-servicemen's organization making sales of distilled spirits, wine or beer on the occasion of any kind of entertainment, dance, picnic, bazaar, or festival held by it, or any person making sales of distilled spirits, wine or beer to the members, guests, or patrons of bona fide fairs, reunions, picnics, carnivals, or other similar outings, if such organization or person is not otherwise engaged in business as a dealer.

"(4) DEALER.—The term 'dealer' has the meaning given such term by section 5121(c)(3).".

(7) Section 5146 is moved to subpart C of part II of subchapter A of chapter 51, inserted after section 5122, and redesignated as section 5123.

(8) Subpart C of part II of subchapter A of chapter 51, as amended by paragraph (7), is amended by adding at the end the following new section:

**"SEC. 5124. REGISTRATION BY DEALERS.**

"Every dealer who is subject to the recordkeeping requirements under section 5121 or 5122 shall register with the Secretary such dealer's name or style, place of residence, trade or business, and the place where such trade or business is to be carried on. In the case of a firm or company, the names of the several persons constituting the same, and the places of residence, shall be so registered.".

(9) Section 7012 is amended by redesignating paragraphs (4) and (5) as paragraphs (5) and (6), respectively, and by inserting after paragraph (3) the following new paragraph:

"(4) For provisions relating to registration by dealers in distilled spirits, wines, and beer, see section 5124.".

(10) Part II of subchapter A of chapter 51 is amended by inserting after subpart C the following new subpart:

## "Subpart D—Other Provisions

"Sec. 5131. Packaging distilled spirits for industrial uses.
"Sec. 5132. Prohibited purchases by dealers.".

(11) Section 5116 is moved to subpart D of part II of subchapter A of chapter 51, inserted after the table of sections, redesignated as section 5131, and amended by inserting "(as defined in section 5121(c))" after "dealer" in subsection (a).

(12) Subpart D of part II of subchapter A of chapter 51 is amended by adding at the end the following new section:

**"SEC. 5132. PROHIBITED PURCHASES BY DEALERS.**

"(a) IN GENERAL.—Except as provided in regulations prescribed by the Secretary, it shall be unlawful for a dealer to purchase distilled spirits for resale from any person other than a wholesale dealer in liquors who is required to keep the records prescribed by section 5121.

"(b) LIMITED RETAIL DEALERS.—A limited retail dealer may lawfully purchase distilled spirits for resale from a retail dealer in liquors.

"(c) PENALTY AND FORFEITURE.—

"For penalty and forfeiture provisions applicable to violations of subsection (a), see sections 5687 and 7302.".

(13) Subsection (b) of section 5002 is amended—

(A) by striking "section 5112(a)" and inserting "section 5121(c)(3)",

(B) by striking "section 5112" and inserting "section 5121(c)", and

(C) by striking "section 5122" and inserting "section 5122(c)".

(14) Subparagraph (A) of section 5010(c)(2) is amended by striking "section 5134" and inserting "section 5114".

(15) Subsection (d) of section 5052 is amended to read as follows:

"(d) BREWER.—For purposes of this chapter, the term 'brewer' means any person who brews beer or produces beer for sale. Such term shall not include any person who produces only beer exempt from tax under section 5053(e).".

(16) The text of section 5182 is amended to read as follows:

"For provisions requiring recordkeeping by wholesale liquor dealers, see section 5112, and by retail liquor dealers, see section 5122.".

(17) Subsection (b) of section 5402 is amended by striking "section 5092" and inserting "section 5052(d)".

(18) Section 5671 is amended by striking "or 5091".

26 USC 5691.

(19)(A) Part V of subchapter J of chapter 51 is hereby repealed.

(B) The table of parts for such subchapter J is amended by striking the item relating to part V.

(20)(A) Sections 5142, 5143, and 5145 are moved to subchapter D of chapter 52, inserted after section 5731, redesignated as sections 5732, 5733, and 5734, respectively, and amended by striking "this part" each place it appears and inserting "this subchapter".

(B) Section 5732, as redesignated by subparagraph (A), is amended by striking "(except the tax imposed by section 5131)" each place it appears.

(C) Paragraph (2) of section 5733(c), as redesignated by subparagraph (A), is amended by striking "liquors" both places it appears and inserting "tobacco products and cigarette papers and tubes".

(D) The table of sections for subchapter D of chapter 52 is amended by adding at the end the following:

"Sec. 5732. Payment of tax.
"Sec. 5733. Provisions relating to liability for occupational taxes.
"Sec. 5734. Application of State laws.".

(E) Section 5731 is amended by striking subsection (c) and by redesignating subsection (d) as subsection (c).

(21) Subsection (c) of section 6071 is amended by striking "section 5142" and inserting "section 5732".

(22) Paragraph (1) of section 7652(g) is amended—

(A) by striking "subpart F" and inserting "subpart B", and

(B) by striking "section 5131(a)" and inserting "section 5111".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on July 1, 2008, but shall not apply to taxes imposed for periods before such date.

26 USC 5002 note.

**SEC. 11126. INCOME TAX CREDIT FOR DISTILLED SPIRITS WHOLESALERS AND FOR DISTILLED SPIRITS IN CONTROL STATE BAILMENT WAREHOUSES FOR COSTS OF CARRYING FEDERAL EXCISE TAXES ON BOTTLED DISTILLED SPIRITS.**

(a) IN GENERAL.—Subpart A of part I of subchapter A of chapter 51 (relating to gallonage and occupational taxes) is amended by adding at the end the following new section:

**"SEC. 5011. INCOME TAX CREDIT FOR AVERAGE COST OF CARRYING EXCISE TAX.**

"(a) IN GENERAL.—For purposes of section 38, the amount of the distilled spirits credit for any taxable year is the amount equal to the product of—

"(1) in the case of—

"(A) any eligible wholesaler, the number of cases of bottled distilled spirits—

"(i) which were bottled in the United States, and

"(ii) which are purchased by such wholesaler during the taxable year directly from the bottler of such spirits, or

"(B) any person which is subject to section 5005 and which is not an eligible wholesaler, the number of cases of bottled distilled spirits which are stored in a warehouse operated by, or on behalf of, a State or political subdivision thereof, or an agency of either, on which title has not passed on an unconditional sale basis, and

"(2) the average tax-financing cost per case for the most recent calendar year ending before the beginning of such taxable year.

"(b) ELIGIBLE WHOLESALER.—For purposes of this section, the term 'eligible wholesaler' means any person which holds a permit under the Federal Alcohol Administration Act as a wholesaler of distilled spirits which is not a State or political subdivision thereof, or an agency of either.

"(c) AVERAGE TAX-FINANCING COST.—

"(1) IN GENERAL.—For purposes of this section, the average tax-financing cost per case for any calendar year is the amount of interest which would accrue at the deemed financing rate during a 60-day period on an amount equal to the deemed Federal excise tax per case.

"(2) DEEMED FINANCING RATE.—For purposes of paragraph (1), the deemed financing rate for any calendar year is the average of the corporate overpayment rates under paragraph (1) of section 6621(a) (determined without regard to the last sentence of such paragraph) for calendar quarters of such year.

"(3) DEEMED FEDERAL EXCISE TAX PER CASE.—For purposes of paragraph (1), the deemed Federal excise tax per case is $25.68.

"(d) OTHER DEFINITIONS AND SPECIAL RULES.—For purposes of this section—

"(1) CASE.—The term 'case' means 12 80-proof 750-milliliter bottles.

"(2) NUMBER OF CASES IN LOT.—The number of cases in any lot of distilled spirits shall be determined by dividing the number of liters in such lot by 9.".

(b) CREDIT TREATED AS PART OF GENERAL BUSINESS CREDIT.—Section 38(b) (relating to current year business credit) is amended by striking "plus" at the end of paragraph (18), by striking the period at the end of paragraph (19), and inserting ", plus", and by adding at the end the following new paragraph:

"(20) the distilled spirits credit determined under section 5011(a).".

(c) CONFORMING AMENDMENT.—The table of sections for subpart A of part I of subchapter A of chapter 51 is amended by adding at the end the following new item:

"Sec. 5011. Income tax credit for average cost of carrying excise tax.".

26 USC 38 note.

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after September 30, 2005.

**SEC. 11127. QUARTERLY EXCISE TAX FILING FOR SMALL ALCOHOL EXCISE TAXPAYERS.**

(a) IN GENERAL.—Subsection (d) of section 5061 (relating to time for collecting tax on distilled spirits, wines, and beer) is amended by redesignating paragraphs (4) and (5) as paragraphs (5) and (6), respectively, and by inserting after paragraph (3) the following new paragraph:

"(4) TAXPAYERS LIABLE FOR TAXES OF NOT MORE THAN $50,000.—

"(A) IN GENERAL.—In the case of any taxpayer who reasonably expects to be liable for not more than $50,000 in taxes imposed with respect to distilled spirits, wines, and beer under subparts A, C, and D and section 7652 for the calendar year and who was liable for not more than $50,000 in such taxes in the preceding calendar year, the last day for the payment of tax on withdrawals, removals, and entries (and articles brought into the United States from Puerto Rico) under bond for deferred payment shall be the 14th day after the last day of the calendar quarter during which the action giving rise to the imposition of such tax occurs.

Deadline.

"(B) NO APPLICATION AFTER LIMIT EXCEEDED.—Subparagraph (A) shall not apply to any taxpayer for any

portion of the calendar year following the first date on which the aggregate amount of tax due under subparts A, C, and D and section 7652 from such taxpayer during such calendar year exceeds $50,000, and any tax under such subparts which has not been paid on such date shall be due on the 14th day after the last day of the semi-monthly period in which such date occurs.

"(C) CALENDAR QUARTER.—For purposes of this paragraph, the term 'calendar quarter' means the three-month period ending on March 31, June 30, September 30, or December 31.".

(b) CONFORMING AMENDMENT.—Section 5061(d)(6), as redesignated by subsection (a), is amended by striking "paragraph (4)" and inserting "paragraph (5)".

(c) EFFECTIVE DATE.—The amendments made by this section shall apply with respect to quarterly periods beginning on and after January 1, 2006. 26 USC 5061 note.

## PART 5—SPORT EXCISE TAXES

**SEC. 11131. CUSTOM GUNSMITHS.**

(a) SMALL MANUFACTURERS EXEMPT FROM FIREARMS EXCISE TAX.—Section 4182 (relating to exemptions) is amended by redesignating subsection (c) as subsection (d) and by inserting after subsection (b) the following new subsection:

"(c) SMALL MANUFACTURERS, ETC.—

"(1) IN GENERAL.—The tax imposed by section 4181 shall not apply to any pistol, revolver, or firearm described in such section if manufactured, produced, or imported by a person who manufactures, produces, and imports less than an aggregate of 50 of such articles during the calendar year.

"(2) CONTROLLED GROUPS.—All persons treated as a single employer for purposes of subsection (a) or (b) of section 52 shall be treated as one person for purposes of paragraph (1).".

(b) EFFECTIVE DATE.— 26 USC 4182 note.

(1) IN GENERAL.—The amendments made by this section shall apply to articles sold by the manufacturer, producer, or importer after September 30, 2005.

(2) NO INFERENCE.—Nothing in the amendments made by this section shall be construed to create any inference with respect to the proper tax treatment of any sales before the effective date of such amendments.

# Subtitle C—Miscellaneous Provisions

**SEC. 11141. MOTOR FUEL TAX ENFORCEMENT ADVISORY COMMISSION.** 26 USC 4081 note.

(a) ESTABLISHMENT.—There is established a Motor Fuel Tax Enforcement Advisory Commission (in this section referred to as the "Commission").

(b) FUNCTION.—The Commission shall—

(1) review motor fuel revenue collections, historical and current;

(2) review the progress of investigations with respect to motor fuel taxes;

(3) develop and review legislative proposals with respect to motor fuel taxes;

(4) monitor the progress of administrative regulation projects relating to motor fuel taxes;

(5) review the results of Federal and State agency cooperative efforts regarding motor fuel taxes;

(6) review the results of Federal interagency cooperative efforts regarding motor fuel taxes; and

(7) evaluate and make recommendations to the President and Congress regarding—

(A) the effectiveness of existing Federal enforcement programs regarding motor fuel taxes,

(B) enforcement personnel allocation, and

(C) proposals for regulatory projects, legislation, and funding.

(c) MEMBERSHIP.—

(1) APPOINTMENT.—The Commission shall be composed of the following representatives appointed by the Chairmen and the Ranking Members of the Committee on Finance of the Senate and the Committee on Ways and Means of the House of Representatives:

(A) At least one representative from each of the following Federal entities: the Department of Homeland Security, the Department of Transportation—Office of Inspector General, the Federal Highway Administration, the Department of Defense, and the Department of Justice.

(B) At least one representative from the Federation of State Tax Administrators.

(C) At least one representative from any State department of transportation.

(D) Two representatives from the highway construction industry.

(E) Six representatives from industries relating to fuel distribution—refiners (two representatives), distributors (one representative), pipelines (one representative), and terminal operators (two representatives).

(F) One representative from the retail fuel industry.

(G) Two representatives from the staff of the Committee on Finance of the Senate and two representatives from the staff of the Committee on Ways and Means of the House of Representatives.

(2) TERMS.—Members shall be appointed for the life of the Commission.

(3) VACANCIES.—A vacancy in the Commission shall be filled in the manner in which the original appointment was made.

(4) TRAVEL EXPENSES.—Members shall serve without pay but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with sections 5702 and 5703 of title 5, United States Code.

(5) CHAIRMAN.—The Chairman of the Commission shall be elected by the members.

(d) FUNDING.—Such sums as are necessary shall be available from the Highway Trust fund for the expenses of the Commission.

(e) CONSULTATION.—Upon request of the Commission, representatives of the Department of the Treasury and the Internal Revenue Service shall be available for consultation to assist the Commission in carrying out its duties under this section.

(f) OBTAINING DATA.—The Commission may secure directly from any department or agency of the United States, information (other than information required by any law to be kept confidential by such department or agency) necessary for the Commission to carry out its duties under this section. Upon request of the Commission, the head of that department or agency shall furnish such nonconfidential information to the Commission. The Commission shall also gather evidence through such means as it may deem appropriate, including through holding hearings and soliciting comments by means of Federal Register notices.

(g) TERMINATION.—The Commission shall terminate as of the close of September 30, 2009.

**SEC. 11142. NATIONAL SURFACE TRANSPORTATION INFRASTRUCTURE FINANCING COMMISSION.**

(a) ESTABLISHMENT.—There is established a National Surface Transportation Infrastructure Financing Commission (in this section referred to as the "Commission"). The Commission shall hold its first meeting within 90 days of the appointment of the eighth individual to be named to the Commission.

(b) FUNCTION.—

(1) IN GENERAL.—The Commission shall, with respect to the period beginning on the date of the enactment of this Act and ending before 2016—

(A) make a thorough investigation and study of revenues flowing into the Highway Trust Fund under current law, including the individual components of the overall flow of such revenues;

(B) consider whether the amount of such revenues is likely to increase, decline, or remain unchanged, absent changes in the law, particularly by taking into account the impact of possible changes in public vehicular choice, fuel use, or travel alternatives that could be expected to reduce or increase revenues into the Highway Trust Fund;

(C) consider alternative approaches to generating revenues for the Highway Trust Fund, and the level of revenues that such alternatives would yield;

(D) consider highway and transit needs and whether additional revenues into the Highway Trust Fund, or other Federal revenues dedicated to highway and transit infrastructure, would be required in order to meet such needs;

(E) consider a program that would exempt all or a portion of gasoline or other motor fuels used in a State from the Federal excise tax on such gasoline or other motor fuels if such State elects not to receive all or a portion of Federal transportation funding, including—

(i) whether such State should be required to increase State gasoline or other motor fuels taxes by the amount of the decrease in the Federal excise tax on such gasoline or other motor fuels;

(ii) whether any Federal transportation funding should not be reduced or eliminated for States participating in such program; and

(iii) whether there are any compliance problems related to enforcement of Federal transportation-related excise taxes under such program; and

(F) study such other matters closely related to the subjects described in the preceding subparagraphs as it may deem appropriate.

(2) PREPARATION OF REPORT.—Based on such investigation and study, the Commission shall develop a final report, with recommendations and the bases for those recommendations, indicating policies that should be adopted, or not adopted, to achieve various levels of annual revenue for the Highway Trust Fund and to enable the Highway Trust Fund to receive revenues sufficient to meet highway and transit needs. Such recommendations shall address, among other matters as the Commission may deem appropriate—

(A) what levels of revenue are required by the Federal Highway Trust Fund in order for it to meet needs to maintain and improve the condition and performance of the Nation's highway and transit systems;

(B) what levels of revenue are required by the Federal Highway Trust Fund in order to ensure that Federal levels of investment in highways and transit do not decline in real terms; and

(C) the extent, if any, to which the Highway Trust Fund should be augmented by other mechanisms or funds as a Federal means of financing highway and transit infrastructure investments.

(c) MEMBERSHIP.—

(1) APPOINTMENT.—The Commission shall be composed of 15 members, appointed as follows:

(A) Seven members appointed by the Secretary of Transportation, in consultation with the Secretary of the Treasury.

(B) Two members appointed by the Chairman of the Committee on Ways and Means of the House of Representatives.

(C) Two members appointed by the Ranking Minority Member of the Committee on Ways and Means of the House of Representatives.

(D) Two members appointed by the Chairman of the Committee on Finance of the Senate.

(E) Two members appointed by the Ranking Minority Member of the Committee on Finance of the Senate.

(2) QUALIFICATIONS.—Members appointed pursuant to paragraph (1) shall be appointed from among individuals knowledgeable in the fields of public transportation finance or highway and transit programs, policy, and needs, and may include representatives of interested parties, such as State and local governments or other public transportation authorities or agencies, representatives of the transportation construction industry (including suppliers of technology, machinery, and materials), transportation labor (including construction and providers), transportation providers, the financial community, and users of highway and transit systems.

(3) TERMS.—Members shall be appointed for the life of the Commission.

(4) VACANCIES.—A vacancy in the Commission shall be filled in the manner in which the original appointment was made.

(5) TRAVEL EXPENSES.—Members shall serve without pay but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with sections 5702 and 5703 of title 5, United States Code.

(6) CHAIRMAN.—The Chairman of the Commission shall be elected by the members.

(d) STAFF.—The Commission may appoint and fix the pay of such personnel as it considers appropriate.

(e) FUNDING.—Funding for the Commission shall be provided by the Secretary of the Treasury and by the Secretary of Transportation, out of funds available to those agencies for administrative and policy functions.

(f) STAFF OF FEDERAL AGENCIES.—Upon request of the Commission, the head of any department or agency of the United States may detail any of the personnel of that department or agency to the Commission to assist in carrying out its duties under this section.

(g) OBTAINING DATA.—The Commission may secure directly from any department or agency of the United States, information (other than information required by any law to be kept confidential by such department or agency) necessary for the Commission to carry out its duties under this section. Upon request of the Commission, the head of that department or agency shall furnish such nonconfidential information to the Commission. The Commission shall also gather evidence through such means as it may deem appropriate, including through holding hearings and soliciting comments by means of Federal Register notices.

(h) REPORT.—Not later than 2 years after the date of its first meeting, the Commission shall transmit its final report, including recommendations, to the Secretary of Transportation, the Secretary of the Treasury, and the Committee on Ways and Means of the House of Representatives, the Committee on Finance of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Environment and Public Works of the Senate, and the Committee on Banking, Housing, and Urban Affairs of the Senate.

(i) TERMINATION.—The Commission shall terminate on the 180th day following the date of transmittal of the report under subsection (h). All records and papers of the Commission shall thereupon be delivered to the Administrator of General Services for deposit in the National Archives.

**SEC. 11143. TAX-EXEMPT FINANCING OF HIGHWAY PROJECTS AND RAIL-TRUCK TRANSFER FACILITIES.**

(a) TREATMENT AS EXEMPT FACILITY BOND.—Subsection (a) of section 142 (relating to exempt facility bond) is amended by striking "or" at the end of paragraph (13), by striking the period at the end of paragraph (14) and inserting ", or", and by adding at the end the following new paragraph:

"(15) qualified highway or surface freight transfer facilities.".

(b) QUALIFIED HIGHWAY OR SURFACE FREIGHT TRANSFER FACILITIES.—Section 142 is amended by adding at the end the following:

"(m) QUALIFIED HIGHWAY OR SURFACE FREIGHT TRANSFER FACILITIES.—

"(1) IN GENERAL.—For purposes of subsection (a)(15), the term 'qualified highway or surface freight transfer facilities' means—

"(A) any surface transportation project which receives Federal assistance under title 23, United States Code (as in effect on the date of the enactment of this subsection),

"(B) any project for an international bridge or tunnel for which an international entity authorized under Federal or State law is responsible and which receives Federal assistance under title 23, United States Code (as so in effect), or

"(C) any facility for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which receives Federal assistance under either title 23 or title 49, United States Code (as so in effect).

"(2) NATIONAL LIMITATION ON AMOUNT OF TAX-EXEMPT FINANCING FOR FACILITIES.—

"(A) NATIONAL LIMITATION.—The aggregate amount allocated by the Secretary of Transportation under subparagraph (C) shall not exceed $15,000,000,000.

"(B) ENFORCEMENT OF NATIONAL LIMITATION.—An issue shall not be treated as an issue described in subsection (a)(15) if the aggregate face amount of bonds issued pursuant to such issue for any qualified highway or surface freight transfer facility (when added to the aggregate face amount of bonds previously so issued for such facility) exceeds the amount allocated to such facility under subparagraph (C).

"(C) ALLOCATION BY SECRETARY OF TRANSPORTATION.—The Secretary of Transportation shall allocate the amount described in subparagraph (A) among qualified highway or surface freight transfer facilities in such manner as the Secretary determines appropriate.

"(3) EXPENDITURE OF PROCEEDS.—An issue shall not be treated as an issue described in subsection (a)(15) unless at least 95 percent of the net proceeds of the issue is expended for qualified highway or surface freight transfer facilities within the 5-year period beginning on the date of issuance. If at least 95 percent of such net proceeds is not expended within such 5-year period, an issue shall be treated as continuing to meet the requirements of this paragraph if the issuer uses all unspent proceeds of the issue to redeem bonds of the issue within 90 days after the end of such 5-year period. The Secretary, at the request of the issuer, may extend such 5-year period if the issuer establishes that any failure to meet such period is due to circumstances beyond the control of the issuer.

"(4) EXCEPTION FOR CURRENT REFUNDING BONDS.—Paragraph (2) shall not apply to any bond (or series of bonds) issued to refund a bond issued under subsection (a)(15) if—

"(A) the average maturity date of the issue of which the refunding bond is a part is not later than the average maturity date of the bonds to be refunded by such issue,

"(B) the amount of the refunding bond does not exceed the outstanding amount of the refunded bond, and

"(C) the refunded bond is redeemed not later than 90 days after the date of the issuance of the refunding bond.

For purposes of subparagraph (A), average maturity shall be determined in accordance with section 147(b)(2)(A).".

(c) EXEMPTION FROM GENERAL STATE VOLUME CAPS.—Paragraph (3) of section 146(g) of the Internal Revenue Code of 1986 (relating to exception for certain bonds) is amended by striking "or (14)" and all that follows through the end of the paragraph and inserting "(14), or (15) of section 142(a), and".

(d) EFFECTIVE DATE.—The amendments made by this section apply to bonds issued after the date of the enactment of this Act. 26 USC 142 note.

**SEC. 11144. TREASURY STUDY OF HIGHWAY FUELS USED BY TRUCKS FOR NON-TRANSPORTATION PURPOSES.**

(a) STUDY.—The Secretary of the Treasury shall conduct a study regarding the use of highway motor fuel by trucks that is not used for the propulsion of the vehicle. As part of such study—

(1) in the case of vehicles carrying equipment that is unrelated to the transportation function of the vehicle—

(A) the Secretary of the Treasury, in consultation with the Secretary of Transportation, and with public notice and comment, shall determine the average annual amount of tax-paid fuel consumed per vehicle, by type of vehicle, used by the propulsion engine to provide the power to operate the equipment attached to the highway vehicle, and

(B) the Secretary of the Treasury shall review the technical and administrative feasibility of exempting such nonpropulsive use of highway fuels from the highway motor fuels excise taxes, and, if such exemptions are technically and administratively feasible, shall propose options for implementing such exemptions for—

(i) mobile machinery (as defined in section 4053(8) of the Internal Revenue Code of 1986) whose nonpropulsive fuel use exceeds 50 percent, and

(ii) any highway vehicle which consumes fuel for both transportation and non-transportation-related equipment, using a single motor,

(2) in the case where non-transportation equipment is run by a separate motor—

(A) the Secretary of the Treasury shall determine the annual average amount of fuel exempted from tax in the use of such equipment by equipment type, and

(B) the Secretary of the Treasury shall review issues of administration and compliance related to the present-law exemption provided for such fuel use, and

(3) the Secretary of the Treasury shall—

(A) estimate the amount of taxable fuel consumed by trucks and the emissions of various pollutants due to the long-term idling of diesel engines, and

(B) determine the cost of reducing such long-term idling through the use of plug-ins at truck stops, auxiliary power units, or other technologies.

(b) REPORT.—Not later than January 1, 2007, the Secretary of the Treasury shall report the findings of the study required under subsection (a) to the Committee on Finance of the Senate and the Committee on Ways and Means of the House of Representatives.

**SEC. 11145. DIESEL FUEL TAX EVASION REPORT.**

Not later than 360 days after the date of the enactment of this Act, the Commissioner of the Internal Revenue shall report to the Committees on Finance and Environment and Public Works of the Senate and the Committees on Ways and Means and Transportation and Infrastructure of the House of Representatives on—

(1) the availability of new technologies, including forensic or chemical molecular markers, that can be employed to enhance collections of the excise tax on diesel fuel and the plans of the Internal Revenue Service to employ such technologies,

(2) the design of a test to place forensic or chemical molecular markers in any excluded liquid (as defined in section 48.4081–1(b) of title 26, Code of Federal Regulations),

(3) the design of a test, in consultation with the Department of Defense, to place forensic or chemical molecular markers in all nonstrategic bulk fuel deliveries of diesel fuel to the military, and

(4) the design of a test to place forensic or chemical molecular markers in all diesel fuel bound for export utilizing the Gulf of Mexico.

26 USC 115 note.

**SEC. 11146. TAX TREATMENT OF STATE OWNERSHIP OF RAILROAD REAL ESTATE INVESTMENT TRUST.**

(a) IN GENERAL.—If a State owns all of the outstanding stock of a corporation—

(1) which is a real estate investment trust on the date of the enactment of this Act,

(2) which is a non-operating class III railroad, and

(3) substantially all of the activities of which consist of the ownership, leasing, and operation by such corporation of facilities, equipment, and other property used by the corporation or other persons for railroad transportation and for economic development purposes for the benefit of the State and its citizens, then, to the extent such activities are of a type which are an essential governmental function within the meaning of section 115 of the Internal Revenue Code of 1986, income derived from such activities by the corporation shall be treated as accruing to the State for purposes of section 115 of such Code.

(b) GAIN OR LOSS NOT RECOGNIZED ON CONVERSION.—Notwithstanding section 337(d) of the Internal Revenue Code of 1986—

(1) no gain or loss shall be recognized under section 336 or 337 of such Code, and

(2) no change in basis of the property of such corporation shall occur, because of any change of status of a corporation to a tax-exempt entity by reason of the application of subsection (a).

(c) TAX-EXEMPT FINANCING.—

(1) IN GENERAL.—Any obligation issued by a corporation described in subsection (a) at least 95 percent of the net proceeds (as defined in section 150(a) of the Internal Revenue Code of 1986) of which are to be used to provide for the acquisition, construction, or improvement of railroad transportation infrastructure (including railroad terminal facilities)—

(A) shall be treated as a State or local bond (within the meaning of section 103(c) of such Code), and

(B) shall not be treated as a private activity bond (within the meaning of section 103(b)(1) of such Code) solely by reason of the ownership or use of such railroad transportation infrastructure by the corporation.

(2) NO INFERENCE.—Except as provided in paragraph (1), nothing in this subsection shall be construed to affect the treatment of the private use of proceeds or property financed with obligations issued by the corporation for purposes of section 103 of the Internal Revenue Code of 1986 and part IV of subchapter B of such Code.

(d) DEFINITIONS.—For purposes of this section:

(1) REAL ESTATE INVESTMENT TRUST.—The term "real estate investment trust" has the meaning given such term by section 856(a) of the Internal Revenue Code of 1986.

(2) NON-OPERATING CLASS III RAILROAD.—The term "non-operating class III railroad" has the meaning given such term by part A of subtitle IV of title 49, United States Code (49 U.S.C. 10101 et seq.), and the regulations thereunder.

(3) STATE.—The term "State" includes—

(A) the District of Columbia and any possession of the United States, and

(B) any authority, agency, or public corporation of a State.

(e) APPLICABILITY.—

(1) IN GENERAL.—Except as provided in paragraph (2), this section shall apply on and after the date on which a State becomes the owner of all of the outstanding stock of a corporation described in subsection (a) through action of such corporation's board of directors.

(2) EXCEPTION.—This section shall not apply to any State which—

(A) becomes the owner of all of the voting stock of a corporation described in subsection (a) after December 31, 2003, or

(B) becomes the owner of all of the outstanding stock of a corporation described in subsection (a) after December 31, 2006.

**SEC. 11147. LIMITATION ON TRANSFERS TO THE LEAKING UNDERGROUND STORAGE TANK TRUST FUND.**

(a) IN GENERAL.—Section 9508 is amended by adding at the end the following new subsection:

"(e) LIMITATION ON TRANSFERS TO LEAKING UNDERGROUND STORAGE TANK TRUST FUND.—

"(1) IN GENERAL.—Except as provided in paragraph (2), no amount may be appropriated to the Leaking Underground Storage Tank Trust Fund on and after the date of any expenditure from the Leaking Underground Storage Tank Trust Fund which is not permitted by this section. The determination of

whether an expenditure is so permitted shall be made without regard to—

"(A) any provision of law which is not contained or referenced in this title or in a revenue Act, and

"(B) whether such provision of law is a subsequently enacted provision or directly or indirectly seeks to waive the application of this paragraph.

"(2) EXCEPTION FOR PRIOR OBLIGATIONS.—Paragraph (1) shall not apply to any expenditure to liquidate any contract entered into (or for any amount otherwise obligated) before October 1, 2011, in accordance with the provisions of this section.".

26 USC 9508 note.

(b) EFFECTIVE DATE.—The amendment made by this section shall take effect on the date of the enactment of this Act.

# Subtitle D—Highway-Related Technical Corrections

**SEC. 11151. HIGHWAY-RELATED TECHNICAL CORRECTIONS.**

(a) AMENDMENTS RELATED TO SECTION 301 OF THE AMERICAN JOBS CREATION ACT OF 2004.—Section 6427 is amended—

(1) by striking subsection (f), and

(2) by striking subsection (o) and redesignating subsection (p) as subsection (o).

(b) AMENDMENTS RELATED TO SECTION 853 OF THE AMERICAN JOBS CREATION ACT OF 2004.—

(1) Subparagraph (C) of section 4081(a)(2) is amended by striking "for use in commercial aviation" and inserting "for use in commercial aviation by a person registered for such use under section 4101".

(2) So much of paragraph (2) of section 4081(d) as precedes subparagraph (A) is amended to read as follows:

"(2) AVIATION FUELS.—The rates of tax specified in clauses (ii) and (iv) of subsection (a)(2)(A) shall be 4.3 cents per gallon—".

(3) Section 6421(f)(2) is amended—

(A) by striking "noncommercial aviation (as defined in section 4041(c)(2))" in subparagraph (A) and inserting "aviation which is not commercial aviation (as defined in section 4083(b))", and

(B) by striking "aviation which is not noncommercial aviation" in subparagraph (B) and inserting "commercial aviation".

(c) AMENDMENT RELATED TO SECTION 9005 OF THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY.—The last sentence of paragraph (2) of section 9504(b) is amended by striking "subparagraph (B)", and inserting "subparagraph (C)".

(d) AMENDMENT RELATED TO SECTION 1306 OF THE ENERGY POLICY ACT OF 2005.—

26 USC 38.

(1) Subsection (b) of section 1306 of the Energy Tax Incentives Act of 2005 is amended by striking "Transportation Equity Act: A Legacy for Users" and inserting "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users".

Effective date.
26 USC 38 note.

(2) If the Energy Policy Act of 2005 is enacted before the date of the enactment of this Act, for purposes of executing

any amendments made by the Energy Policy Act of 2005 to section 38(b) of the Internal Revenue Code of 1986, the amendments made by section 11126(b) of this Act shall be treated as having been executed before such amendments made by the Energy Policy Act of 2005.

(e) CLERICAL AMENDMENTS.—

(1) Subparagraph (A) of section 9504(b)(2) is amended by striking "the Act entitled 'An Act to provide that the United States shall aid the States in fish restoration and management projects, and for other purposes', approved August 9, 1950" and inserting "the Dingell-Johnson Sport Fish Restoration Act".

(2) Sections 6426(d)(2)(F) and 4041(a)(2)(B)(ii) are both amended by striking "section 29(c)(3)" and inserting "section 45K(c)(3)".

(f) EFFECTIVE DATES.—

(1) AMERICAN JOBS CREATION ACT OF 2004.—The amendments made by subsections (a) and (b) shall take effect as if included in the provisions of the American Jobs Creation Act of 2004 to which they relate. 26 USC 4081 note.

(2) TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY.—The amendment made by subsection (c) shall take effect as if included in the provision of the Transportation Equity Act for the 21st Century to which it relates. 26 USC 9504 note.

(3) ENERGY POLICY ACT OF 2005.—The amendments made by subsections (d)(1) and (e)(2) shall take effect as if included in the provision of the Energy Tax Incentives Act of 2005 to which they relate. 26 USC 38 note.

## Subtitle E—Preventing Fuel Fraud

### SEC. 11161. TREATMENT OF KEROSENE FOR USE IN AVIATION.

(a) ALL KEROSENE TAXED AT HIGHEST RATE.—

(1) IN GENERAL.—Section 4081(a)(2)(A) (relating to rates of tax) is amended by adding "and" at the end of clause (ii), by striking ", and" at the end of clause (iii) and inserting a period, and by striking clause (iv).

(2) EXCEPTION FOR USE IN AVIATION.—Subparagraph (C) of section 4081(a)(2) is amended to read as follows:

"(C) TAXES IMPOSED ON FUEL USED IN AVIATION.—In the case of kerosene which is removed from any refinery or terminal directly into the fuel tank of an aircraft for use in aviation, the rate of tax under subparagraph (A)(iii) shall be—

"(i) in the case of use for commercial aviation by a person registered for such use under section 4101, 4.3 cents per gallon, and

"(ii) in the case of use for aviation not described in clause (i), 21.8 cents per gallon.".

(3) APPLICABLE RATE IN CASE OF CERTAIN REFUELER TRUCKS, TANKERS, AND TANK WAGONS.—Section 4081(a)(3) (relating to certain refueler trucks, tankers, and tank wagons treated as terminals) is amended—

(A) by striking "a secured area of" in subparagraph (A)(i), and

(B) by adding at the end the following new subparagraph:

"(D) APPLICABLE RATE.—For purposes of paragraph (2)(C), in the case of any kerosene treated as removed from a terminal by reason of this paragraph—

"(i) the rate of tax specified in paragraph (2)(C)(i) in the case of use described in such paragraph shall apply if such terminal is located within a secured area of an airport, and

"(ii) the rate of tax specified in paragraph (2)(C)(ii) shall apply in all other cases.".

(4) CONFORMING AMENDMENTS.—

(A) Sections 4081(a)(3)(A) and 4082(b) are amended by striking "aviation-grade" each place it appears.

(B) Section 4081(a)(4) is amended by striking "paragraph (2)(C)" and inserting "paragraph (2)(C)(i)".

(C) The heading for paragraph (4) of section 4081(a) is amended by striking "AVIATION-GRADE".

(D) Section 4081(d)(2) is amended by striking so much as precedes subparagraph (A) and inserting the following:

"(2) AVIATION FUELS.—The rates of tax specified in subsection (a)(2)(A)(ii) and (a)(2)(C)(ii) shall be 4.3 cents per gallon—".

(E) Subsection (e) of section 4082 is amended—

(i) by striking "aviation-grade",

(ii) by striking "section 4081(a)(2)(A)(iv)" and inserting "section 4081(a)(2)(A)(iii)",

(iii) by adding at the end the following new sentence: "For purposes of this subsection, any removal described in section 4081(a)(3)(A) shall be treated as a removal from a terminal but only if such terminal is located within a secure area of an airport.", and

(iv) by striking "AVIATION-GRADE KEROSENE" in the heading thereof and inserting "KEROSENE REMOVED INTO AN AIRCRAFT".

(b) REDUCED RATE FOR USE OF CERTAIN LIQUIDS IN AVIATION.—

(1) IN GENERAL.—Subsection (c) of section 4041 (relating to imposition of tax) is amended—

(A) by striking "aviation-grade kerosene" in paragraph (1) and inserting "any liquid for use as a fuel other than aviation gasoline",

(B) by striking "aviation-grade kerosene" in paragraph (2) and inserting "liquid for use as a fuel other than aviation gasoline",

(C) by striking paragraph (3) and inserting the following new paragraph:

"(3) RATE OF TAX.—The rate of tax imposed by this subsection shall be 21.8 cents per gallon (4.3 cents per gallon with respect to any sale or use for commercial aviation).", and

(D) by striking "AVIATION-GRADE KEROSENE" in the heading thereof and inserting "CERTAIN LIQUIDS USED AS A FUEL IN AVIATION".

(2) PARTIAL REFUND OF FULL RATE.—

(A) IN GENERAL.—Paragraph (2) of section 6427(l) (relating to nontaxable uses of diesel fuel, kerosene and aviation fuel) is amended to read as follows:

"(2) NONTAXABLE USE.—For purposes of this subsection, the term 'nontaxable use' means any use which is exempt

from the tax imposed by section 4041(a)(1) other than by reason of a prior imposition of tax.".

(B) REFUNDS FOR NONCOMMERCIAL AVIATION.—Section 6427(l) (relating to nontaxable uses of diesel fuel, kerosene and aviation fuel) is amended by redesignating paragraph (5) as paragraph (6) and by inserting after paragraph (4) the following new paragraph:

"(5) REFUNDS FOR KEROSENE USED IN NONCOMMERCIAL AVIATION.—

"(A) IN GENERAL.—In the case of kerosene used in aviation not described in paragraph (4)(A) (other than any use which is exempt from the tax imposed by section 4041(c) other than by reason of a prior imposition of tax), paragraph (1) shall not apply to so much of the tax imposed by section 4081 as is attributable to—

"(i) the Leaking Underground Storage Tank Trust Fund financing rate imposed by such section, and

"(ii) so much of the rate of tax specified in section 4081(a)(2)(A)(iii) as does not exceed the rate specified in section 4081(a)(2)(C)(ii).

"(B) PAYMENT TO ULTIMATE, REGISTERED VENDOR.—The amount which would be paid under paragraph (1) with respect to any kerosene shall be paid only to the ultimate vendor of such kerosene. A payment shall be made to such vendor if such vendor—

"(i) is registered under section 4101, and

"(ii) meets the requirements of subparagraph (A), (B), or (D) of section 6416(a)(1).".

(3) CONFORMING AMENDMENTS.—

(A) Section 4041(a)(1)(B) is amended by striking the last sentence.

(B) The heading for subsection (l) of section 6427 is amended by striking ", KEROSENE AND AVIATION FUEL" and inserting "AND KEROSENE".

(C) Section 4082(d)(2)(B) is amended by striking "section 6427(l)(5)(B)" and inserting "section 6427(l)(6)(B)".

(D) Section 6427(i)(4)(A) is amended—

(i) by striking "paragraph (4)(B) or (5)" both places it appears and inserting "paragraph (4)(B), (5), or (6)", and

(ii) by striking "subsection (b)(4) and subsection (l)(5)" in the last sentence and inserting "subsections (b)(4), (l)(5), and (l)(6)".

(E) Paragraph (4) of section 6427(l) is amended—

(i) by striking "aviation-grade" in subparagraph (A),

(ii) by striking "section 4081(a)(2)(A)(iv)" and inserting "section 4081(a)(2)(iii)",

(iii) by striking "aviation-grade kerosene" in subparagraph (B) and inserting "kerosene used in commercial aviation as described in subparagraph (A)", and

(iv) by striking "AVIATION-GRADE KEROSENE" in the heading thereof and inserting "KEROSENE USED IN COMMERCIAL AVIATION".

(F) Section 6427(l)(6)(B), as redesignated by paragraph (2)(B), is amended by striking "aviation-grade kerosene" and inserting "kerosene used in aviation".

(c) TRANSFERS FROM HIGHWAY TRUST FUND OF TAXES ON FUELS USED IN AVIATION TO AIRPORT AND AIRWAY TRUST FUND.—

(1) IN GENERAL.—Section 9503(c) (relating to expenditures from Highway Trust Fund) is amended by adding at the end the following new paragraph:

Effective date.
Termination date.

"(7) TRANSFERS FROM THE TRUST FUND FOR CERTAIN AVIATION FUEL TAXES.—The Secretary shall pay at least monthly from the Highway Trust Fund into the Airport and Airway Trust Fund amounts (as determined by the Secretary) equivalent to the taxes received on or after October 1, 2005, and before October 1, 2011, under section 4081 with respect to so much of the rate of tax as does not exceed—

"(A) 4.3 cents per gallon of kerosene with respect to which a payment has been made by the Secretary under section 6427(l)(4), and

"(B) 21.8 cents per gallon of kerosene with respect to which a payment has been made by the Secretary under section 6427(l)(5).

Transfers under the preceding sentence shall be made on the basis of estimates by the Secretary, and proper adjustments shall be made in the amounts subsequently transferred to the extent prior estimates were in excess of or less than the amounts required to be transferred. Any amount allowed as a credit under section 34 by reason of paragraph (4) or (5) of section 6427(l) shall be treated for purposes of subparagraphs (A) and (B) as a payment made by the Secretary under such paragraph.".

(2) CONFORMING AMENDMENTS.—

(A) Section 9502(a) is amended by striking "appropriated or credited to the Airport and Airway Trust Fund as provided in this section or section 9602(b)" and inserting "appropriated, credited, or paid into the Airport and Airway Trust Fund as provided in this section, section 9503(c)(7), or section 9602(b)".

(B) Section 9502(b)(1) is amended—

(i) by striking "subsections (c) and (e) of section 4041" in subparagraph (A) and inserting "section 4041(c)", and

(ii) by striking "and aviation-grade kerosene" in subparagraph (C) and inserting "and kerosene to the extent attributable to the rate specified in section 4081(a)(2)(C)".

(C) Section 9503(b) is amended by striking paragraph (3).

(d) CERTAIN REFUNDS NOT TRANSFERRED FROM AIRPORT AND AIRWAY TRUST FUND.—

(1) Section 9502(d)(2) (relating to transfers from Airport and Airway Trust Fund on account of certain refunds) is amended by inserting "(other than subsection (l)(4) and (l)(5) thereof)" after "or 6427 (relating to fuels not used for taxable purposes)".

(2) The text of section 9502(d)(3) (relating to transfers from Airport and Airway Trust Fund on account of certain

section 34 credits) is amended by inserting "(other than payments made by reason of paragraph (4) or (5) of section 6427(l))" after "section 34".

(e) EFFECTIVE DATE.—The amendments made by this section shall apply to fuels or liquids removed, entered, or sold after September 30, 2005. 26 USC 4041 note.

**SEC. 11162. REPEAL OF ULTIMATE VENDOR REFUND CLAIMS WITH RESPECT TO FARMING.**

(a) IN GENERAL.—Subparagraph (A) of section 6427(l)(6) (relating to registered vendors to administer claims for refund of diesel fuel or kerosene sold to farmers and State and local governments), as redesignated by section 11161, is amended to read as follows:

"(A) IN GENERAL.—Paragraph (1) shall not apply to diesel fuel or kerosene used by a State or local government.".

(b) CONFORMING AMENDMENT.—The heading of paragraph (6) of section 6427(l), as so redesignated, is amended by striking "FARMERS AND".

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to sales after September 30, 2005. 26 USC 6427 note.

**SEC. 11163. REFUNDS OF EXCISE TAXES ON EXEMPT SALES OF FUEL BY CREDIT CARD.**

(a) REGISTRATION OF PERSON EXTENDING CREDIT ON CERTAIN EXEMPT SALES OF FUEL.—Section 4101(a) (relating to registration) is amended by adding at the end the following new paragraph:

"(4) REGISTRATION OF PERSONS EXTENDING CREDIT ON CERTAIN EXEMPT SALES OF FUEL.—The Secretary shall require registration by any person which—

"(A) extends credit by credit card to any ultimate purchaser described in subparagraph (C) or (D) of section 6416(b)(2) for the purchase of taxable fuel upon which tax has been imposed under section 4041 or 4081, and

"(B) does not collect the amount of such tax from such ultimate purchaser.".

(b) REFUNDS OF TAX ON GASOLINE.—

(1) IN GENERAL.—Paragraph (4) of section 6416(a) (relating to condition to allowance) is amended—

(A) by inserting "except as provided in subparagraph (B)," after "For purposes of this subsection," in subparagraph (A),

(B) by redesignating subparagraph (B) as subparagraph (C) and by inserting after subparagraph (A) the following new subparagraph:

"(B) CREDIT CARD ISSUER.—For purposes of this subsection, if the purchase of gasoline described in subparagraph (A) (determined without regard to the registration status of the ultimate vendor) is made by means of a credit card issued to the ultimate purchaser, paragraph (1) shall not apply and the person extending the credit to the ultimate purchaser shall be treated as the person (and the only person) who paid the tax, but only if such person—

"(i) is registered under section 4101,

"(ii) has established, under regulations prescribed by the Secretary, that such person—

"(I) has not collected the amount of the tax from the person who purchased such article, or

"(II) has obtained the written consent from the ultimate purchaser to the allowance of the credit or refund, and

"(iii) has so established that such person—

"(I) has repaid or agreed to repay the amount of the tax to the ultimate vendor,

"(II) has obtained the written consent of the ultimate vendor to the allowance of the credit or refund, or

"(III) has otherwise made arrangements which directly or indirectly provides the ultimate vendor with reimbursement of such tax.

If clause (i), (ii), or (iii) is not met by such person extending the credit to the ultimate purchaser, then such person shall collect an amount equal to the tax from the ultimate purchaser and only such ultimate purchaser may claim such credit or payment.",

(C) by striking "subparagraph (A)" in subparagraph (C), as redesignated by paragraph (2), and inserting "subparagraph (A) or (B)",

(D) by inserting "or credit card issuer" after "vendor" in subparagraph (C), as so redesignated, and

(E) by inserting "OR CREDIT CARD ISSUER" after "VENDOR" in the heading thereof.

(2) CONFORMING AMENDMENT.—Section 6416(b)(2) is amended by adding at the end the following new sentence: "Subparagraphs (C) and (D) shall not apply in the case of any tax imposed on gasoline under section 4081 if the requirements of subsection (a)(4) are not met.".

(c) DIESEL FUEL OR KEROSENE.—Paragraph (6) of section 6427(l) (relating to nontaxable uses of diesel fuel and kerosene), as redesignated by section 11161, is amended—

(1) by striking "The amount" in subparagraph (C) and inserting "Except as provided in subparagraph (D), the amount", and

(2) by adding at the end the following new subparagraph:

"(D) CREDIT CARD ISSUER.—For purposes of this paragraph, if the purchase of any fuel described in subparagraph (A) (determined without regard to the registration status of the ultimate vendor) is made by means of a credit card issued to the ultimate purchaser, the Secretary shall pay to the person extending the credit to the ultimate purchaser the amount which would have been paid under paragraph (1) (but for subparagraph (A)), but only if such person meets the requirements of clauses (i), (ii), and (iii) of section 6416(a)(4)(B). If such clause (i), (ii), or (iii) is not met by such person extending the credit to the ultimate purchaser, then such person shall collect an amount equal to the tax from the ultimate purchaser and only such ultimate purchaser may claim such amount.".

(d) CONFORMING PENALTY AMENDMENTS.—

(1) Section 6206 (relating to special rules applicable to excessive claims under sections 6420, 6421, and 6427) is amended—

(A) by striking "Any portion" in the first sentence and inserting "Any portion of a refund made under section 6416(a)(4) and any portion",

(B) by striking "payments under sections 6420" in the first sentence and inserting "refunds under section 6416(a)(4) and payments under sections 6420",

(C) by striking "section 6420" in the second sentence and inserting "section 6416(a)(4), 6420", and

(D) by striking "**SECTIONS 6420, 6421, AND 6427**" in the heading thereof and inserting "**CERTAIN SECTIONS**".

(2) Section 6675(a) is amended by inserting "section 6416(a)(4) (relating to certain sales of gasoline)," after "made under".

(3) Section 6675(b)(1) is amended by inserting "6416(a)(4)," after "under section".

(4) The item relating to section 6206 in the table of sections for subchapter A of chapter 63 is amended by striking "sections 6420, 6421, and 6427" and inserting "certain sections".

(e) EFFECTIVE DATE.—The amendments made by this section shall apply to sales after December 31, 2005.

26 USC 4101 note.

**SEC. 11164. REREGISTRATION IN EVENT OF CHANGE IN OWNERSHIP.**

(a) IN GENERAL.—Section 4101(a) (relating to registration) is amended by adding at the end the following new paragraph:

"(4) REREGISTRATION IN EVENT OF CHANGE IN OWNERSHIP.—Under regulations prescribed by the Secretary, a person (other than a corporation the stock of which is regularly traded on an established securities market) shall be required to reregister under this section if after a transaction (or series of related transactions) more than 50 percent of ownership interests in, or assets of, such person are held by persons other than persons (or persons related thereto) who held more than 50 percent of such interests or assets before the transaction (or series of related transactions).".

(b) CONFORMING AMENDMENTS.—

(1) CIVIL PENALTY.—Section 6719 (relating to failure to register) is amended—

(A) by inserting "or reregister" after "register" each place it appears,

(B) by inserting "OR REREGISTER" after "REGISTER" in the heading for subsection (a), and

(C) by inserting "**OR REREGISTER**" after "**REGISTER**" in the heading thereof.

(2) CRIMINAL PENALTY.—Section 7232 (relating to failure to register under section 4101, false representations of registration status, etc.) is amended—

(A) by inserting "or reregister" after "register",

(B) by inserting "or reregistration" after "registration", and

(C) by inserting "**OR REREGISTER**" after "**REGISTER**" in the heading thereof.

(3) ADDITIONAL CIVIL PENALTY.—Section 7272 (relating to penalty for failure to register) is amended—

(A) by inserting "or reregister" after "failure to register" in subsection (a), and

(B) by inserting "**OR REREGISTER**" after "**REGISTER**" in the heading thereof.

(4) CLERICAL AMENDMENTS.—The item relating to section 6719 in the table of sections for part I of subchapter B of chapter 68, the item relating to section 7232 in the table of sections for part II of subchapter A of chapter 75, and the item relating to section 7272 in the table of sections for subchapter B of chapter 75 are each amended by inserting "or reregister" after "register".

26 USC 6671.
26 USC 7231.
26 USC 7261.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to actions, or failures to act, after the date of the enactment of this Act.

26 USC 4101 note.

**SEC. 11165. RECONCILIATION OF ON-LOADED CARGO TO ENTERED CARGO.**

(a) IN GENERAL.—Subsection (a) of section 343 of the Trade Act of 2002 is amended by inserting at the end the following new paragraph:

19 USC 2071 note.

Deadlines.

"(4) TRANSMISSION OF DATA.—Pursuant to paragraph (2), not later than 1 year after the date of enactment of this paragraph, the Secretary of Homeland Security, after consultation with the Secretary of the Treasury, shall establish an electronic data interchange system through which the United States Customs and Border Protection shall transmit to the Internal Revenue Service information pertaining to cargoes of any taxable fuel (as defined in section 4083 of the Internal Revenue Code of 1986) that the United States Customs and Border Protection has obtained electronically under its regulations adopted in accordance with paragraph (1). For this purpose, not later than 1 year after the date of enactment of this paragraph, all filers of required cargo information for such taxable fuels (as so defined) must provide such information to the United States Customs and Border Protection through such electronic data interchange system.".

(b) EFFECTIVE DATE.—The amendment made by this section shall take effect on the date of the enactment of this Act.

19 USC 2071 note.

**SEC. 11166. TREATMENT OF DEEP-DRAFT VESSELS.**

(a) IN GENERAL.—On and after the date of the enactment of this Act, the Secretary of the Treasury shall require that a vessel described in section 4042(c)(1) of the Internal Revenue Code of 1986 be considered a vessel for purposes of the registration of the operator of such vessel under section 4101 of such Code, unless such operator uses such vessel exclusively for purposes of the entry of taxable fuel.

26 USC 4101 note.

(b) EXEMPTION FOR DOMESTIC BULK TRANSFERS BY DEEP-DRAFT VESSELS.—

(1) IN GENERAL.—Subparagraph (B) of section 4081(a)(1) (relating to tax on removal, entry, or sale) is amended to read as follows:

"(B) EXEMPTION FOR BULK TRANSFERS TO REGISTERED TERMINALS OR REFINERIES.—

"(i) IN GENERAL.—The tax imposed by this paragraph shall not apply to any removal or entry of a taxable fuel transferred in bulk by pipeline or vessel to a terminal or refinery if the person removing or entering the taxable fuel, the operator of such pipeline or vessel (except as provided in clause (ii)), and the operator of such terminal or refinery are registered under section 4101.

"(ii) NONAPPLICATION OF REGISTRATION TO VESSEL OPERATORS ENTERING BY DEEP-DRAFT VESSEL.—For purposes of clause (i), a vessel operator is not required to be registered with respect to the entry of a taxable fuel transferred in bulk by a vessel described in section 4042(c)(1).".

(2) EFFECTIVE DATE.—The amendment made by this subsection shall take effect on the date of the enactment of this Act.

26 USC 4081 note.

**SEC. 11167. PENALTY WITH RESPECT TO CERTAIN ADULTERATED FUELS.**

(a) IN GENERAL.—Part I of subchapter B of chapter 68 (relating to assessable penalties) is amended by adding at the end the following new section:

**"SEC. 6720A. PENALTY WITH RESPECT TO CERTAIN ADULTERATED FUELS.**

"(a) IN GENERAL.—Any person who knowingly transfers for resale, sells for resale, or holds out for resale any liquid for use in a diesel-powered highway vehicle or a diesel-powered train which does not meet applicable EPA regulations (as defined in section 45H(c)(3)), shall pay a penalty of $10,000 for each such transfer, sale, or holding out for resale, in addition to the tax on such liquid (if any).

"(b) PENALTY IN THE CASE OF RETAILERS.—Any person who knowingly holds out for sale (other than for resale) any liquid described in subsection (a), shall pay a penalty of $10,000 for each such holding out for sale, in addition to the tax on such liquid (if any).".

(b) DEDICATION OF REVENUE.—Paragraph (5) of section 9503(b) (relating to certain penalties) is amended by inserting "6720A," after "6719,".

(c) CLERICAL AMENDMENT.—The table of sections for part I of subchapter B of chapter 68 is amended by adding at the end the following new item:

"Sec. 6720A. Penalty with respect to certain adulterated fuels.".

26 USC 6720A note.

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to any transfer, sale, or holding out for sale or resale occurring after the date of the enactment of this Act.

Approved August 10, 2005.

LEGISLATIVE HISTORY—H.R. 3 (S. 732):

HOUSE REPORTS: Nos. 109–12 and Pt. 2 (both from Comm. on Transportation and Infrastructure) and 109–203 (Comm. of Conference).
SENATE REPORTS: No. 109–53 accompanying S. 732 (Comm. on Environment and Public Works).
CONGRESSIONAL RECORD, Vol. 151 (2005):
Mar. 9, 10, considered and passed House.
Apr. 26–28, May 9–13, 16, 17, considered and passed Senate, amended.
July 29, House and Senate agreed to conference report.
WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS, Vol. 41 (2005):
Aug. 10, Presidential remarks and statement.