

(Mr. D'AMATO) was added as a cosponsor of S. 1421, a bill to amend the Public Health Service Act to provide additional support for and to expand clinical research programs, and for other purposes.

S. 1464

At the request of Mr. HATCH, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 1464, a bill to amend the Internal Revenue Code of 1986 to permanently extend the research credit, and for other purposes.

S. 1504

At the request of Mr. GRAHAM, the names of the Senator from Massachusetts (Mr. KERRY), and the Senator from California (Mrs. FEINSTEIN) were added as cosponsors of S. 1504, a bill to adjust the immigration status of certain Haitian nationals who were provided refuge in the United States.

S. 1563

At the request of Mr. SMITH, the name of the Senator from Idaho (Mr. KEMPTHORNE) was added as a cosponsor of S. 1563, a bill to amend the Immigration and Nationality Act to establish a 24-month pilot program permitting certain aliens to be admitted into the United States to provide temporary or seasonal agricultural services pursuant to a labor condition attestation.

S. 1605

At the request of Mr. WARNER, his name was added as a cosponsor of S. 1605, a bill to establish a matching grant program to help States, units of local government, and Indian tribes to purchase armor vests for use by law enforcement officers.

S. 1621

At the request of Mr. GRAMS, the name of the Senator from South Dakota (Mr. DASCHLE) was added as a cosponsor of S. 1621, a bill to provide that certain Federal property shall be made available to States for State use before being made available to other entities, and for other purposes.

S. 1673

At the request of Mr. HUTCHINSON, the names of the Senator from Arizona (Mr. MCCAIN), the Senator from Washington (Mr. GORTON), and the Senator from Maine (Ms. COLLINS) were added as cosponsors of S. 1673, a bill to terminate the Internal Revenue Code of 1986.

S. 1682

At the request of Mr. D'AMATO, the names of the Senator from California (Mrs. FEINSTEIN), the Senator from Arizona (Mr. KYL), and the Senator from Iowa (Mr. GRASSLEY) were added as cosponsors of S. 1682, a bill to amend the Internal Revenue Code of 1986 to repeal joint and several liability of spouses on joint returns of Federal income tax, and for other purposes.

S. 1692

At the request of Mr. NICKLES, the name of the Senator from Louisiana (Mr. BREAU) was added as a cosponsor of S. 1692, a bill to amend the Internal Revenue Code of 1986 to provide software trade secrets protection.

S. 1723

At the request of Mr. ABRAHAM, the name of the Senator from Kansas (Mr. BROWNBACK) was added as a cosponsor of S. 1723, a bill to amend the Immigration and Nationality Act to assist the United States to remain competitive by increasing the access of the United States firms and institutions of higher education to skilled personnel and by expanding educational and training opportunities for American students and workers.

S. 1737

At the request of Mr. MACK, the name of the Senator from Minnesota (Mr. GRAMS) was added as a cosponsor of S. 1737, a bill to amend the Internal Revenue Code of 1986 to provide a uniform application of the confidentiality privilege to taxpayer communications with federally authorized practitioners.

SENATE JOINT RESOLUTION 3

At the request of Mr. THURMOND, the name of the Senator from Alabama (Mr. SHELBY) was added as a cosponsor of Senate Joint Resolution 3, a joint resolution proposing an amendment to the Constitution of the United States relating to voluntary school prayer.

SENATE CONCURRENT RESOLUTION 73

At the request of Mr. GRASSLEY, the name of the Senator from Idaho (Mr. CRAIG) was added as a cosponsor of Senate Concurrent Resolution 73, a concurrent resolution expressing the sense of Congress that the European Union is unfairly restricting the importation of United States agriculture products and the elimination of such restrictions should be a top priority in trade negotiations with the European Union.

SENATE CONCURRENT RESOLUTION 78

At the request of Mr. DASCHLE, his name was added as a cosponsor of Senate Concurrent Resolution 78, a concurrent resolution relating to the indictment and prosecution of Saddam Hussein for war crimes and other crimes against humanity.

At the request of Mr. KERRY, his name was added as a cosponsor of Senate Concurrent Resolution 78, *supra*.

At the request of Mr. MOYNIHAN, his name was added as a cosponsor of Senate Concurrent Resolution 78, *supra*.

SENATE RESOLUTION 99

At the request of Mr. DASCHLE, the name of the Senator from North Dakota (Mr. CONRAD) was added as a cosponsor of Senate Resolution 99, a resolution to encourage consumers to consult with their pharmacists in connection with the purchase and use of over-the-counter drug products.

SENATE RESOLUTION 187

At the request of Mr. MACK, the names of the Senator from Illinois (Mr. DURBIN) and the Senator from Illinois (Ms. MOSELEY-BRAUN) were added as cosponsors of Senate Resolution 187, a resolution expressing the sense of the Senate regarding the human rights situation in the People's Republic of China.

SENATE RESOLUTION 189

At the request of Mr. TORRICELLI, the names of the Senator from Maryland (Ms. MIKULSKI) and the Senator from Virginia (Mr. WARNER) were added as cosponsors of Senate Resolution 189, a resolution honoring the 150th anniversary of the United States Women's Rights Movement that was initiated by the 1848 Women's Rights Convention held in Seneca Falls, New York, and calling for a national celebration of women's rights in 1998.

AMENDMENT NO. 1375

At the request of Mr. LEVIN the name of the Senator from Minnesota (Mr. WELLSTONE) was added as a cosponsor of amendment No. 1375 proposed to S. 1173, a bill to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes.

AMENDMENT NO. 1726

At the request of Mr. WARNER his name was added as a cosponsor of amendment No. 1726 proposed to S. 1173, a bill to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes.

AMENDMENT NO. 1906

At the request of Mr. MACK the names of the Senator from Florida (Mr. GRAHAM) and the Senator from Arizona (Mr. KYL) were added as cosponsors of amendment No. 1906 proposed to S. 1173, a bill to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes.

AMENDMENTS SUBMITTED

THE INTERMODAL SURFACE
TRANSPORTATION EFFICIENCY
ACT OF 1997THURMOND (AND OTHERS)
AMENDMENT NO. 1987

(Ordered to lie on the table.)

Mr. THURMOND (for himself, Mr. GRAHAM, Mr. MACK, and Mr. BUMPERS) submitted an amendment intended to be proposed by them to amendment No. 1676 proposed by Mr. CHAFEE to the bill (S. 1173) to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes; as follows:

At the appropriate place, add the following:

(d) CONTINUATION OF OPERATING ASSISTANCE TO CERTAIN LARGER URBANIZED AREAS.—

(1) PROVISION OF ASSISTANCE.—Notwithstanding any other provision of law, during the period described in paragraph (2), the Secretary of Transportation may continue to provide assistance under section 5307 of title 49, United States Code, to finance the operating costs of equipment and facilities for use in mass transportation in any urbanized area (as that term is defined in section 5302 of title 49, United States Code) with a population of not fewer than 200,000, if the Secretary determines that—

(A) the number of the total bus revenue vehicle-miles operated in or directly serving the area is less than 600,000; and

(B) the number of buses operated in or directly serving the area does not exceed 15.

(2) PERIOD DESCRIBED.—For purposes of paragraph (1), the period described in this paragraph is the period beginning on the date of enactment of this Act and ending on the earlier of—

(A) 3 years after the date of enactment of this Act; and

(B) the date on which the Secretary determines that—

(i) the number of the total bus revenue vehicle-miles operated in or directly serving the area is greater than or equal to 600,000; and

(ii) the number of buses operated in or directly serving the area exceeds 15.

**BAUCUS (AND CHAFEE)
AMENDMENT NO. 1988**

(Ordered to lie on the table.)

Mr. BAUCUS (for himself and Mr. CHAFEE) submitted an amendment intended to be proposed by them to amendment No. 1676 by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 77, line 20, strike “and II” and insert “I, and V”.

**MCCAIN AMENDMENTS NOS. 1989–
1990**

(Ordered to lie on the table.)

Mr. MCCAIN submitted two amendments intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

AMENDMENT NO. 1989

On page 154, line 6, strike “1998;” and insert “1999;”.

On page 154, line 7, strike “1999;” and insert “2000;”.

On page 154, line 8, strike “2000;” and insert “2001;”.

On page 154, line 9, strike “2001;” and insert “2002; and”.

On page 154, line 10, strike “2002; and” and insert “2003;”.

On page 154, strike line 11.

On page 158, strike lines 1 through 19.

On page 158, line 20, strike “(2)” and insert “(1)”.

On page 159, line 21, strike “(3)” and insert “(2)”.

On page 159, line 23, strike “graphs (1) and (2)” and insert “graph (1)”.

On page 162, line 7, strike “(C)” and insert “(B)”.

On page 162, line 11, strike “(C)” and insert “(B)”.

On page 163, strike lines 24 and 25.

AMENDMENT NO. 1990

On page 154, line 6, strike “1998;” and insert “1999;”.

On page 154, line 7, strike “1999;” and insert “2000;”.

On page 154, line 8, strike “2000;” and insert “2001;”.

On page 154, line 9, strike “2001;” and insert “2002; and”.

On page 154, line 10, strike “2002; and” and insert “2003;”.

On page 154, strike line 11.

On page 158, strike lines 1 through 19, and insert the following:

“(1) FISCAL YEAR 1998.—In fiscal year 1998, an amount equal to \$20,000,000 of the balance remaining after the distribution under subsection (a) shall be transferred to the Sec-

retary of Transportation and shall be expended for State recreational boating safety programs under section 13106(a)(1) of title 46, United States Code.

On page 162, line 7, strike “(C)” and insert “(B)”.

On page 162, line 11, strike “(C)” and insert “(B)”.

On page 163, strike lines 24 and 25.

On page 164, line 24, strike “4(b)” and insert “4(b)(2)”.

SMITH AMENDMENT NO. 1991

(Ordered to lie on the table.)

Mr. SMITH of New Hampshire submitted an amendment intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the appropriate place, insert the following new section:

SEC. . ACCESS OF MOTORCYCLES.

“(a) ACCESS OF MOTORCYCLES.—No State or political subdivision of a State may restrict the access of motorcycles to any highway or portion of a highway for which Federal-aid highway funds have been utilized for planning, design, construction, or maintenance.

**LEVIN (AND WELLSTONE)
AMENDMENT NO. 1992**

(Ordered to lie on the table.)

Mr. LEVIN (for himself and Mr. WELLSTONE) submitted an amendment intended to be proposed by them to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

AMENDMENT NO. 1992

On page 125, lines 5 and 6, strike “not less than 15 percent” and insert “not less than 25 percent, nor more than 35 percent.”.

On page 156, strike lines 21 through 23 and insert the following:

(B) in paragraph (3)—

(i) in the first sentence of subparagraph (A), by striking “80” and inserting “82”; and

(ii) in subparagraph (B)—

(I) by striking “tobe” and inserting “to be”; and

(II) by adding at the end the following: “A project under this subparagraph shall be undertaken on a road that is classified as below a principal arterial.”; and

On page 274, strike lines 3 through 7 and insert the following:

“(ii) NONMETROPOLITAN AREAS.—

“(I) IN GENERAL.—With respect to each nonmetropolitan area in the State, the program shall be developed in coordination with the State, elected officials of affected local governments, and elected officials of subdivisions of affected local governments that have jurisdiction over transportation planning, through a process developed by the State that ensures participation by the elected officials.

“(II) REVIEW.—Not less than once every 2 years, the Secretary shall review the planning process through which the program was developed under subclause (I).

“(III) APPROVAL.—The Secretary shall approve the planning process if the Secretary finds that the planning process is consistent with this section and section 134.

On page 286, between lines 10 and 11, insert the following:

SEC. 1605. STUDY OF PARTICIPATION OF LOCAL ELECTED OFFICIALS IN TRANSPORTATION PLANNING AND PROGRAMMING.

(a) STUDY.—The Secretary shall conduct a study on the effectiveness of the participa-

tion of local elected officials in transportation planning and programming.

(b) REPORT.—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report describing the results of the study required under subsection (a).

**GRAMM (AND OTHERS)
AMENDMENT NO. 1993**

(Ordered to lie on the table.)

Mr. GRAMM (for himself, Mrs. HUTCHINSON, and Mr. ABRAHAM) submitted an amendment intended to be proposed by them to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173 supra; as follows:

AMENDMENT NO. 1993

Strike pages 98 and 99 and insert the following:

(2) SELECTION OF STATES, METROPOLITAN PLANNING ORGANIZATIONS, AND PROJECTS TO RECEIVE GRANTS.—In selecting States, metropolitan planning organizations, and projects to receive grants under this subsection, the Secretary shall consider—

(A) the extent to which the annual volume of commercial vehicle traffic at the border stations or ports of entry of each State—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (Public Law 103-182); and

(ii) is projected to increase in the future;

(B) the extent to which commercial vehicle traffic in each State—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (Public Law 103-182); and

(ii) is projected to increase in the future;

(C) the extent of border transportation improvements carried out by each State since the date of enactment of that Act;

(D) the extent to which international truck-borne commodities move through each State;

(E) the reduction in commercial and other travel time through a major international gateway expected as a result of the proposed project; including the level of traffic delays at at-grade highway crossings of major rail lines in trade corridors;

(F) the extent of leveraging of Federal funds provided under this subsection, including—

(i) use of innovative financing;

(ii) combination with funding provided under other sections of this Act and title 23, United States Code; and

(iii) combination with other sources of Federal, State, local, or private funding; including state, local and private matching fund;

(G) improvements in vehicle and highway safety and cargo security in and through the gateway concerned;

(H) the degree of demonstrated coordination with Federal inspection agencies;

(I) the extent to which the innovative and problem solving techniques of the proposed project would be applicable to other border stations or ports of entry;

(J) demonstrated local commitment to implement and sustain continuing comprehensive border planning processes and improvement programs; and

(K) the value of the cargo carried by commercial vehicle traffic, to the extent that the value of the cargo and congestion impose economic costs on the nation's economy.

TORRICELLI AMENDMENTS NOS.
1994-1995

(Ordered to lie on the table.)

Mr. TORRICELLI submitted two amendments intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

AMENDMENT NO. 1994

On page 223, strike lines 4 and 5 and insert the following:

(1) in subsection (a)—

(A) by striking “(a) Each” and inserting the following:

“(a) IN GENERAL.—

“(1) PROGRAM.—Each”;

(B) by inserting “, bicyclists,” after “motorists”; and

(C) by adding at the end the following:

“(2) HAZARDS.—In carrying out paragraph (1), a State may—

(A) identify through a survey hazards to motorists, users of public transportation, bicyclists, pedestrians, and individuals who live or work near transportation facilities; and

“(B) develop and implement projects and programs to address the hazards.”

AMENDMENT NO. 1995

On page 85, between lines 18 and 19, insert the following:

(d) EVALUATION OF PROCUREMENT PRACTICES AND PROJECT DELIVERY.—

(1) STUDY.—The Comptroller General shall conduct a study to assess—

(A) the impact that a utility company's failure to relocate its facilities in a timely manner has on the delivery and cost of Federal-aid highway and bridge projects;

(B) methods States use to mitigate delays described in subparagraph (A), including the use of the courts to compel utility cooperation;

(C) the prevalence and use of—

(i) incentives to utility companies for early completion of utility relocations on Federal-aid transportation project sites; and

(ii) penalties assessed on utility companies for utility relocation delays on such projects;

(D) the extent to which States have used available technologies, such as subsurface utility engineering, early in the design of Federal-aid highway and bridge projects so as to eliminate or reduce the need for or delays due to utility relocations; and

(E)(i) whether individual States compensate transportation contractors for business costs incurred by the contractors when Federal-aid highway and bridge projects under contract to the contractors are delayed by delays caused by utility companies in utility relocations; and

(ii) methods used by States in making any such compensation.

(2) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General shall submit to Congress a report on the results of the study, including any recommendations that the Comptroller General determines to be appropriate as a result of the study.

MCCAIN AMENDMENT NO. 1996

(Ordered to lie on the table.)

Mr. MCCAIN submitted an amendment intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 154, line 6, strike “1998;” and insert “1999;”.

On page 154, line 7, strike “1999;” and insert “2000;”.

On page 154, line 8, strike “2000;” and insert “2001;”.

On page 154, line 9, strike “2001;” and insert “2002; and”.

On page 154, line 10, strike “2002; and” and insert “2003;”.

On page 154, strike line 11.

On page 158, strike lines 1 through 19, and insert the following:

“(1) FISCAL YEAR 1998.—In fiscal year 1998, an amount equal to \$20,000,000 of the balance remaining after the distribution under subsection (a) shall be transferred to the Secretary of Transportation and shall be expended for State recreational boating safety programs under section 13106(a)(1) of title 46, United States Code.

On page 162, line 7, strike “(1)(C)” and insert “(2)(B)”.

On page 162, line 11, strike “(1)(C)” and insert “(2)(B)”.

On page 163, strike lines 24 and 25.

On page 164, line 24, strike “4(b)” and insert “4(b)(2)”.

MOSELEY-BRAUN AMENDMENT NO.
1997

(Ordered to lie on the table.)

Ms. MOSELEY-BRAUN submitted an amendment intended to be proposed by her to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 220, after line 23, insert the following:

“(E) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated \$45,000,000 in each of fiscal years 1998 through 2003 to carry out this subsection.”

D'AMATO (AND SARBANES)
AMENDMENT NO. 1998

Mr. CHAFEE (for Mr. D'AMATO, for himself and Mr. SARBANES) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill S. 1173, supra; as follows:

On page 55, all after line 11, insert the following:

(A) Establishment of center—(1) Section 5317(b) of title 49, United States Code, is amended by adding the following new paragraph:

“(6) The Secretary shall make grants to the University of Alabama to Transportation Research Center to establish a university Transportation Center.”

TORRICELLI AMENDMENT NO. 1999

Mr. CHAFEE (for Mr. TORRICELLI) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 85, between lines 18 and 19, insert the following:

(d) EVALUATION OF PROCUREMENT PRACTICES AND PROJECT DELIVERY.—

(1) STUDY.—The Comptroller General shall conduct a study to assess—

(A) the impact that a utility company's failure to relocate its facilities in a timely manner has on the delivery and cost of Federal-aid highway and bridge projects;

(B) methods States use to mitigate delays described in subparagraph (A), including the use of the courts to compel utility cooperation;

(C) the prevalence and use of—

(i) incentives to utility companies for early completion of utility relocations on Federal-aid transportation project sites; and

(ii) penalties assessed on utility companies for utility relocation delays on such projects;

(D) the extent to which States have used available technologies, such as subsurface utility engineering, early in the design of Federal-aid highway and bridge projects so as to eliminate or reduce the need for or delays due to utility relocations; and

(E)(i) whether individual States compensate transportation contractors for business costs incurred by the contractors when Federal-aid highway and bridge projects under contract to the contractors are delayed by delays caused by utility companies in utility relocations; and

(ii) methods used by States in making any such compensation.

(2) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General shall submit to Congress a report on the results of the study, including any recommendations that the Comptroller General determines to be appropriate as a result of the study.

TORRICELLI AMENDMENT NO. 2000

Mr. BAUCUS (for Mr. TORRICELLI) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

In title III, strike section 3215 and insert the following:

SEC. 3215. HAZARDOUS MATERIAL TRANSPORTATION REAUTHORIZATION.

(a) IN GENERAL.—Chapter 51, as amended by section 3214 of this Act, is amended by redesignating section 5128 as section 5129 and by inserting after section 5127 the following:

“**§5128. High risk hazardous material and hazardous waste; motor carrier safety study**

“(a) STUDY.—The Secretary of Transportation shall conduct a study—

“(1) to determine the safety benefits and administrative efficiency of implementing a Federal permit program for high risk hazardous material and hazardous waste carriers;

“(2) to identify and evaluate alternative regulatory methods and procedures that may improve the safety of high risk hazardous material and hazardous waste carriers and shippers, including evaluating whether an annual safety fitness determination that is linked to permit renewals for hazardous material and hazardous waste carriers is warranted;

“(3) to examine the safety benefits of increased monitoring of high risk hazardous material and hazardous waste carriers, and the costs, benefits, and procedures of existing State permit programs;

“(4) to make such recommendations as may be appropriate for the improvement of uniformity among existing State permit programs; and

“(5) to assess the potential of advanced technologies for improving the assessment of high risk hazardous material and hazardous waste carriers' compliance with motor carrier safety regulations.

“(b) TIMEFRAME.—The Secretary shall begin the study required by subsection (a) within 6 months after the date of enactment of the Intermodal Transportation Safety Act of 1998 and complete it within 30 months after the date of enactment of that Act.

“(c) REPORT.—The Secretary shall report the findings of the study required by subsection (a), together with such recommendations as may be appropriate, within 36 months after the date of enactment of the Intermodal Transportation Safety Act of 1998.”

(b) SECTION 5109 REGULATIONS TO REFLECT STUDY FINDINGS.—Section 5109(h) is amended by striking “not later than November 16, 1991.” and inserting “based upon the findings of the study required by section 5128(a).”.

(c) CONFORMING AMENDMENT.—The chapter analysis for chapter 51, as amended by section 3214, is amended by striking the item relating to section 5128 and inserting the following:

“5128. High risk hazardous material and hazardous waste; motor carrier safety study.

“5129. Authorization of appropriations.”.

CHAFEE AMENDMENT NO. 2001

Mr. CHAFEE proposed an amendment to amendment No. 1676 proposed by him to the bill, S. 1173, *supra*; as follows:

On page 154, line 6, strike “1998;” and insert “1999;”.

On page 154, line 7, strike “1999;” and insert “2000;”.

On page 154, line 8, strike “2000;” and insert “2001;”.

On page 154, line 9, strike “2001;” and insert “2002; and”.

On page 154, line 10, strike “2002; and” and insert “2003;”.

On page 154, strike line 11.

On page 158, strike lines 1 through 19, and insert the following:

“(1) FISCAL YEAR 1998.—In fiscal year 1998, an amount equal to \$20,000,000 of the balance remaining after the distribution under subsection (a) shall be transferred to the Secretary of Transportation and shall be expended for State recreational boating safety programs under section 13106(a)(1) of title 46, United States Code.

On page 162, line 7, strike “(1)(C)” and insert “(2)(B)”.

On page 162, line 11, strike “(1)(C)” and insert “(2)(B)”.

On page 163, strike lines 24 and 25.

On page 164, line 24, strike “4(b)” and insert “4(b)(2)”.

DEWINE AMENDMENT No. 2002

Mr. CHAFEE (for Mr. DEWINE) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, *supra*; as follows:

At the appropriate place in subtitle D of title III, insert the following:

SEC. 34. SCHOOL TRANSPORTATION SAFETY.

(a) STUDY.—Not later than 3 months after the date of enactment of this Act, the Secretary shall offer to enter into an agreement with the Transportation Research Board of the National Academy of Sciences to conduct, subject to the availability of appropriations, a study of the safety issues attendant to the transportation of school children to and from school and school-related activities by various transportation modes.

(b) TERMS OF AGREEMENT.—The agreement under subsection (a) shall provide that—

(1) the Transportation Research Board, in conducting the study, shall consider—

(A) in consultation with the National Transportation Safety Board, the Bureau of Transportation Statistics, and other relevant entities, available crash injury data;

(B) vehicle design and driver training requirements, routing, and operational factors that affect safety; and

(C) other factors that the Secretary considers to be appropriate;

(2) if the data referred to in paragraph (1)(A) is unavailable or insufficient, the Transportation Research Board shall recommend a new data collection regimen and implementation guidelines; and

(3) a panel shall conduct the study and shall include—

(A) representatives of—

(i) highway safety organizations;

(ii) school transportation; and

(iii) mass transportation operators;

(B) academic and policy analysts; and

(C) other interested parties.

(c) REPORT.—Not later than 12 months after the Secretary enters into an agreement under subsection (a), the Secretary shall transmit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that contains the results of the study.

(d) AUTHORIZATION.—There are authorized to be appropriated to the Department of Transportation to carry out this section—

(1) \$200,000 for fiscal year 1999; and

(2) \$200,000 for fiscal year 2000.

CHAFEE AMENDMENTS NOS. 2003–2004

Mr. CHAFEE proposed two amendments to amendment No. 1676 proposed by him to the bill, S. 1173, *supra*; as follows:

AMENDMENT No. 2003

On page 77, line 20, strike “and II” and insert “, II, and V”.

AMENDMENT No. 2004

On page 79, between lines 13 and 14, insert the following:

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

(f) REVIEW BY COMPTROLLER GENERAL.—Not later than 3 years after the date of enactment of this Act, the Comptroller General of the United States shall conduct a review of, and publish and report to Congress findings and conclusions on, the impact throughout the United States of administering the requirement of subsection (a), including an analysis of—

(1) in the case of small business concerns certified in each State under subsection (d) as owned and controlled by socially and economically disadvantaged individuals—

(A) the number of the small business concerns; and

(B) the participation rates of the small business concerns in prime contracts and subcontracts funded under titles I, II, and V of this Act;

(2) in the case of small business concerns described in paragraph (1) that receive prime contracts and subcontracts funded under titles I, II, and V of this Act—

(A) the number of the small business concerns;

(B) the annual gross receipts of the small business concerns; and

(C) the net worth of socially and economically disadvantaged individuals that own and control the small business concerns;

(3) in the case of small business concerns described in paragraph (1) that do not receive prime contracts and subcontracts funded under titles I, II, and V of this Act—

(A) the annual gross receipts of the small business concerns; and

(B) the net worth of socially and economically disadvantaged individuals that own and control the small business concerns;

(4) in the case of business concerns that receive prime contracts and subcontracts funded under titles I, II, and V of this Act, other

than small business concerns described in paragraph (2)—

(A) the annual gross receipts of the business concerns; and

(B) the net worth of individuals that own and control the business concerns;

(5) the rate of graduation from any programs carried out to comply with the requirement of subsection (a) for small business concerns owned and controlled by socially and economically disadvantaged individuals;

(6) the overall cost of administering the requirement of subsection (a), including administrative costs, certification costs, additional construction costs, and litigation costs;

(7) any discrimination, on the basis of race, color, national origin, or sex, against small business concerns owned and controlled by socially and economically disadvantaged individuals;

(8)(A) any other factors limiting the ability of small business concerns owned and controlled by socially and economically disadvantaged individuals to compete for prime contracts and subcontracts funded under titles I, II, and V of this Act; and

(B) the extent to which any of those factors are caused, in whole or in part, by discrimination based on race, color, national origin, or sex;

(9) any discrimination, on the basis of race, color, national origin, or sex, against construction companies owned and controlled by socially and economically disadvantaged individuals in public and private transportation contracting and the financial, credit, insurance, and bond markets;

(10) the impact on small business concerns owned and controlled by socially and economically disadvantaged individuals of—

(A) the issuance of a final order described in subsection (e) by a Federal court that suspends a program established under subsection (a); or

(B) the repeal or suspension of State or local disadvantaged business enterprise programs; and

(11) the impact of the requirement of subsection (a), and any program carried out to comply with subsection (a), on competition and the creation of jobs, including the creation of jobs for socially and economically disadvantaged individuals.

GRAMM (AND OTHERS) AMENDMENT NO. 2005

Mr. GRAMM (for himself, Mrs. HUTCHISON, and Mr. ABRAHAM) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, *supra*; as follows:

At the appropriate place, insert the following:

(2) SELECTION OF STATES, METROPOLITAN PLANNING ORGANIZATIONS, AND PROJECTS TO RECEIVE GRANTS.—Notwithstanding any other provision of this Act, in selecting States, metropolitan planning organizations, and projects to receive grants under subsection 1116(d), the Secretary shall consider—

(A) the extent to which the annual volume of commercial vehicle traffic at the border stations or ports of entry of each State—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (Public Law 103-182); and

(ii) is projected to increase in the future;

(B) the extent to which commercial vehicle traffic in each State—

(i) has increased since the date of enactment of the North American Free Trade

Agreement Implementation Act (Public Law 103-182); and

(ii) is projected to increase in the future;

(C) the extent of border transportation improvements carried out by each State since the date of enactment of that Act;

(D) the extent to which international truck-borne commodities move through each State;

(E) the reduction in commercial and other travel time through a major international gateway expected as a result of the proposed project, including the level of traffic delays at at-grade highway crossings of major rail lines in trade corridors;

(F) the extent of leveraging of Federal funds provided under this subsection, including—

(i) use of innovative financing;

(ii) combination with funding provided under other sections of this Act and title 23, United States Code; and

(iii) combination with other sources of Federal, State, local, or private funding, including State, local and private matching funds;

(G) improvements in vehicle and highway safety and cargo security in and through the gateway concerned;

(H) the degree of demonstrated coordination with Federal inspection agencies;

(I) the extent to which the innovative and problem solving techniques of the proposed project would be applicable to other border stations or ports of entry;

(J) demonstrated local commitment to implement and sustain continuing comprehensive border planning processes and improvement programs; and

(K) the value of the cargo carried by commercial vehicle traffic, to the extent that the value of the cargo and congestion impose economic costs on the nation's economy.

CHAFEE AMENDMENTS NO. 2006

Mr WARNER (for Mr. CHAFEE) proposed an amendment to amendment No. 1676 proposed by him to the bill, S. 1173, supra; as follows:

On page 39, line 15, in the matter added by Chafee Amendment No. 1311, strike "October 6, 1997" and insert "March 12, 1998".

LAUTENBERG (AND OTHERS) AMENDMENT NO. 2007

Mr. WARNER (for Mr. LAUTENBERG, for himself, Mr. CHAFEE, Mr. WARNER, Mr. MOYNIHAN, and Mr. SMITH of Oregon) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 91, between lines 23 and 24, insert the following:

(1) AFFECTED PORT OF ENTRY.—The term "affected port of entry" means a seaport or airport in any State that demonstrates that the transportation of cargo by rail or motor carrier through the seaport or airport has increased significantly since the date of enactment of the North American Free Trade Agreement Implementation Act (Public Law 103-182).

On page 91, line 24, strike "(1)" and insert "(2)".

On page 92, line 5, strike "(2)" and insert "(3)".

On page 92, line 11, strike "(3)" and insert "(4)".

On page 92, line 17, strike "(4)" and insert "(5)".

On page 93, line 3, strike "(5)" and insert "(6)".

On page 93, line 6, strike "(6)" and insert "(7)".

On page 95, line 10, before the period, insert the following: "and through affected ports of entry".

On page 95, line 12, insert "and affected port of entry" after "corridor".

On page 95, line 14, before the period, insert the following: "or by the State in which the affected port of entry is located".

On page 95, strike lines 16 through 23 and insert the following:

(A) IN GENERAL.—As a condition of receiving a grant under paragraph (1), a State shall enter into an agreement with the Secretary that specifies that, not later than 2 years after receipt of the grant—

(i) in cooperation with the other States along the corridor, the State will submit a plan for corridor improvements to the Secretary; or

(ii) the State will submit a plan for affected port of entry improvements to the Secretary.

On page 98, line 19, insert "and affected port of entry" after "border".

On page 98, line 24, insert "or affected port of entry" before "expected".

On page 99, line 12, insert "or affected port of entry" after "gateway".

On page 99, line 21, insert "or affected port of entry" after "border".

LOTT AMENDMENT NO. 2008

Mr. WARNER. (for Mr. LOTT) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the appropriate place in the bill, insert the following:

SEC. . REMOTE SENSING AND SPATIAL INFORMATION TECHNOLOGIES.

(A) IN GENERAL.—The Secretary shall establish and carry out a program to validate remote sensing and spatial information technologies for application to national transportation infrastructure development and construction.

(b) PROGRAM STAGES.—

(1) FIRST STAGE.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall establish a national policy for the use of remote sensing and spatial information technologies in national transportation infrastructure development and construction.

(2) SECOND STAGE.—After establishment of the national policy under paragraph (1), the Secretary shall develop new applications of remote sensing and spatial information technologies for the implementation of such policy.

(c) COOPERATION.—The Secretary shall carry out this section in cooperation with the National Aeronautics and Space Administration and a consortium of university research centers.

(d) FUNDING.—There is authorized to be appropriated to carry out this section \$10,000,000 for fiscal year 1999 and \$10,000,000 for each of fiscal years 2000 through 2004.

AMENDMENT NO. 2009

Mr. WARNER (for Mr. DOMENICI) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 100 at the end of line 14, insert: "including the deployment of technologies to detect and deter illegal narcotic smuggling."

FEINSTEIN AMENDMENT NO. 2010

Mr. WARNER (for Mrs. FEINSTEIN) proposed an amendment to amendment

No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 309, between lines 3 and 4, insert the following:

SEC. 18. SOUTHWEST BORDER TRANSPORTATION INFRASTRUCTURE ASSESSMENT.

(a) IN GENERAL.—The Secretary shall conduct a comprehensive assessment of the state of the transportation infrastructure on the southwest border between the United States and Mexico (referred to in this section as the "border").

(b) CONSULTATION.—In carrying out subsection (a), the Secretary shall consult with—

(1) the Secretary of State;

(2) the Attorney General;

(3) the Secretary of the Treasury;

(5) the Commandant of the Coast Guard;

(6) the Administrator of General Services;

(7) the American Commissioner on the International Boundary Commission, United States and Mexico;

(8) State agencies responsible for transportation and law enforcement in border States; and

(9) municipal governments and transportation authorities in sister cities in the border area.

(c) REQUIREMENTS.—In carrying out the assessment, the Secretary shall—

(1) assess—

(A) the flow of commercial and private traffic through designated ports of entry on the border;

(B) the adequacy of transportation infrastructure in the border area, including highways, bridges, railway lines, and border inspection facilities;

(C) the adequacy of law enforcement and narcotics abatement activities in the border area, as the activities relate to commercial and private traffic; and

(D) future demands on transportation infrastructure in the border area; and

(2) make recommendations to facilitate legitimate cross-border traffic in the border area, while maintaining the integrity of the border.

(d) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to Congress a report on the assessment conducted under this section, including any related legislative and administrative recommendations.

BREAUX (AND LANDRIEU) AMENDMENT NO. 2011

Mr. WARNER (for Mr. BREAUX for himself and Ms. LANDRIEU) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 309, strike line 3 and insert the following:

designated Route.

SEC. 18. IDENTIFICATION OF HIGH PRIORITY CORRIDOR ROUTES IN LOUISIANA.

Section 1105 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2031) is amended—

(1) in subsection (c)(1)—

(A) by striking "Corridor from Kansas" and inserting the following: "Corridor—

"(A) from Kansas";

(B) in subparagraph (A) (as so designated), by striking the period at the end and inserting "; and"; and

(C) by adding at the end the following:

"(B) from Shreveport, Louisiana, along Interstate Route 49 to Lafayette, Louisiana, and along United States Route 90 to the junction with Interstate Route 10 in New Orleans, Louisiana."; and

(2) in subsection (e)(5)(A), by inserting "in subsection (c)(1)(B)," after "routes referred to".

TORRICELLI AMENDMENT NO. 2012

Mr. WARNER (for Mr. TORRICELLI) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 223, strike lines 4 and 5 and insert the following:

- (1) in subsection (a)—
 - (A) by striking "(a) Each" and inserting the following:
 - “(a) IN GENERAL.—
 - “(1) PROGRAM.—Each”;
 - (B) by inserting “, bicyclists,” after “motorists”; and
 - (C) by adding at the end the following:
 - “(2) HAZARDS.—In carrying out paragraph (1), a State may, at its discretion,
 - “(A) identify through a survey hazards to motorists, bicyclists, pedestrians, and users of highway facilities; and
 - “(B) develop and implement projects and programs to address the hazards.”;

ABRAHAM (AND LEVIN) AMENDMENT NO. 2013

Mr. WARNER (for Mr. ABRAHAM, for himself and Mr. LEVIN) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 309, between lines 3 and 4, insert the following:

SEC. 1802. MODIFICATION OF HIGH PRIORITY CORRIDOR.

Section 1105(c)(18) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended—

- (1) by striking “(18) Corridor from Indianapolis,” and inserting the following:
 - “(18)(A) Corridor from Sarnia, Ontario, Canada, through Port Huron, Michigan, southwesterly along Interstate Route 69 through Indianapolis,”; and
 - (2) by adding at the end the following:
 - “(B) Corridor from Sarnia, Ontario, Canada, southwesterly along Interstate Route 94 to the Ambassador Bridge interchange in Detroit, Michigan.
 - “(C) Corridor from Windsor, Ontario, Canada, through Detroit, Michigan, westerly along Interstate Route 94 to Chicago, Illinois.”.

SESSIONS AMENDMENT NO. 2014

Mr. WARNER (for Mr. SESSIONS) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the end of subtitle H of title I, add the following:

SEC. 18. DESIGNATION OF CORRIDORS IN MISSISSIPPI AND ALABAMA AS ROUTES ON THE INTERSTATE SYSTEM.

- (a) IN GENERAL.—
 - (1) DESIGNATION.—Subject to subsection (b)(2), notwithstanding section 103(c) of title 23, United States Code, the segments described in paragraph (2) are designated as routes on the Interstate System.
 - (2) SEGMENTS.—The segments referred to in paragraph (1) are—
 - (A) the portion of Corridor V of the Appalachian development highway system from Interstate Route 55 near Batesville, Mississippi, to the intersection with Corridor X of the Appalachian development highway system near Fulton, Mississippi; and
 - (B) the portion of Corridor X of the Appalachian development highway system from

near Fulton, Mississippi, to the intersection with Interstate Route 65 near Birmingham, Alabama.

(b) SUBSTANDARD FEATURES.—

(1) UPGRADING.—Each portion of the segments described in subsection (a)(2) that does not substantially meet the Interstate System design standards under section 109(b) of title 23, United States Code, in effect on the date of enactment of this Act shall be upgraded in accordance with plans and schedules developed by the applicable State.

(2) DESIGNATION.—Each portion of the segments described in subsection (a)(2) that on the date of enactment of this Act does not meet the Interstate System design standards under section 109(b) of that title and does not connect to a segment of the Interstate System shall—

- (A) be designated as a future Interstate System route; and
- (B) become part of the Interstate System at such time as the Secretary determines that the portion of the segment—
 - (i) meets the Interstate System design standards; and
 - (ii) connects to another segment of the Interstate System.

(c) TREATMENT OF ROUTES.—

(1) MILEAGE LIMITATION.—The mileage of the routes on the Interstate System designated under subsection (a) shall not be charged against the limitation established by section 103(c)(2) of title 23, United States Code.

(2) FEDERAL FINANCIAL RESPONSIBILITY.—

(A) IN GENERAL.—Subject to subparagraph (B), the designation of the routes on the Interstate System under subsection (a) shall not create increased Federal financial responsibility with respect to the designated segments.

(B) USE OF CERTAIN FUNDS.—A State may use funds available to the State under paragraphs (1)(C) and (3) of section 104(b) of title 23, United States Code, to eliminate substandard features of, and to resurface, restore, rehabilitate, or reconstruct, any portion of the designated segments.

(3) ELIGIBILITY FOR OTHER FUNDING.—(A) This section shall not affect the amount of funding that a State shall be entitled to receive under any other section of this Act or under any other law.

“(B) EFFECT OF PROVISION.—Nothing in this section shall result in an increase in a State’s estimated cost to complete the Appalachian development highway system or in the amount of assistance that the State shall be entitled to receive from the Appalachian Development Highway System under this Act or any other Act.”.

MOSELEY-BRAUN (AND FAIRCLOTH) AMENDMENT NO. 2015

Mr. WARNER (for Ms. MOSELEY-BRAUN, for herself and Mr. FAIRCLOTH) proposed an amendment to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 220, after line 23, insert the following:

“(E) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated \$45,000,000 in each of fiscal years 1998 through 2003 to carry out this subsection.”

NOTICE OF HEARING

COMMITTEE ON RULES AND ADMINISTRATION

Mr. WARNER. Mr. President, I wish to announce that the Committee on Rules and Administration will meet in SR-301, Russell Senate Office Building,

on Wednesday, March 18, 1998 at 9:30 a.m. to conduct an oversight hearing on the FY’99 budget and operations of the Smithsonian Institution, the Kennedy Center, and the Woodrow Wilson International Center for Scholars.

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

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON AGRICULTURE, NUTRITION, AND FORESTRY

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Agriculture, Nutrition, and Forestry be allowed to meet during the session of the Senate on Thursday, March 12, 1998, at 9 a.m. in SR-328A. The purpose of this meeting will be to examine the reauthorization of expiring child nutrition programs.

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

COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Banking, Housing, and Urban Affairs be authorized to meet during the session of the Senate on Thursday, March 12, 1998, to conduct a hearing on S. 1423, The “Federal Home Loan Bank System Modernization Act of 1997.”

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

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Commerce, Science, and Transportation be authorized to meet on Thursday, March 12, 1998, at 9:30 a.m. on pending committee business.

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

COMMITTEE ON FOREIGN RELATIONS

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Thursday, March 12, 1998, at 10 a.m. to hold a hearing.

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

COMMITTEE ON GOVERNMENTAL AFFAIRS.

Mr. CHAFEE. Mr. President, I ask unanimous consent on behalf of the Governmental Affairs Committee to meet on Thursday, March 12, 1998, at 10:30 a.m. for a hearing on the topic of “Reforming the IRS: Managerial Flexibility and Accountability.”

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

COMMITTEE ON LABOR AND HUMAN RESOURCES

Mr. CHAFEE. Mr. President, I ask unanimous consent that the Committee on Labor and Human Resources, Subcommittee on Public Health and Safety, be authorized to meet for a hearing on Assessment of New Health Care Technologies Role of AHCPR during the session of the Senate on Thursday, March 12, 1998, at 9:30 a.m.