

SEC. 5110. UNIVERSITY TRANSPORTATION RESEARCH.

(a) In General.--Subchapter I of chapter 55 of title 49, United States Code, is amended by adding at the end the following:

“Sec. 5505. University transportation research

“(a) Regional Centers.--The Secretary of Transportation shall make grants to nonprofit institutions of higher learning to establish and operate 1 university transportation center in each of the 10 United States Government regions that comprise the Standard Federal Regional Boundary System.

“(b) Other Centers.--The Secretary shall make grants to nonprofit institutions of higher learning to establish and operate university transportation centers, in addition to the centers receiving grants under subsection (a), to address transportation management and research and development matters, with special attention to increasing the number of highly skilled individuals entering the field of transportation.

“(j) Identification of Groups.--For the purpose of making grants this section, the following groups are identified:

“(1) Group a.--Group A shall consist of the 10 regional centers selected under subsection (a).

“(2) Group b.--Group B shall consist of the following:

“(A) The University of Denver and Mississippi State University.

“(B) The University of Central Florida.

“(C) University of Southern California and California State University at Long Beach.

“(D) Rutgers University.

“(E) University of Missouri at Rolla.

“(F) South Carolina State University.

“(G) Joseph P. Kennedy Science and Technology Center, Assumption College, Massachusetts.

“(H) Purdue University.

“(3) Group c.--Group C shall consist of the following:

“(A) University of Arkansas.

“(B) New Jersey Institute of Technology.

“(C) University of Idaho.

“(D) The University of Alabama.

“(E) Morgan State University.

“(F) North Carolina State University.

“(G) San Jose State University.

“(H) University of South Florida.

“(I) North Carolina A. and T. State University.

“(4) Group d.--Group D shall consist of the following:

“(A) University of Minnesota.

“(B) Marshall University, West Virginia, on behalf of a consortium of West Virginia colleges and universities.

“(C) George Mason University, along with the University of Virginia and Virginia Tech University.

“(D) Western Transportation Institute.

→“(E) Rhode Island Transportation Research Center.

“(F) Northwestern University.”.

(b) Conforming Amendment.--The table of sections for chapter 55 of title 49, United States Code, is amended by inserting after the item relating to section 5504 the following:

“5505. University transportation research.”.

(c) Repeals.--Section 5316 and 5317 of title 49, United States Code, and the items relating to such sections in the analysis for chapter 53 of such title, are repealed.

Highway

Continued from Page One

good news as they broke for a 10-day Memorial Day recess. For Chafee, the Republican chairman of the Environment and Public Works Committee, it concluded a perils-of-Pauline adventure with the rich but contentious bill, which he began to piece together more than a year ago.

The highway bill stalled in the Senate last fall in a crossfire over campaign finance reform, jumped to life in March after Chafee lowered his objections to its budget-straining cost and slowly meshed into compromise with the divergent House version this month. Some staffers had been awake for nearly three days when Congress cleared the deal last evening.

"Does it have everything I wanted? No," said Chafee, who lost a bitter fight to include in the bill a strict nationwide drunken-driving standard of .08 blood alcohol level. One consumer-advocate said Chafee had "caved" to the opposition, but Mothers Against Drunk Driving praised Chafee and blamed Republican leaders who bent, they said, to the liquor lobby's well-financed campaign against the provision.

"You can't win everything," Chafee said, in legislation that balances the conflicting interests of so many regions and constituencies. But Chafee said he was satisfied with the final balance of his priorities for safety, environmental protection and fairness in cash allocations to all the states.

Massachusetts lawmakers had hoped for more than the \$487.8-million-a-year allocation they wound up with, because the uncompleted "Big Dig" tunnel and highway project in Boston eats up so much of that.

But they did not fight the final package, in part because Chafee helped them win a deal to be "forgiven" an excess-spending debt of about \$100 million that might have been charged against the state's future allocations under a complex budget rule.

ALMOND FOCUSED on Rhode Island, which now ranks behind only Alaska and the District of Columbia in the return of federal transportation dollars spent — \$2.18 — for every local dollar of federal gasoline-tax revenues raised.

Almond said the bill will let the state — which also ranks among the bottom 10 in highway quality — complete practically all the work on its must-fix list, wrap up some big jobs early and finally get started on the mega-projects: the relocation of Route 195 and the building of a key access road to the underused Quonset Point industrial park.

In addition, Chafee and Sen. Jack Reed, to a lesser extent, were posi-

tioned to bring home a disproportionate share of the bonus bacon that traditionally favors the huge, multiyear bridge and highway bills.

Almond praised Reed's work to win \$10 million for a commuter train "layover" facility for Pawtucket that came from the mass transportation of the bill written by the committee in charge of urban programs, of which Reed is a member.

THERE WAS ONE dissenting voice in the congressional delegations from Rhode Island and Southwestern Massachusetts. Rep. Patrick J. Kennedy voted against the bill, he said in a sharply worded news release, because it abandons a multi-billion-dollar program that provides benefits for veterans with folding-related diseases.

"This is a terrible Memorial Day present that the Republican majority in Congress is giving to our veterans," Kennedy said.

Chafee responded that the program has yet to begin, or to provide benefits. He said the Clinton administration selected the veterans program for budget cuts because the chief of the Veterans Administration opposed its creation. Kennedy

Does it have everything I wanted? No
— SEN. JOHN CHAFEE

spokesman Larry Berman conceded that the program has provided no benefits. He said Kennedy faults the administration for its role in preventing the financing for the program.

Rep. Robert A. Weygand, a member of the House Budget Committee, said there will be chances later to study the veterans' needs. In any event, Weygand said the budget "offsets" that paid for the highway bill represent only about \$11 million lost to Rhode Island social programs over six years — compared with a total spending hike of more than \$300 million on programs that will boost the state's economy, tax revenues and ability to help needy citizens.

THESE ARE THE local highlights of how Rhode Island officials plan to spend their annual average share of \$155.943 million — 47 percent higher than the current allocation.

■ Begin to make firm plans for designing and financing two huge state projects that have largely been stalled in the first phase until now: the \$224-million relocation of Route 195 and the \$120-million access road from Quonset Point to Route 4 in South County.

■ Rebuild the Route 146-Route 116 interchange in Lincoln, a key to "clearing up all that traffic" generated by the several thousand employees of Fleet Financial, Amica and

other offices in the area, Almond said.

■ Completion of the Washington Bridge's eastbound span may come a year or two early, in 1999 or 2000.

■ Pay for total rehabilitation, rather than stopgap repairs, of the bridges along Routes 6 and 10, a \$40-million item over the next six years.

■ Accelerate work on the \$16-million repair job on the Route 24 bridge over the Sakonnet River and the \$13-million repair of the Ashton Viaduct near the Lincoln-Woonsocket line.

In addition, there were these special projects on top of the annual state allocation:

■ \$25 million to build a commuter rail station on Amtrak's existing Northeast Corridor line in Warwick to deliver riders to T.F. Green Airport; the sum would also pay for a people mover to convey commuters easily from the rail line to the air terminal.

Almond said Massachusetts Gov. Paul Cellucci has promised to back the extension of the MBTA's Boston-to-Providence service southward to Green, if Rhode Island gets the station built.

■ \$10 million to build a four-to-six-track railroad "layover" facility in Pawtucket for the Massachusetts Bay Transportation Authority trains that carry commuters from Providence to Boston.

The housing for the trains will go on a stretch of industrial land south of downtown Pawtucket, across Route 95 from the city's Bonanza bus terminal.

State Transportation Director William Ankner said the site is an ideal location for the facility and the financing increases the chances that the "T" will add service to the eventual commuter station near Green Airport.

■ \$25 million for what Rhode Island Public Transit Authority Chief Beverly Scott called a "hodgepodge" of programs to modernize the bus fare boxes, build "park-and-ride" lots for RIPTA commuting customers, buy bus radios and otherwise modernize the system.

■ \$5.7 million to replace about 20 buses in the aging RIPTA fleet of 220.

■ \$10 million for bike paths along the Blackstone River, \$3.1 million for Woonasquatucket River bike paths and \$5 million for other bike paths in the state. Almond said that infusion might let the state buy open land along the rivers with money it might otherwise have spent on the bicycle paths.

■ \$2.1 million to create a new transportation center at the University of Rhode Island — essentially a faculty and graduate school endowment, plus the physical resources to study high-tech transportation engineering.



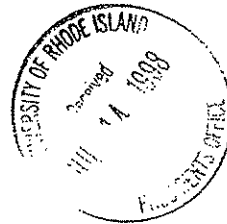
U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

JUL - 1998

Dr. Robert Carothers, President
University of Rhode Island
Carlotti Administration Building
75 Lower College Road, Suite 7
Kingston, RI 02881



Dear Dr. Carothers:

The Transportation Equity Act for the 21st Century was signed by President Clinton on June 9, 1998. It directs the Secretary of Transportation to make a grant to establish and operate a University Transportation Center at the Rhode Island Transportation Research Center, University of Rhode Island. The Research and Special Programs Administration (RSPA) manages the UTC Program on behalf of the Secretary. *

The University Transportation Centers (UTC) Program has been in existence since 1988. It provides grants to universities to engage in interdisciplinary education, research, and technology transfer in order to advance U.S. technology and expertise in transportation. Grantees receive annual grants which they must match with an equal amount of funding from non-Federal sources. Each University Transportation Center is required to develop a strategic plan that sets out the activities it will undertake to achieve progress toward attainment of the mission and six program goals shown on the enclosure to this letter. While the mission and goals are the same for all UTCs, they are meant to provide a common framework within which each Center may develop according to its unique character and its chosen theme.

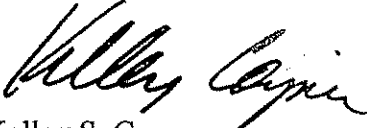
Funds have been set aside to award a grant in the amount of \$2,000,000 for the development and first-year operation of a University Transportation Center at the University of Rhode Island. Upon award of a grant, the University of Rhode Island will be authorized to incur costs of up to \$100,000 to develop its strategic plan for operation of the Center. Reimbursement of expenses incurred, however, will be contingent upon RSPA approval of that plan.

The University of Rhode Island was one of 23 institutions or groups of institutions named to receive UTC grants this year. RSPA shares your interest in launching these new Centers as quickly as possible. To save time and provide maximum assistance, we plan to conduct a workshop this summer in Washington, D.C. on the programmatic and administrative details of the program.

Please inform me by a letter or telefax (202/366-3666) of the person(s) you have selected to establish the new Center. If you have any questions, please contact Elaine Joost of RSPA's Office of Research, Technology and Analysis at 202/366-4434.

It is a pleasure to welcome you to the University Transportation Centers Program. We look forward to working with you.

Sincerely,



Kelley S. Coyner
Deputy Administrator

enclosure