

Adjustment Act of 1992 by directing the Secretary of the Interior, acting through the Commissioner of Reclamation, to carry out an assessment and demonstration program to control salt cedar and Russian olive, and for other purposes.

H.R. 3443. An act to direct the Secretary of the Interior to convey certain water distribution facilities to the Northern Colorado Water Conservancy District.

H.R. 4841. An act to amend the Ojito Wilderness Act to make a technical correction.

H. Con. Res. 456. Concurrent resolution providing for a correction to the enrollment of the bill, S. 203.

The message also announced that the Senate has passed with an amendment in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 409. An act to provide for the exchange of land within the Sierra National Forest, California, and for other purposes.

H.R. 1129. An act to authorize the exchange of certain land in the State of Colorado.

H.R. 3085. An act to amend the National Trails System Act to update the feasibility and suitability study originally prepared for the Trail of Tears National Historic Trail and provide for the inclusion of new trail segments, land components, and campgrounds associated with that trail, and for other purposes.

The message also announced that the Senate has passed bills of the following titles in which the concurrence of the House is requested:

S. 476. An act to authorize the Boy Scouts of America to exchange certain land in the State of Utah acquired under the Recreation and Public Purposes Act.

S. 1131. An act to authorize the exchange of certain Federal land within the State of Idaho, and for other purposes.

S. 1288. An act to authorize the Secretary of the Interior to enter into cooperative agreements to protect natural resources of units of the National Park System through collaborative efforts on land inside and outside of units of the National Park System.

S. 1346. An act to direct the Secretary of the Interior to conduct a study of maritime sites in the State of Michigan.

S. 1378. An act to amend the National Historic Preservation Act to provide appropriation authorization and improve the operations of the Advisory Council on Historic Preservation.

S. 1829. An act to repeal certain sections of the Act of May 26, 1936, pertaining to the Virgin Islands.

S. 1830. An act to amend the Compact of Free Association Amendments Act of 2003, and for other purposes.

S. 1913. An act to authorize the Secretary of the Interior to lease a portion of the Dorothy Buell Memorial Visitor Center for use as a visitor center for the Indiana Dunes National Lakeshore, and for other purposes.

S. 4001. An act to designate certain land in New England as wilderness for inclusion in the National Wilderness Preservation system and certain land as a National Recreation Area, and for other purposes.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the

vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken later today.

SAFETEA-LU AMENDMENTS ACT

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6233) to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes.

The Clerk read as follows:

H.R. 6233

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

TITLE I—HIGHWAY PROVISIONS

SECTION 101. SURFACE TRANSPORTATION TECHNICAL CORRECTIONS.

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

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

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

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

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

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

“(3) not more than \$10,000,000 for each fiscal year shall be used by the Secretary of Agriculture to pay the costs of facilitating the passage of aquatic species beneath forest roads (as defined in section 101(a) of title 23, United States Code), including the costs of constructing, maintaining, replacing, and removing culverts and bridges, as appropriate.”.

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

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

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

(2) CONFORMING AMENDMENT.—Section 1105(e)(5)(B)(1)(I) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2033; 119 Stat. 1213) is amended by striking “and United States Route 422”.

(f) CORRECTION OF INFRASTRUCTURE FINANCE SECTION.—Section 1602(d)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1247) is amended by striking

“through 189 as sections 601 through 609, respectively” and inserting “through 190 as sections 601 through 610, respectively”.

(g) CORRECTION OF PROJECT FEDERAL SHARE.—Section 1964(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1519) is amended by striking “section 120(b)” and inserting “section 120”.

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

“(39) TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.—

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

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

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

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

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

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

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

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

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

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

(4) in subsection (a)(2)(B)—

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

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

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

(m) CORRECTION OF HIGHWAY BRIDGE PROGRAM.—

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

(A) in the section heading by striking “REPLACEMENT AND REHABILITATION”;

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

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

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

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

(F) by striking subsection (f);

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

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

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

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

(2) CONFORMING AMENDMENTS.—

(A) EQUITY BONUS PROGRAM.—Subsections (a)(2)(C) and (b)(2)(C) of section 105 of title 23, United States Code, are amended by striking “replacement and rehabilitation” each place it appears.

(B) ANALYSIS.—The analysis for chapter 1 of title 23, United States Code, is amended in the item relating to section 144 by striking “replacement and rehabilitation”.

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

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

(2) in subsection (c)(3) by striking “or All-American Road” each place it appears and inserting “All-American Road, or one of America’s Byways”.

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

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

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

(r) CORRECTION OF MISCELLANEOUS TYPOGRAPHICAL ERRORS.—

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

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

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

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

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

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

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

(D) by inserting after “highway safety improvement programs” the following: “(and

separately the set aside for the high risk rural road program)”.

SEC. 102. MAGLEV.

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

“(A) \$20,000,000 for fiscal year 2007; and
“(B) \$35,000,000 for each of fiscal years 2008 and 2009.”.

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

“(e) CONTRACT AUTHORITY.—Funds authorized under section 1101(a)(18) shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; except that the funds shall not be transferable and shall remain available until expended, and the Federal share of the cost of a project to be carried out with such funds shall be 80 percent.”.

SEC. 103. PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE.

Item number 22 of the table contained in section 1301(m) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1204) is amended by striking “Improvements to I-80, Monroe County, PA” and inserting “Redesign and reconstruction of interchanges 298 and 299 of I-80 and accompanying improvements to any other public roads in the vicinity, Monroe County”.

SEC. 104. NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROJECTS.

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

SEC. 105. PROJECT AUTHORIZATIONS.

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

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

(2) by striking item number 61;

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

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

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

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

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

(8) by striking item number 248;

(9) in item number 259 by striking the project description and inserting “Corridor study, EIS, and ROW acquisition for a bridge from east of the Crow Wing Highway 3 bridge crossing the Mississippi River in Brainerd to west of the Minnesota State Highway 6 bridge crossing the Mississippi River north of Crosby”;

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

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

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

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

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

(15) in item number 590 by inserting “, including” after “Safety”;

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

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

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

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

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

(21) in item number 777 by striking the project description and inserting “Construct access from airport in Akutan”;

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

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

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

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

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

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

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

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

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

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

(32) in item number 1206 by striking "Pleasantville" and inserting "Briarcliff Manor";

(33) in item number 1210 by striking the project description and inserting "Town of New Windsor Riley Road and Shore Drive";

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

(35) in item number 1487 by striking "\$800,000" and inserting "\$1,600,000";

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

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

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

(39) in item number 1852 by striking "Milepost 9.3" and inserting "Milepost 24.3";

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

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

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

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

(44) by striking item number 2031;

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

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

(47) in item number 2234 by striking the project description and inserting "North Atherton Signal Coordination Project in Centre County";

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

(49) in item number 2375 by inserting ", including streets" after "Astoria";

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

(51) in item number 2482 by striking "County" and inserting "County";

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

(53) in item numbers 2671 and 5032 by striking "from 2 to 5 lanes and improve alignment

within rights-of-way in St. George" each place it appears and inserting ", St. George";

(54) in item number 2698 by striking the project description and inserting "I-95/Ellis Road and between Grant Road and Micco Road, Interchange Justification Reports, Brevard";

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

(56) by striking item number 2800;

(57) in item number 2826 by striking "State Street and Cajon Boulevard" and inserting "Palm Avenue";

(58) in item number 2931 by striking "Frazho Road" and inserting "Martin Road";

(59) in item number 3014 by inserting ", including" after "Safety";

(60) in item numbers 3047 and 5027 by inserting "and roadway improvements" after "safety project" each place it appears;

(61) in item number 3078 by striking the project description and inserting "U.S. 2/Sultan Basin Road improvements in Sultan";

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

(63) in item number 3219 by striking "Forest" and inserting "Warren";

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

(65) in item number 3255 by striking the project description and inserting "Facility acquisition, road construction, and other transportation enhancement related improvements in the Northwest Triangle Redevelopment Area in the city of York";

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

(67) in item number 3327 by striking "\$1,600,000" and inserting "\$2,400,000";

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

(69) in item number 3397 by striking the project description and inserting "Catholic bridge protection: allow the Virginia Department of Transportation (VDOT) to select the bridge or bridges that VDOT considers appropriate for catholic bridge protection modification";

(70) in item number 3410 by striking the project description and inserting "Construct eligible sound walls on I-65 between Old Hickory Blvd. and Harding Place in Davidson County";

(71) in item number 3456 by striking the project description and inserting "Phase II/part I project-Elizabeth Ave. in Coleraine to 0.2 miles west of CSAH 15 (2.9 miles)";

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

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

(74) in item numbers 3604 and 5008 by inserting "and Kane Creek Boulevard" after "500 West" each place it appears;

(75) in item number 3631 by striking the project description and inserting "Reconstruct or modify the existing 5th Street Bridge and railroad trestle to provide a 4-lane crossing of the Feather River between Yuba City and Marysville and improvements to connector roads from east and west";

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

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

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

(79) in item number 3688 by striking "road" and inserting "trail";

(80) in item number 3691 by striking the project description and inserting "Port facilities in Hoonah";

(81) in item number 3695 by striking "in Soldotna" and inserting "in the Kenai River corridor";

(82) in item number 3700 by inserting "and ferry facilities" after "a ferry";

(83) in item number 3703 by inserting "or another road" after "Cape Blossom Road";

(84) in item number 3704 by striking "Fairbanks" and inserting "Alaska Highway";

(85) in item number 3890 by striking the project description and inserting "Replacement of fixed route transit buses";

(86) in item number 3911 by striking the project description and inserting "Construct a new bridge at Indian Street, Martin County";

(87) in item number 3916 by striking the project description and inserting "City of Hollywood to purchase buses and bus facilities";

(88) in item number 3937 by striking the project description and inserting "Kingsland bypass from CR 61 to I-95, Camden County";

(89) in item number 3965 by striking "transportation projects" and inserting "and air quality projects";

(90) in item number 3981 by striking the project description and inserting "Atlanta Multi-Use Trail from Spring Street/Concord Road to Ridge Road";

(91) in item number 4043 by striking "MP 9.3, Segment I, II, and III" and inserting "Milepost 24.3";

(92) in item number 4050 by striking the project description and inserting "Preconstruction and construction activities of U.S. 51 between the Assumption Bypass and Vandalia";

(93) in item number 4058 by striking the project description and inserting "For improvements to the road between Brighton and Bunker Hill in Macoupin County";

(94) in item numbers 4062 and 4084 by striking the project descriptions and inserting "Preconstruction, construction, and related research and studies of I-290 Cap the Ike project in the village of Oak Park";

(95) in item number 4089 by inserting "and parking facility/entrance improvements serving the Museum of Science and Industry" after "Lakeshore Drive";

(96) in item number 4103 by inserting "and adjacent to the" before "Shawnee";

(97) in item number 4110 by striking the project description and inserting "For improvements to the road between Brighton and Bunker Hill in Macoupin County";

(98) in item number 4125 by striking "\$250,000" and inserting "\$950,000";

(99) in item number 4129 by striking "\$128,000" and inserting "\$828,000";

(100) by striking item number 4179;

(101) in item number 4292 by striking “BW Parkway” and inserting “Baltimore Washington Parkway”;

(102) in item number 4299 by striking the project description and inserting “Highway improvements in the vicinity of Aberdeen Proving Ground to support BRAC-related growth”;

(103) in item number 4313 by striking “Maryland Avenue” and all that follows through “Rd. corridor” and inserting “intermodal access and pedestrian safety improvements”;

(104) in item number 4323 by striking the project description and inserting “Maine DOT Acadia intermodal passenger and maintenance facility”;

(105) in item number 4333 by striking the project description and inserting “Detroit Riverfront Conservancy, Riverfront Walkway, greenway, and adjacent land planning, construction, and land acquisition from Gabriel Richard Park at the Douglas MacArthur Bridge to Riverside Park at the Ambassador Bridge, Detroit”;

(106) in item number 4338 by striking the project description and inserting “Construct 1 or more grade-separated crossings of I-75, and make associated improvements to improve local and regional east-west mobility between Mileposts 279 and 282”;

(107) in item number 4428 by striking the project description and inserting “U.S. 76 improvements”;

(108) in item number 4457 by striking the project description and inserting “Construct an interchange at an existing grade separation at SR 1602 (Old Stantonsburg Rd.) and U.S. 264”;

(109) in item number 4555 by inserting “Canal Street and” after “Reconstruction of”;

(110) in item number 4588 by inserting “Private Parking and” before “Transportation”;

(111) in item number 4596 by striking the project description and inserting “Transportation center, Corning”;

(112) in item number 4649 by striking the project description and inserting “Fairfield County, OH U.S. 33 and old U.S. 33 safety improvements and related construction, city of Lancaster and surrounding areas”;

(113) in item number 4651 by striking the project description and inserting “Grading, paving roads, and the transfer of rail-to-truck for the intermodal facility at Rickenbacker Airport, Columbus, Ohio”;

(114) in item number 4691 by striking the project description and inserting “Transportation improvements to Idabel Industrial Park Rail Spur, Idabel”;

(115) in item number 4749 by striking “study” and inserting “improvements”;

(116) in item number 4821 by striking “highway grade crossing project, Clearfield and Clinton Counties” and inserting “Project for highway grade crossings and other purposes relating to the Project in Cambria, Clearfield, and Clinton Counties”;

(117) in item number 4838 by striking “study” and inserting “improvements”;

(118) in item number 4839 by striking “fuel-celled” and inserting “fueled”;

(119) in item number 4866 by striking “\$11,000,000” and inserting “\$9,900,000”;

(120) by inserting after item number 4866 the following:

“4866A	RI	Repair and restore railroad bridge in Westerly.	\$1,100,000”;
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(121) in item number 4915 by striking the project description and inserting “For projects of highest priority, as determined by the South Dakota DOT”;

(122) in item number 4916 by striking “\$1,000,000” and inserting “\$328,000”;

(123) in item number 4924 by striking “\$3,450,000” and inserting “\$4,122,000”;

(124) in item number 4974 by striking “, Sevier County”;

(125) in item numbers 5011 and 5033 by striking “200 South Interchange” each place it appears and inserting “400 South Interchange”;

(126) in item number 5132 by striking the project description and inserting “St. Croix River crossing project, Wisconsin State Highway 64, St. Croix County, Wisconsin, to Minnesota State Highway 36, Washington County”;

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

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

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

(130) by striking item number 20;

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

(132) in item number 1210 by striking the project description and inserting “Riley Road, Shore Drive, and area road improvements”;

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

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

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

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

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

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

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

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

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

(142) in item number 64 by striking “\$6,560,000” and inserting “\$7,760,000”;

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

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

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

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

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

(148) in item number 68—

(A) by striking “NY” and inserting “PA”;

(B) by striking the project description and inserting “UPMC Heliport in Bedford”; and

(C) by striking “\$64,000” and inserting “\$750,000”;

(149) in item number 905—

(A) by striking “NY” and inserting “PA”;

(B) by striking the project description and inserting “Construct 2 flyover ramps and S. Lindent Street exit for access to industrial sites in the cities of McKeesport and Duquesne”; and

(C) by striking “\$160,000” and inserting “\$500,000”;

(150) in item number 159—

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

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

(151) by striking item number 2936;

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

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

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

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

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

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

(158) in item number 746 by inserting “, and any expansion of the Greenway Corridor,” after “Interchange”;

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

(160) in item number 2219 by inserting “Center Valley Parkway and” after “Improvements to”;

(161) in item number 2302 by striking the project description and inserting “Planning and construction of Safford Road in Madison Village, OH”;

(162) in item number 2637 by striking the project description and inserting “Traffic and safety improvements to county roadways in Geauga County, OH”;

(163) in item number 2342 by inserting “, and planning and construction to Heisley Road,” after “Interchange”;

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

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

(166) in item number 777 by striking the project description and inserting “Construct access from airport in Akutan”;

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

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

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

(170) in item numbers 2981 and 5028 by striking the project description and inserting “Roadway improvements on Highway 262 on the Navajo Nation in Aneth”;

(171) in item numbers 2068 and 5026 by inserting “and approaches” after “capacity”;

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

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

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

(175) in item number 3485 by striking the project description and inserting "Improve SR 105 (Hecksher Drive) from Drummond Point to August Road, including bridges across the Broward River and Dunns Creek, Jacksonville";

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

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

(178) in item number 803 by striking "St. Clair County" and inserting "city of Madison";

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

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

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

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

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

(184) in item number 2429 by striking the project description and inserting "Construct parking facility and undertake streetscaping and pedestrian walkways, Oak Lawn";

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

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

(187) in item number 2168 by striking the project description and inserting "Design, engineering, right-of-way acquisition, and construction of street improvements, streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign, including right-of-way acquisition, structure demolition, and intersection safety improvements in the vicinity of the intersection of Main and William Streets in Pittston";

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

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

(190) in item number 2704 by inserting "on West Cemetery Street and Frederick Courts" after "roadway redesign";

(191) in item number 3136 by inserting "on Walden Drive and Greenwood Hills Drive" after "roadway redesign";

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

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

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

(195) in item number 372 by inserting "replacement of the Nesbitt Street Bridge, and placement of a guard rail adjacent to St. Vladimir's Cemetery on Mountain Road (S.R. 1007)" after "roadway redesign";

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

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

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

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

(200) in item number 2332 by striking "Monroe County" and inserting "Carbon, Monroe, Pike, and Wayne Counties";

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

(202) in item number 2560 by striking the project description and inserting "To study the I-285 highway crossing in Sandy Springs, GA";

(203) in item number 2723 by striking the State, the project description, and the amount and inserting "AL", "Grade crossing improvements along Conecuh Valley RR at Henderson Highway (CR-21) in Troy, AL", and "\$300,000", respectively;

(204) in item number 61 by striking the State, the project description, and the amount and inserting "AL", "Grade crossing improvements along Wiregrass Central RR at Boll Weevil Bypass in Enterprise, AL", and "\$250,000", respectively;

(205) in item number 2936 by striking the State, the project description, and the amount and inserting "AL", "Grade crossing improvements along Luxapalilla Valley RR in Lamar and Fayette Counties, AL (Crossings at CR-6, CR-20, SH-7, James Street, and College Drive)", and "\$300,000", respectively;

(206) in item number 1742 by striking the State, the project description, and the amount and inserting "PA", "Road improvements and upgrades related to the Pennsylvania State Baseball Stadium", and "\$500,000", respectively;

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

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

(209) in item numbers 2860 and 5029 by striking the project description and inserting "Roadway improvements from Halchita to Mexican Hat on the Navajo Nation";

(210) in item number 170 by striking "facility" and inserting "garage";

(211) in item number 826 by striking the project description and the amount and inserting "For the city of Wilkes-Barre and the city of Scranton to jointly study, analyze, assess, and implement the development of a regional intermodal transportation system, including associated improvements and enhancements to existing infrastructure and application of new technologies, in the counties of Luzerne, Lackawanna, and Monroe in Northeastern Pennsylvania" and "\$2,800,000", respectively;

(212) in item number 2549 by striking "on Navy Pier";

(213) in item number 2804 by striking "on Navy Pier";

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

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

(216) in item 3665—

(A) by inserting "AL" in the State column;

(B) by inserting "Construction of Sulphur Springs Road Bypass in city of Hoover, Alabama" in the project description column; and

(C) by striking "\$0" and inserting "\$3,150,000";

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

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

(b) **TRANSFER OF PROJECT FUNDS.**—The Secretary of Transportation shall transfer to the Commandant of the Coast Guard amounts made available to carry out the project described in item number 4985 of the table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1447) to carry out that project, in accordance with the Act of June 21, 1940 (commonly known as the "Truman-Hobbs Act") (33 U.S.C. 511 et seq.).

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

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

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

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

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

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

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

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

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

(5) Development, operation, and maintenance of a certification system by a State of any fuel sold to a nonprofit educational or-

ganization (as defined in section 4221(d)(5) of such Code) that includes verification of the good standing of the organization in the State in which the organization is providing educational services.

SEC. 106. NONMOTORIZED TRANSPORTATION PILOT PROGRAM.

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

SEC. 107. CORRECTION OF INTERSTATE AND NHS DESIGNATIONS.

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

(b) **NATIONAL HIGHWAY SYSTEM.**—Section 1908(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1470) is amended by striking "from the Arkansas State line" and inserting "from Interstate Route 540".

SEC. 108. FUTURE OF SURFACE TRANSPORTATION SYSTEM.

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

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

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

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

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

SEC. 109. BUY AMERICA.

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

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

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

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

SEC. 110. TRANSPORTATION IMPROVEMENTS.

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

(1) in item number 12 by striking "Yukon River" and inserting "Kuskokwim River";

(2) in item number 57 by striking the project description and inserting "Kingsland bypass from CR 61 to I-95, Camden County";

(3) in item number 130 by striking the project description and inserting "Improvements and rehabilitation to rail and bridges on the Appanoose County Community Railroad";

(4) in item number 138 by striking the project description and inserting "West Spencer Beltway Project";

(5) in item number 142 by striking "MP 9.3, Segment I, II, and III" and inserting "Milepost 24.3";

(6) in item number 161 by striking "Bridge replacement on Johnson Drive and Nall Ave." and inserting "Construction improvements";

(7) in item number 181 by striking "BW Parkway" and inserting "Baltimore Washington Parkway";

(8) in item number 182 by striking the project description and inserting "Highway improvements in the vicinity of Aberdeen Proving Ground to support BRAC-related growth";

(9) in item number 196 by striking the project description and inserting "Detroit Riverfront Conservancy, Riverfront Walkway, greenway, and adjacent land planning, construction, and land acquisition from Gabriel Richard Park at the Douglas MacArthur Bridge to Riverside Park at the Ambassador Bridge, Detroit";

(10) in item number 198 by striking the project description and inserting "Construct 1 or more grade separated crossings of I-75 and make associated improvements to improve local and regional east-west mobility between Mileposts 279 and 282";

(11) in item number 201 by striking the project description and inserting "Paving a portion of H-58 from Buck Hill to the point located 4,000 feet east of the Hurricane River";

(12) in item number 238 by striking the project description and inserting "Develop and construct the St. Mary water project road and bridge infrastructure, including a new bridge and approaches across St. Mary River, stabilization and improvements to United States Route 89, and road/canal from Siphon Bridge to Spider Lake, on the condition that \$2,500,000 of the amount made available to carry out this item may be made available to the Bureau of Reclamation for use for the Swift Current Creek and Boulder Creek bank and bed stabilization project in the Lower St. Mary Lake drainage.";

(13) in item number 329 by inserting " , Tulsa" after "technology";

(14) in item number 358 by striking "fuel-celled" and inserting "fueled";

(15) in item number 378 by inserting " , including any related real estate acquisition" after "expansion";

(16) in item number 402 by striking "from 2 to 5 lanes and improve alignment within rights-of-way in St. George" and inserting " , St. George";

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

(18) in item number 442 by striking "\$12,000,000" and inserting "\$8,600,000";

(19) by adding at the end—

(A) in the number column "467";

(B) in the State column "AZ";

(C) the project description column "Pinal Avenue/Main Street right-of-way acquisition—Pinal County, Casa Grande, AZ—To reconstruct Main St. to include a bypass for commercial traffic"; and

(D) in the amount column "\$200,000";

(20) by adding at the end—

(A) in the number column "468";

(B) in the State column "AZ";

(C) the project description column "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"; and

(D) in the amount column "\$200,000"; and

(21) by adding at the end—

(A) in the number column "469";

(B) in the State column "AL";

(C) the project description column "Construction of Patton Island Bridge Corridor" and

(D) in the amount column "\$3,000,000".

SEC. 111. HIGHWAY RESEARCH FUNDING.

(a) **F-SHRP FUNDING.**—Notwithstanding any other provision of law, for each of fiscal years 2007 through 2009, at any time at which an apportionment is made of the sums authorized to be appropriated for the surface

transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, or the highway safety improvement program, the Secretary of Transportation shall—

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

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

(b) CONFORMING AMENDMENTS.—

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

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

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

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

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

(A) by striking subsection (c); and

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

(c) CONTRACT AUTHORITY.—Funds made available under this section shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share shall be determined under section 510(f) of that title.

(d) APPLICABILITY OF OBLIGATION LIMITATION.—Funds made available under this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs under section 1102 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 104 note; 119 Stat. 1157) or any other Act.

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

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

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

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

(g) TECHNICAL AMENDMENTS.—

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

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

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

(A) in subsection (i)—

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

“(1) IN GENERAL.—In order to”; and

(ii) by adding at the end the following:

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

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

SEC. 112. RESCISSION.

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

SEC. 113. TEA-21 TECHNICAL CORRECTIONS.

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

(b) PROJECT AUTHORIZATIONS.—The table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 257) is amended—

(1) in item number 567 by striking the project description and inserting “Design and construction of scenic overlook and pedestrian-bicycle trail along Rt. 5 in the Town of Hamburg”;

(2) in item number 585 by striking the project description and inserting “Improvements for Heth’s Run Bridge and other transportation projects eligible under title 23, United States Code, in Allegheny County, Pennsylvania, as identified by the Commonwealth of Pennsylvania”;

(3) in item number 815 by striking the project description and inserting “34th St. Alignment and Interchange and other transportation improvements for city of Moorhead SE MAIN GSI, 34th St., and I-94 Interchange, including reconstruction and retention of the SE Main Avenue Ramps at I-94, and Moorhead Comprehensive Rail Safety Program in Moorhead, MN”;

(4) in item number 1039 by striking “transportation and maintenance facility in Union City in order to replace the NJ Transit depot” and inserting “Hoboken Terminal improvements”;

(5) in item number 1096 (as amended by section 1703(a)(11) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1454)), by inserting “, and planning and construction to Hiesley Road,” before “in Mentor, Ohio”;

(6) in item number 1257 by striking the project description and inserting “\$3,278,000 to construct Eastern Long Island Scenic Byway in Suffolk County; street improvements in Suffolk County with the amounts provided as follows: \$1,500,000 for street improvements to Maple Avenue in Smithtown; \$500,000 for street improvements in Southampton; \$1,500,000 for County Road 39 in Suffolk County; and \$4,472,000 for street improvements and scenic byway construction in East Hampton”;

(7) in item number 1349 by inserting “, and improvements to streets and roads providing access to,” after “along”.

SEC. 114. HIGH PRIORITY CORRIDORS TECHNICAL CORRECTIONS.

Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 119 Stat. 1212) is amended—

(1) in paragraph (63) by striking “and United States Routes 1, 3, 9, 17, and 46,” and inserting “United States Routes 1, 9, and 46, and State Routes 3 and 17,”; and

(2) in paragraph (64)—

(A) by striking “United States Route 42” and inserting “State Route 42”; and

(B) by striking “Interstate Route 676” and inserting “Interstate Routes 76 and 676”.

SEC. 115. DEFINITION OF REPEAT INTOXICATED DRIVER LAW.

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

“(A) receive—

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

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

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

SEC. 116. RESEARCH TECHNICAL CORRECTION.

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

SEC. 117. EFFECTIVE DATE.

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

(b) EXCEPTION.—

(1) IN GENERAL.—The amendments made by this Act (other than the amendments made by sections 101(g), 103, 104, 105, 110, and 201(m)) to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; 119 Stat. 1144) shall—

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

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

(2) EFFECT OF AMENDMENTS.—Each provision of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; 119 Stat. 1144) (including the amendments made by that Act) (as in effect on the day before the date of enactment of this Act) that is amended by this Act (other than sections 101(g), 103, 104, 105, 110, and 201(m)) shall be treated as not being enacted.

TITLE II—TRANSIT PROVISIONS

SEC. 201. TRANSIT TECHNICAL CORRECTIONS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(j) SECTION 5336.—

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

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

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

(C) by redesignating subsection (c), as added by section 3034(c) of Public Law 109-59 (119 Stat. 1628), as subsection (k).

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

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

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

(m) SAFETEA-LU.—

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

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

(3) SECTION 3043.—

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

Improvements” and inserting “LOSSAN Rail Corridor Improvements”.

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

(C) LOS ANGELES.—

(i) PHASE 2.—Section 3043(c) of such Act (119 Stat. 1645) is amended by inserting after paragraph (104) the following:

“(104A) Los Angeles—Exposition LRT (Phase 2).”.

(ii) PHASE 1.—Section 3043(b)(13) of such Act (119 Stat. 1642) is amended to read as follows:

“(13) Los Angeles—Exposition LRT (Phase 1).”.

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

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

(E) BOSTON.—Section 3043(d)(6) of such Act (119 Stat. 1649) is amended to read as follows:

“(6) Boston—Silver Line Phase III, \$20,000,000.”.

(4) SECTION 3044.—

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

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

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

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

(iv) in item number 487 by striking “Central Arkansas Transit Authority Facility Upgrades” and inserting “Central Arkansas Transit Authority Bus Acquisition”;

(v) in item number 512 by striking “Corning, NY, Phase II Corning Preserve Transportation Enhancement Project” and inserting “Transportation Center Enhancements, Corning, NY”;

(vi) in item number 516 by striking “Dayton Wright Stop Plaza” and inserting “Downtown Dayton Transit Enhancements”;

(vii) in item number 541 by striking “Hoonah, AK—Intermodal Ferry Dock” and inserting “Hoonah, AK—Marine Passenger Dock and Bus Transfer Facility”;

(viii) in item number 570 by striking “Maine Department of Transportation—Acadia Intermodal Facility” and inserting “Maine DOT Acadia Intermodal Passenger and Maintenance Facility”.

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

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

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

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

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

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

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

TITLE III—OTHER PROVISIONS

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

(a) CONFORMING AMENDMENT RELATING TO HIGH-PRIORITY ACTIVITIES.—Section 31104(f) of title 49, United States Code, is amended by

striking the designation and heading for paragraph (1) and by striking paragraph (2).

(b) NEW ENTRANT AUDITS.—

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

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

(B) in paragraph (2) by inserting “(c)” after “the second subsection”.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(n) COMMERCIAL MOTOR VEHICLE DEFINITION.—Section 14504a(a)(1)(B) of title 49, United States Code, is amended by striking “a motor carrier required to make any filing or pay any fee to a State with respect to the

motor carrier's authority or insurance related to operation within such State, the motor carrier" and inserting "determining the size of a motor carrier or motor private carrier's fleet in calculating the fee to be paid by a motor carrier or motor private carrier pursuant to subsection (f)(1), the motor carrier or motor private carrier".

(c) CLARIFICATION OF UNREASONABLE BURDEN.—Section 14504a(c)(2) of title 49, United States Code, is amended by striking "interstate" the last place it appears and inserting "intrastate".

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

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

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

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

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

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

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

(a) DEFINITION OF HAZMAT EMPLOYEES.—Section 7102(2) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1982) is amended—

(1) by striking "(3)(A)" and inserting "(3)";

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

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

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

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

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

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

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

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

"§ 5128. Authorization of appropriations".

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

(g) NORMAN Y. MINETA RESEARCH AND SPECIAL PROGRAMS IMPROVEMENT ACT.—Section 5(b) of the Norman Y. Mineta Research and Special Programs Improvement Act (49 U.S.C. 108 note; 118 Stat. 2427) is amended by inserting "(including delegations by the Sec-

retary of Transportation)" after "All orders".

SEC. 303. HIGHWAY SAFETY.

(a) STATE MINIMUM APPORTIONMENTS FOR HIGHWAY SAFETY PROGRAMS.—Effective October 1, 2006, section 402(c) of the title 23, United States Code, is amended by striking "The annual apportionment to each State shall not be less than one-half of 1 per centum" and inserting "The annual apportionment to each State shall not be less than three-quarters of 1 percent".

(b) TECHNICAL CORRECTIONS.—

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

(A) by striking paragraph (2); and

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

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

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

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

(C) by striking subparagraph (C).

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

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

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

The Chair recognizes the gentleman from Wisconsin.

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 6233.

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

There was no objection.

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

Mr. Speaker, the bill before us amends the Safe, Accountable, Flexible, Efficiency Transportation Equity Act: A Legacy for Users, or SAFETEA-LU, to make technical corrections.

The bill was introduced by Chairman DON YOUNG of Alaska, Mr. JIM OBERSTAR of Minnesota, PETER DEFAZIO of Oregon and me, who worked together on the development and passage of the SAFETEA-LU authorization bill last year.

In June, the House passed the technical corrections bill to SAFETEA-LU, H.R. 5689. Since then, we have been working with our Senate colleagues to identify and correct any other outstanding issue from the original bill. This bill, H.R. 6233, is the product of those negotiations and will make the necessary changes to SAFETEA-LU.

The technical corrections included in the bill have been identified by the Department of Transportation and are mostly of a conforming nature or correct drafting errors. The most important correction we are making is to strengthen the Federal highway re-

search program by ensuring the continuation of the legacy research programs carried out by the Department of Transportation. The bill has been scored by the Congressional Budget Office and has no budgetary impact.

I support this legislation and encourage my colleagues to do the same.

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

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

Mr. Speaker, I rise in support of H.R. 6233, a bill to make technical corrections to the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU.

I want to thank my colleagues on the committee and particularly the leadership on the committee, Chairman YOUNG; subcommittee chairman, Mr. PETRI; the ranking member, Mr. OBERSTAR; the staff who did tremendous work on this bill which became law just a little over a year ago.

It is a tremendous investment in the future of our Nation in terms of improving the infrastructure to mitigate for congestion, dealing with ongoing problems with maintenance of the existing structure. In particular in my State, a substantial amount of funds will be applied to fix cracked bridges on the Interstate 5 system, a life-blood system which serves the entire west coast of the United States.

The bill had, as any major bill does, a few inadvertent drafting errors, probably due to the Senate, and some legislative language that needed some minor change.

In particular, there was a problem with funding for the Service Transportation Research Development and Deployment Account, that the funding was oversubscribed. It meant that the Federal Highway Administration would not have been able to continue its legacy research program, which is an extraordinarily important program that looks at activities, including the Biannual Conditions and Performance Report, an objective appraisal of highway bridge, transit finance, physical condition, operational performance and future investment requirements, information that will be absolutely critical as we move forward toward the next major Surface Transportation Act in the not-too-distant future.

So the bill is otherwise a straightforward technical correction, without additions. I would recommend it to my colleagues.

Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR).

Mr. OBERSTAR. I thank the gentleman for yielding.

I am relieved that we are that point in the process on this technical corrections bill. This has had a longer gestation period than the technical corrections bill for the previous reauthorization, TEA-21, when we had well over

1,000 technical corrections. We have many fewer this time, but it seems more contentious, particularly with the other body.

It has just taken seemingly endless hours of discussion and meetings among committee staff, and discussions. And I particularly appreciate the patience of the chairman, the gentleman from Alaska (Mr. YOUNG), who, on occasion, his impatience has moved the process along.

We should not have to do that. We should have been able to come together, look at the problems, just little oversights, misprintings, misstatements of what Members agreed upon in the conference and in the two versions of the bill that went to conference. We should have been able to do that in a matter of a couple of months.

But here we are almost a year later, well over a year later, and we are getting these items ironed out. Meanwhile, of course, a number of Members changed their mind about projects that they had, and circumstances changed in the various districts across the country.

So we have come back, and again with great bipartisan cooperation and an enormous effort on the part of the majority and minority staff, who have given tremendous hours of their time, Saturdays and Sundays, working, attempting to work through the August recess, when the other body went off and was not willing to cooperate with us.

But here we are. The SAFETEA-LU bill has proven to be enormously successful and effective. The policies that we set forth in that bill are being carried out by the States and with the practitioners of transportation across this country, and the bill has been received with great acclaim.

The technical corrections that we bring are, the gentleman from Wisconsin, the chairman of the subcommittee has spelled out some of them, Ranking Member DEFAZIO has spelled out others.

I want to particularly address the recapture of critical research funds for the future strategic highway research program, which is a long-term research initiative addressing the most significant problems of highway safety, reliability, capacity, and renewal.

The University Transportation Center Program, which has been very, very successful in offering new initiatives to deal with problems of transportation through the application of technology in education research, and innovative technological approaches to our transportation needs.

The development of publication of DOT's Conditions and Performance Report. That is so important. That is a little-understood item that is paid little attention, but it is the basis upon which we will move to the next authorization of transportation which will guide the practitioners, the State Departments of Transportation, the Federal Highway Administration in apply-

ing SAFETEA-LU. It gives us an objective appraisal of highway conditions, bridge conditions, financing of our transit and highway programs, performance of our highway, bridge and transit systems, and the needs for future investment.

This Conditions and Performance Report is a critical matter. I am glad we were able to get it straightened out.

The bill also modifies the Repeat Intoxicated Driver Law, to allow for the use of ignition interlock devices.

We were making a lot of progress against highway fatalities, but suddenly in the last 2 years the number has been going on up, somewhere around 44-45,000 fatalities a year. Should be going in the other direction. Half of those, nearly half of those, 40 percent of those fatalities are alcohol-related. It is not the bad road conditions. It is not bad bridges. It is alcohol related.

The interlock provision was included in both House and Senate bills, but it was not included in the conference report by simply an oversight. So the technical correction incorporates the change of giving States flexibility to continue with the 1-year license suspension requirement, or a 45-day license suspension. That is an important initiative if we are going to continue to save lives.

I am talking about just the fatalities. There are 1,300,000 people injured in accidents nationally. The repeat offenders are just a part of the U.S. drunk driving problem. They represent one-third of all DUI, driving under the influence, arrests every year. Fifty to 75 percent of repeat offenders whose licenses have been suspended continue to drive illegally.

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So an ignition interlock will prevent those offenders who have imbibed too much from operating their vehicle. They will be able to drive to work, drive to school or go to an alcohol treatment program, but we want to keep those bad drivers, repeat bad drivers off the road and save lives, and this initiative will help do that.

The technical corrections bill also corrects and states in much clearer language an intention that was written in to permit the construction of a bridge over Interstate 35 near North Branch in the southern tier of my congressional district, and how the State and the Federal Highway Administration could have misunderstood the language we wrote in that bill is beyond me.

We authorized \$7.5 million for design, engineering and construction of a bridge, and the Federal Highway Administration and the State said, oh, no, the way you wrote it, we interpret it to be only for design and engineering. Well, I tell you, you do not spend \$7.5 million to design and engineer a \$7.5 million bridge. We have made that very clear in this technical corrections.

So with those adjustments, I offer my heartfelt thanks to Chairman

YOUNG for his patience, for his perseverance; Chairman PETRI, for a partnership that we have continually had and his leadership; and the gentleman from Oregon, who has invested an enormous amount of time; but especially to staff on both sides whose continued creativity has made it possible for us to bring this bill to this point. Now let us hope that the other body passes it with alacrity.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from Alaska (Mr. YOUNG), the chairman of the Transportation and Infrastructure Committee.

Mr. YOUNG of Alaska. Mr. Speaker, I thank the gentleman for yielding, and I want to thank Mr. DEFAZIO and Mr. PETRI, and especially Mr. OBERSTAR, the ranking member. This is a good team. We wrote a good bill, but the bill was quite large, and there were some errors in printing and errors in judgment in the sense that somebody had misinterpreted what we wrote, and this bill is truly a technical corrections bill.

The reasons it take a little time. As the gentleman from Minnesota mentioned, is because this is a two-body form of government, and there was some difference of opinion in the other body on what I will not mention, and it has taken us a long time to try to arrive at this technical corrections bill that gets done what we tried to do and intended to do and will do now in SAFETEA-LU.

I would like at this time, again it has already been said, but to thank the staff, minority and majority, Graham Hill, Ward, and Jim Tymon, and everybody that has worked on this legislation, along with the other body.

We now are at a point in the last days of this session that we will be able to get this bill done so we can go forth and implement what we did in SAFETEA-LU and that is getting transportation built within this country as it should.

The gentleman from Minnesota also mentioned about the foundation, and I have to say this because I know we are on this TV or C-SPAN and I will say that right now the institution of knowledge about previous law is crucially important for the next step in building infrastructure in this country. Much of SAFETEA-LU was based upon what was done in the previous transportation act and the next one, 4 years from now, will be based upon SAFETEA-LU, and that is crucially important to understand where we were before we can go forward from where we should be.

So for Members that say, well, this is an important institution, it is not important. If you want transportation to be built adequately and justifiably, then you go back through history and go forward on the blocks of building which we established in this legislation.

I just want that it is a good technical correction bill. It will be done, I believe, tonight; and the other body has

agreed to accept this, even though I cannot speak for them, but in doing so we will get the roads built, the bridges built and all the other programs the gentleman from Minnesota and the gentleman from Oregon and the gentleman from Wisconsin mentioned and that are in this SAFETEA-LU.

So I congratulate those that worked so hard and took the time. I congratulate you for taking the effort, and I do think we ought to step forward and strongly support the passage of this legislation.

Mr. YOUNG of Alaska. Mr. Speaker, I insert this exchange of letters between DON YOUNG and SHERWOOD BOEHLERT for the RECORD.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON SCIENCE,
Washington, DC, September 29, 2006.

Hon. DON YOUNG,
Chairman, Committee on Transportation and
Infrastructure, Washington, DC.

DEAR MR. CHAIRMAN: I am writing to you concerning the jurisdictional interest of the Science Committee in matters being considered in H.R. 6233—To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes. The bill amends research portions of H.R. 3, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59), which are within the Science Committee's jurisdiction. The Science Committee acknowledges the importance of H.R. 6233 and the need for the legislation to move expeditiously. Therefore, while we have a valid claim to jurisdiction over the bill, I agree not to request a sequential referral. This, of course, is conditional on our mutual understanding that nothing in this legislation or my decision to forgo a sequential referral waives, reduces or otherwise affects the jurisdiction of the Science Committee, and that a copy of this letter and of your response will be included in the Congressional Record when the bill is considered on the House floor.

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

Thank you for your attention to this matter.

Sincerely,
SHERWOOD BOEHLERT,
Chairman.

HOUSE OF REPRESENTATIVES, COM-
MITTEE ON TRANSPORTATION AND
INFRASTRUCTURE,
Washington, DC, September 29, 2006.

Hon. SHERWOOD L. BOEHLERT,
Chairman, Committee on Science,
Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter of September 29, 2006, regarding H.R. 6233, making technical corrections to SAFETEA: LU, and for your willingness to waive consideration of provisions in the bill that fall within your Committee's jurisdiction under House Rules.

I agree that your waiving consideration of relevant provisions of H.R. 6233 does not waive your Committee's jurisdiction over the bill. I also acknowledge your right to seek conferees on any provisions that are under your Committee's jurisdiction during any House-Senate conference on H.R. 6233 or similar legislation, and will support your request for conferees on such provisions.

As you request, your letter and this response will be included in the Congressional

Record during consideration on the House floor.

Thank you for your cooperation in moving this important legislation.

Sincerely,
DON YOUNG,
Chairman.

Mr. DEFAZIO. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 6233.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

WRIGHT AMENDMENT REFORM ACT OF 2006

Mr. MICA. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 3661) to amend section 29 of the International Air Transportation Competition Act of 1979 relating to air transportation to and from Love Field, Texas.

The Clerk read as follows:

S. 3661

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Wright Amendment Reform Act of 2006".

SEC. 2. MODIFICATION OF PROVISIONS REGARDING FLIGHTS TO AND FROM LOVE FIELD, TEXAS.

(a) EXPANDED SERVICE.—Section 29(c) of the International Air Transportation Competition Act of 1979 (Public Law 96-192; 94 Stat. 35) is amended by striking "carrier, if (1)" and all that follows and inserting the following: "carrier. Air carriers and, with regard to foreign air transportation, foreign air carriers, may offer for sale and provide through service and ticketing to or from Love Field, Texas, and any United States or foreign destination through any point within Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri, or Alabama."

(b) REPEAL.—Section 29 of the International Air Transportation Competition Act of 1979 (94 Stat. 35), as amended by subsection (a), is repealed on the date that is 8 years after the date of enactment of this Act.

SEC. 3. TREATMENT OF INTERNATIONAL NONSTOP FLIGHTS TO AND FROM LOVE FIELD, TEXAS.

No person shall provide, or offer to provide, air transportation of passengers for compensation or hire between Love Field, Texas, and any point or points outside the 50 States or the District of Columbia on a nonstop basis, and no official or employee of the Federal Government may take any action to make or designate Love Field as an initial point of entry into the United States or a last point of departure from the United States.

SEC. 4. CHARTER FLIGHTS AT LOVE FIELD, TEXAS.

(a) IN GENERAL.—Charter flights (as defined in section 212.2 of title 14, Code of Fed-

eral Regulations) at Love Field, Texas, shall be limited to—

(1) destinations within the 50 States and the District of Columbia; and

(2) no more than 10 per month per air carrier for charter flights beyond the States of Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri, and Alabama.

(b) CARRIERS WHO LEASE GATES.—All flights operated to or from Love Field by air carriers that lease terminal gate space at Love Field shall depart from and arrive at one of those leased gates; except for—

(1) flights operated by an agency of the Federal Government or by an air carrier under contract with an agency of the Federal Government; and

(2) irregular operations.

(c) CARRIERS WHO DO NOT LEASE GATES.—Charter flights from Love Field, Texas, operated by air carriers that do not lease terminal space at Love Field may operate from nonterminal facilities or one of the terminal gates at Love Field.

SEC. 5. LOVE FIELD GATES.

(a) IN GENERAL.—The city of Dallas, Texas, shall reduce as soon as practicable, the number of gates available for passenger air service at Love Field to no more than 20 gates. Thereafter, the number of gates available for such service shall not exceed a maximum of 20 gates. The city of Dallas, pursuant to its authority to operate and regulate the airport as granted under chapter 22 of the Texas Transportation Code and this Act, shall determine the allocation of leased gates and manage Love Field in accordance with contractual rights and obligations existing as of the effective date of this Act for certificated air carriers providing scheduled passenger service at Love Field on July 11, 2006. To accommodate new entrant air carriers, the city of Dallas shall honor the scarce resource provision of the existing Love Field leases.

(b) REMOVAL OF GATES AT LOVE FIELD.—No Federal funds or passenger facility charges may be used to remove gates at the Lemmon Avenue facility, Love Field, in reducing the number of gates as required under this Act, but Federal funds or passenger facility charges may be used for other airport facilities under chapter 471 of title 49, United States Code.

(c) GENERAL AVIATION.—Nothing in this Act shall affect general aviation service at Love Field, including flights to or from Love Field by general aviation aircraft for air taxi service, private or sport flying, aerial photography, crop dusting, corporate aviation, medical evacuation, flight training, police or fire fighting, and similar general aviation purposes, or by aircraft operated by any agency of the Federal Government or by any air carrier under contract to any agency of the Federal Government.

(d) ENFORCEMENT.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the Secretary of Transportation and the Administrator of the Federal Aviation Administration may not make findings or determinations, issue orders or rules, withhold airport improvement grants or approvals thereof, deny passenger facility charge applications, or take any other actions, either self-initiated or on behalf of third parties—

(A) that are inconsistent with the contract dated July 11, 2006, entered into by the city of Dallas, the city of Fort Worth, the DFW International Airport Board, and others regarding the resolution of the Wright Amendment issues, unless actions by the parties to the contract are not reasonably necessary to implement such contract; or

(B) that challenge the legality of any provision of such contract.