

107TH CONGRESS
2D SESSION

S. 3134

To amend titles 23 and 49, United States Code, to encourage economic growth in the United States by increasing transportation investments in rural areas, and for other purposes.

IN THE SENATE OF THE UNITED STATES

OCTOBER 17, 2002

Mr. BAUCUS (for himself, Mr. CRAPO, and Mr. CRAIG) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To amend titles 23 and 49, United States Code, to encourage economic growth in the United States by increasing transportation investments in rural areas, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Maximum Economic
5 Growth for America Through Rural Transportation In-
6 vestment Act” or the “MEGA Rural Act”.

1 **SEC. 2. ASSISTANCE IN OVERCOMING ECONOMIC AND DE-**
 2 **MOGRAPHIC BARRIERS.**

3 (a) IN GENERAL.—Title 23, United States Code, is
 4 amended by inserting after section 138 the following:

5 **“§ 139. Assistance in overcoming economic and demo-**
 6 **graphic barriers**

7 “(a) DEFINITIONS.—In this section:

8 “(1) HIGH-GROWTH STATE.—The term ‘high-
 9 growth State’ means a State that has a population
 10 according to the 2000 Census that is at least 25
 11 percent greater than the population for the State ac-
 12 cording to the 1990 Census.

13 “(2) HIGH-POPULATION-DENSITY STATE.—The
 14 term ‘high-population-density State’ means a State
 15 in which the number of individuals per principal ar-
 16 terial mile is greater than 75 percent of the number
 17 of individuals per principal arterial mile in the 50
 18 States and the District of Columbia, as determined
 19 using population according to the 2000 Census.

20 “(3) HIGHWAY STATISTICS.—

21 “(A) IN GENERAL.—The term ‘Highway
 22 Statistics’ means the Highway Statistics pub-
 23 lished by the Federal Highway Administration
 24 for the most recent calendar or fiscal year for
 25 which data are available, which most recent cal-
 26 endar or fiscal year shall be determined as of

1 the first day of the fiscal year for which any
2 calculation using the Highway Statistics is
3 made.

4 “(B) TERMS.—Any reference to a term
5 that is used in the Highway Statistics is a ref-
6 erence to the term as used in the Highway Sta-
7 tistics as of September 30, 2002.

8 “(4) LOW-INCOME STATE.—The term ‘low-in-
9 come State’ means a State that, according to Table
10 PS-1 of the Highway Statistics, has a per capita in-
11 come that is less than the national average per cap-
12 ita income.

13 “(5) LOW-POPULATION-DENSITY STATE.—The
14 term ‘low-population-density State’ means a State in
15 which the number of individuals per principal arte-
16 rial mile is less than 75 percent of the number of
17 individuals per principal arterial mile in the 50
18 States and the District of Columbia, as determined
19 using population according to the 2000 Census.

20 “(6) NATIONAL AVERAGE PER CAPITA IN-
21 COME.—The term ‘national average per capita in-
22 come’ means the average per capita income for the
23 50 States and the District of Columbia, as specified
24 in the Highway Statistics.

1 “(7) PRINCIPAL ARTERIAL MILES.—The term
2 ‘principal arterial miles’, with respect to a State,
3 means the principal arterial miles (including Inter-
4 state and other expressway or freeway system miles)
5 in the State, as specified in Table HM–20 of the
6 Highway Statistics.

7 “(8) STATE.—The term ‘State’ means each of
8 the 50 States.

9 “(9) STATE WITH EXTENSIVE ROAD OWNER-
10 SHIP.—The term ‘State with extensive road owner-
11 ship’ means a State that owns more than 80 percent
12 of the total Federal-aid and non-Federal-aid mileage
13 in the State according to Table HM–14 of the High-
14 way Statistics.

15 “(b) ESTABLISHMENT.—There is established a pro-
16 gram to assist States that face certain economic and de-
17 mographic barriers in meeting transportation needs.

18 “(c) ALLOCATION OF FUNDS.—For each of fiscal
19 years 2004 through 2009, funds made available to carry
20 out this section shall be allocated as follows:

21 “(1) LOW-INCOME STATES.—For each fiscal
22 year, each low-income State shall receive an alloca-
23 tion under this paragraph that is equal to the prod-
24 uct obtained by multiplying—

25 “(A) \$600,000,000; and

- 1 “(B) the ratio that—
- 2 “(i) the difference between—
- 3 “(I) the national average per
- 4 capita income; and
- 5 “(II) the per capita income of the
- 6 low-income State; bears to
- 7 “(ii) the sum of the differences deter-
- 8 mined under clause (i) for all low-income
- 9 States.
- 10 “(2) HIGH-GROWTH STATES.—For each fiscal
- 11 year, each high-growth State shall receive an alloca-
- 12 tion under this paragraph that is equal to the prod-
- 13 uct obtained by multiplying—
- 14 “(A) \$75,000,000; and
- 15 “(B) the ratio that—
- 16 “(i) the percentage by which the pop-
- 17 ulation of the high-growth State according
- 18 to the 2000 Census exceeds the population
- 19 of the high-growth State according to the
- 20 1990 Census; bears to
- 21 “(ii) the sum of the percentages deter-
- 22 mined under clause (i) for all high-growth
- 23 States.
- 24 “(3) LOW-POPULATION-DENSITY STATES.—

1 “(A) IN GENERAL.—Subject to subpara-
2 graph (B), for each fiscal year, each low-popu-
3 lation-density State shall receive an allocation
4 under this paragraph that is equal to the prod-
5 uct obtained by multiplying—

6 “(i) \$625,000,000; and

7 “(ii) the ratio that—

8 “(I) the quotient obtained by
9 dividing—

10 “(aa) the number of prin-
11 cipal arterial miles in the State;
12 by

13 “(bb) the population of the
14 low-population-density State ac-
15 cording to the 2000 Census;
16 bears to

17 “(II) the sum of the quotients
18 determined under subclause (I) for all
19 low-population-density States.

20 “(B) MAXIMUM ALLOCATION.—

21 “(i) IN GENERAL.—If the allocation
22 for a low-population-density State under
23 subparagraph (A) is greater than
24 \$35,000,000, the allocation of the low-pop-

1 ulation-density State shall be reduced to
2 \$35,000,000.

3 “(ii) USE OF EXCESS ALLOCATIONS.—

4 “(I) REALLOCATION.—Subject to
5 subclause (II), the funds in addition
6 to the \$35,000,000 that would have
7 been allocated to a low-population-
8 density State but for clause (i) shall
9 be reallocated among the low-popu-
10 lation-density States that were allo-
11 cated less than \$35,000,000 under
12 subparagraph (A) in accordance with
13 the proportionate shares of those low-
14 population-density States under sub-
15 paragraph (A).

16 “(II) ADDITIONAL REALLOCA-
17 TIONS.—If a reallocation under sub-
18 clause (I) would result in the receipt
19 by any low-population-density State of
20 an amount greater than \$35,000,000
21 under this paragraph—

22 “(aa) the allocation for the
23 low-population-density State shall
24 be reduced to \$35,000,000; and

1 “(bb) the amounts in excess
 2 of \$35,000,000 shall be subject
 3 to 1 or more further reallocations
 4 in accordance with that subclause
 5 so that no low-population-density
 6 State is allocated more than
 7 \$35,000,000 under this para-
 8 graph.

9 “(4) HIGH-POPULATION-DENSITY STATES.—

10 “(A) IN GENERAL.—Subject to subpara-
 11 graph (B), for each fiscal year, each high-popu-
 12 lation-density State shall receive an allocation
 13 under this paragraph that is equal to the prod-
 14 uct obtained by multiplying—

15 “(i) \$625,000,000; and

16 “(ii) the ratio that—

17 “(I) the quotient obtained by
 18 dividing—

19 “(aa) the population of the
 20 high-population-density State ac-
 21 cording to the 2000 Census; by

22 “(bb) the number of prin-
 23 cipal arterial miles in the State;
 24 bears to

1 “(II) the sum of the quotients
2 determined under subclause (I) for all
3 high-population-density States.

4 “(B) MAXIMUM ALLOCATION.—

5 “(i) IN GENERAL.—If the allocation
6 for a high-population-density State under
7 subparagraph (A) is greater than
8 \$35,000,000, the allocation of the high-
9 population-density State shall be reduced
10 to \$35,000,000.

11 “(ii) USE OF EXCESS ALLOCATIONS.—

12 “(I) REALLOCATION.—Subject to
13 subclause (II), the funds in addition
14 to the \$35,000,000 that would have
15 been allocated to a high-population-
16 density State but for clause (i) shall
17 be reallocated among the high-popu-
18 lation-density States that were allo-
19 cated less than \$35,000,000 under
20 subparagraph (A) in accordance with
21 the proportionate shares of those
22 high-population-density States under
23 subparagraph (A).

24 “(II) ADDITIONAL REALLOCA-
25 TIONS.—If a reallocation under sub-

1 clause (I) would result in the receipt
2 by any high-population-density State
3 of an amount greater than
4 \$35,000,000 under this paragraph—

5 “(aa) the allocation for the
6 high-population-density State
7 shall be reduced to \$35,000,000;
8 and

9 “(bb) the amounts in excess
10 of \$35,000,000 shall be subject
11 to 1 or more further reallocations
12 in accordance with that subclause
13 so that no high-population-den-
14 sity State is allocated more than
15 \$35,000,000 under this para-
16 graph.

17 “(5) STATES WITH EXTENSIVE ROAD OWNER-
18 SHIP.—For each fiscal year, each State with exten-
19 sive road ownership shall receive an allocation under
20 this paragraph that is equal to the product obtained
21 by multiplying—

22 “(A) \$75,000,000; and

23 “(B) the ratio that—

24 “(i) the total Federal-aid and non-
25 Federal-aid mileage owned by each State

1 with extensive road ownership according to
2 Table HM-14 of the Highway Statistics;
3 bears to

4 “(ii) the sum of the mileages deter-
5 mined under clause (i) for all States with
6 extensive road ownership.

7 “(d) TREATMENT OF ALLOCATED FUNDS.—

8 “(1) IN GENERAL.—Subject to paragraph (2),
9 funds allocated to a State under this section for a
10 fiscal year shall be treated for program administra-
11 tive purposes as if the funds—

12 “(A) were funds apportioned to the State
13 under sections 104(b)(1), 104(b)(2), 104(b)(3),
14 104(b)(4), and 144; and

15 “(B) were apportioned to the State in the
16 same ratio that the State is apportioned funds
17 under the sections specified in paragraph (1)
18 for the fiscal year.

19 “(2) PROGRAM ADMINISTRATIVE PURPOSES.—
20 Program administrative purposes referred to in
21 paragraph (1)—

22 “(A) include—

23 “(i) the Federal share;

24 “(ii) availability for obligation; and

1 “(iii) except as provided in subpara-
2 graph (B), applicability of deductions; and

3 “(B) exclude—

4 “(i) calculation of the minimum guar-
5 antee under section 105; and

6 “(ii) applicability of the deduction for
7 the future strategic highway research pro-
8 gram under section 104(m).”.

9 (b) ASSISTANCE IN OVERCOMING ECONOMIC AND
10 DEMOGRAPHIC BARRIERS.—For the program to provide
11 assistance in overcoming economic and demographic bar-
12 riers under section 139 of title 23, United States Code,
13 there is authorized to be appropriated out of the Highway
14 Trust Fund (other than the Mass Transit Account)
15 \$2,000,000,000 for each of fiscal years 2004 through
16 2009.

17 (c) CONFORMING AMENDMENT.—The analysis for
18 subchapter I of chapter 1 of title 23, United States Code,
19 is amended by inserting after the item relating to section
20 138 the following:

“139. Assistance in overcoming economic and demographic barriers.”.

21 **SEC. 3. RURAL LOCAL ROADS SAFETY PILOT PROGRAM.**

22 (a) DEFINITIONS.—In this section:

23 (1) IN GENERAL.—

24 (A) ELIGIBLE ACTIVITY.—

1 (i) IN GENERAL.—The term “eligible
2 activity” means a project or activity that—

3 (I) is carried out only on public
4 roads that are functionally classified
5 as rural local roads or rural minor
6 collectors (and is not carried out on a
7 Federal-aid highway); and

8 (II) provides a safety benefit.

9 (ii) INCLUSIONS.—The term “eligible
10 activity” includes—

11 (I) a project or program such as
12 those described in section 133(d)(1) of
13 title 23, United States Code;

14 (II) road surfacing or resur-
15 facing;

16 (III) improvement or mainte-
17 nance of local bridges;

18 (IV) road reconstruction or im-
19 provement;

20 (V) installation or improvement
21 of signage, signals, or lighting;

22 (VI) a maintenance activity that
23 provides a safety benefit (including re-
24 pair work, striping, surface marking,
25 or a similar safety precaution); or

1 (VII) acquisition of materials for
2 use in projects described in any of
3 subclauses (I) through (VI).

4 (B) PROGRAM.—The term “program”
5 means the rural local roads safety pilot pro-
6 gram established under subsection (b).

7 (C) STATE.—The term “State” does not
8 include the District of Columbia or Puerto
9 Rico.

10 (2) OTHER TERMS.—Except as otherwise pro-
11 vided, terms used in this section have the meanings
12 given those terms in title 23, United States Code.

13 (b) ESTABLISHMENT.—The Secretary shall establish
14 a rural local roads safety pilot program to carry out eligi-
15 ble activities.

16 (c) ALLOCATION OF FUNDS WITH RESPECT TO
17 STATES.—For each fiscal year, funds made available to
18 carry out this section shall be allocated by the Secretary
19 to the State transportation department in each of the
20 States in the ratio that—

21 (1) the relative share of the State under section
22 105 of title 23, United States Code, for a fiscal year;
23 bears to

24 (2) the total shares of all 50 States under that
25 section for the fiscal year.

1 (d) ALLOCATION OF FUNDS WITHIN STATES.—Each
2 State that receives funds under subsection (c) shall allo-
3 cate those funds within the State as follows:

4 (1) COUNTIES.—Except as provided in para-
5 graph (2) and subject to paragraph (3), a State
6 shall allocate to each county in the State an amount
7 in the ratio that—

8 (A) the public road miles within the county
9 that are functionally classified as rural local
10 roads or rural minor collectors; bears to

11 (B) the total of all public road miles within
12 all counties in the State that are functionally
13 classified as rural local roads or rural minor
14 collectors.

15 (2) ALTERNATIVE FORMULA FOR ALLOCA-
16 TION.—Paragraph (1) shall not apply to a State if
17 the State transportation department certifies to the
18 Secretary that the State has in effect an alternative
19 formula or system for allocation of funds received
20 under subsection (c) (including an alternative for-
21 mula or system that permits allocations to political
22 subdivisions or groups of political subdivisions, in
23 addition to individual counties, in the State) that—

24 (A) was developed under the authority of
25 State law; and

1 (B) provides that funds allocated to the
2 State transportation department under this sec-
3 tion will be allocated within the State in accord-
4 ance with a program that includes selection by
5 local governments of eligible activities funded
6 under this section.

7 (3) ADMINISTRATIVE EXPENSES.—Before allo-
8 cating amounts under paragraph (1) or (2), as ap-
9 plicable, a State transportation department may re-
10 tain not more than 10 percent of an amount allo-
11 cated to the State transportation department under
12 subsection (c) for administrative costs incurred in
13 carrying out this section.

14 (e) PROJECT SELECTION.—

15 (1) BY COUNTY.—If an allocation of funds
16 within a State is made under subsection (d)(1),
17 counties within the State to which the funds are al-
18 located shall select eligible activities to be carried
19 out using the funds.

20 (2) BY STATE ALTERNATIVE.—If an allocation
21 of funds within a State is made under subsection
22 (d)(2), eligible activities to be carried out using the
23 funds shall be selected in accordance with the State
24 alternative.

1 (f) FEDERAL SHARE.—The Federal share of the cost
2 of an eligible activity carried out under this section shall
3 be 100 percent.

4 (g) REPORT.—Not later than January 1, 2009, after
5 providing States, local governments, and other interested
6 parties an opportunity for comment, the Secretary shall
7 submit to the Committee on Environment and Public
8 Works of the Senate and the Committee on Transpor-
9 tation and Infrastructure of the House of Representatives
10 a report that—

11 (1) describes progress made in carrying out the
12 program; and

13 (2) includes recommendations as to whether the
14 program should be continued or modified.

15 (h) CONTRACT AUTHORITY.—Funds made available
16 to carry out this section shall be available for obligation
17 in the same manner as if the funds were apportioned
18 under chapter 1 of title 23, United States Code, except
19 that the Federal share of the cost of an eligible activity
20 under this section shall be determined in accordance with
21 this section.

22 (i) AUTHORIZATION OF APPROPRIATIONS.—There is
23 authorized to be appropriated out of the Highway Trust
24 Fund (other than the Mass Transit Account) to carry out

1 this section \$200,000,000 for each of fiscal years 2004
2 through 2009.

3 **SEC. 4. MINIMUM LEVEL OF FUNDING FOR ELDERLY AND**
4 **DISABLED PROGRAM.**

5 Section 5310 of title 49, United States Code, is
6 amended—

7 (1) in subsection (b), in the first sentence, by
8 striking the period at the end and inserting the fol-
9 lowing: “, provided that, for fiscal years 2004, 2005,
10 and 2006, each State shall receive annually, of the
11 amounts apportioned under this section, a minimum
12 of double the amount apportioned to the State in fis-
13 cal year 2003 or \$1,000,000, whichever is greater,
14 and that for fiscal years 2007, 2008, and 2009, each
15 State shall receive annually, of the amounts appor-
16 tioned under this section, a minimum equal to the
17 minimum required to be apportioned to the State for
18 fiscal year 2006 plus \$500,000.”; and

19 (2) by adding at the end the following:

20 “(k) AMOUNTS FOR OPERATING ASSISTANCE.—
21 Amounts made available under this section may be used
22 for operating assistance.

23 “(l) AVAILABLE FUNDS.—Notwithstanding any other
24 provision of law, of the aggregate amounts made available
25 by and appropriated under this chapter, the amount made

1 available to provide transportation services to elderly indi-
2 viduals and individuals with disabilities under this section
3 in each of fiscal years 2004 through 2009, shall be not
4 less than the amount necessary to match the minimum
5 apportionment levels required by subsection (b).”.

6 **SEC. 5. MINIMUM LEVEL OF FUNDING FOR RURAL PRO-**
7 **GRAM.**

8 Section 5311 of title 49, United States Code, is
9 amended—

10 (1) in subsection (c), in the first sentence, by
11 striking the period at the end and inserting the fol-
12 lowing: “, provided that none of the 50 States shall
13 receive, from the amounts annually apportioned
14 under this section, an apportionment of less than
15 \$5,000,000 for each of fiscal years 2004, 2005, and
16 2006, and \$5,500,000 for each of fiscal years 2007,
17 2008, and 2009.”; and

18 (2) by adding at the end the following:

19 “(k) AMOUNTS.—Notwithstanding any other provi-
20 sion of law, of the aggregate amounts made available by
21 and appropriated under this chapter, the amount made
22 available for the program established by this section in
23 each of fiscal years 2004 through 2009 shall be not less
24 than the sum of—

1 “(1) the amount made available for all States
2 for such purpose for fiscal year 2003; and

3 “(2)(A) for each of fiscal years 2004, 2005, and
4 2006, the amount equal to the difference between
5 \$5,000,000 and the apportionment for fiscal year
6 2003, for each of those individual States that were
7 apportioned less than \$5,000,000 under this section
8 for fiscal year 2003; or

9 “(B) for each of fiscal years 2007, 2008, and
10 2009, the amount equal to the difference between
11 \$5,500,000 and the apportionment for fiscal year
12 2003, for each of those individual States that were
13 apportioned less than \$5,500,000 under this section
14 for fiscal year 2003.”.

15 **SEC. 6. ESSENTIAL BUS SERVICE.**

16 (a) **IN GENERAL.**—Chapter 53 of title 49, United
17 States Code, is amended by adding at the end the fol-
18 lowing:

19 **“§ 5339. Essential bus service**

20 “(a) **IN GENERAL.**—The Secretary shall establish a
21 program under which States shall provide essential bus
22 service between rural areas and primary airports, as de-
23 fined in section 47102, and between rural areas and sta-
24 tions for intercity passenger rail service, and appropriate
25 intermediate or nearby points.

1 “(b) ELIGIBLE ACTIVITIES.—Eligible activities under
2 the program established by this section shall include—

3 “(1) planning and marketing for intercity bus
4 transportation;

5 “(2) capital grants for intercity bus shelters,
6 park and ride facilities, and joint use facilities;

7 “(3) operating grants, including direct assist-
8 ance, purchase of service agreements, user-side sub-
9 sidies, demonstration projects, and other means; and

10 “(4) enhancement of connections between bus
11 service and commercial air passenger service and
12 intercity passenger rail service.

13 “(c) AVAILABILITY OF FUNDS.—Amounts made
14 available pursuant to this section shall remain available
15 until expended.

16 “(d) RELATIONSHIP TO SECTION 5311.—Amounts
17 for the program established by this section shall be appor-
18 tioned to the States in the same proportion as amounts
19 apportioned to the States under section 5311. Section
20 5311(j) applies to this section.

21 “(e) FUNDS.—Notwithstanding any other provision
22 of law, of the aggregate amounts made available by and
23 appropriated under this chapter—

1 “(1) for fiscal years 2004, 2005, and 2006,
2 \$30,000,000 of the total for each fiscal year shall be
3 for the implementation of this section; and

4 “(2) for fiscal years 2007, 2008, and 2009,
5 \$35,000,000 of the total for each fiscal year shall be
6 for the implementation of this section.”.

7 (b) **TECHNICAL AND CONFORMING AMENDMENT.**—
8 The table of sections for chapter 53 of title 49, United
9 States Code, is amended by adding at the end the fol-
10 lowing:

 “5339. Essential bus service.”.

11 **SEC. 7. MINIMUM LEVEL OF FUNDING FOR URBANIZED**
12 **AREAS WITH A POPULATION OF LESS THAN**
13 **200,000.**

14 (a) **MINIMUM APPORTIONMENT.**—Section 5336(a)(1)
15 of title 49, United States Code, is amended by striking
16 “mile; and” and inserting the following: “mile,
17 provided that the apportionments under this para-
18 graph shall be modified to the extent required so
19 that urbanized areas that are eligible under this
20 paragraph and are located in a State in which all ur-
21 banized areas in the State eligible under this para-
22 graph collectively receive apportionments totaling
23 less than \$5,000,000 in any of fiscal years 2004,
24 2005, or 2006, or less than \$5,500,000 in any of fis-
25 cal years 2007, 2008, or 2009, shall each have their

1 apportionments increased, proportionately, to the ex-
2 tent that, collectively, all of the urbanized areas in
3 the State that are eligible under this paragraph re-
4 ceive, of the amounts apportioned annually under
5 this paragraph, \$5,000,000 for each of fiscal years
6 2004, 2005, and 2006, and \$5,500,000 for each of
7 fiscal years 2007, 2008, and 2009; and”.

8 (b) FUNDS.—Section 5307 of title 49, United States
9 Code, is amended by adding at the end the following:

10 “(o) FUNDS.—Notwithstanding any other provision
11 of law, of the aggregate amounts made available by and
12 appropriated under this chapter, in each of fiscal years
13 2004 through 2009, the amount made available for the
14 program established by this section shall be not less than
15 the sum of—

16 “(1) the amount made available for such pur-
17 pose for fiscal year 2003; and

18 “(2) the amount equal to the sum of the in-
19 crease in apportionments for that fiscal year over
20 fiscal year 2003, to urbanized areas with a popu-
21 lation of less than 200,000, in affected States, at-
22 tributable to the operation of section 5336(a)(1).”.

1 **SEC. 8. LEVEL PLAYING FIELD FOR GOVERNMENT SHARE.**

2 (a) IN GENERAL.—Chapter 53 of title 49, United
3 States Code (as amended by section 6) is amended by add-
4 ing at the end the following:

5 **“§ 5340. Government share**

6 “With respect to amounts apportioned or otherwise
7 distributed for fiscal year 2004 and each subsequent fiscal
8 year, the Government share of eligible transit project costs
9 or eligible operating costs, shall be the greater of—

10 “(1) the share applicable under other provisions
11 of this chapter; or

12 “(2) the share that would apply, in the State in
13 which the transit project or operation is located, to
14 a highway project under section 133 of title 23.”.

15 (b) TECHNICAL AND CONFORMING AMENDMENT.—
16 The table of sections for chapter 53 of title 49, United
17 States Code, is amended by adding at the end the fol-
18 lowing:

“5340. Government share.”.

19 **SEC. 9. INTEREST CREDITED TO MASS TRANSIT ACCOUNT.**

20 Section 9503(f)(2) of the Internal Revenue Code of
21 1986 (relating to the Highway Trust Fund) is amended
22 by striking the period at the end and inserting the fol-
23 lowing: “, provided that after September 30, 2003, inter-

- 1 est accruing on the balance in the Mass Transit Account
- 2 shall be credited to such account.”.

○