

“(c) Seventy-five per centum of any amount apportioned for projects in a State pursuant to subsection (a) of this section which has not been obligated by grant agreement at the expiration of the two fiscal years for which such amount was so apportioned shall be reapportioned among the respective States in the manner of apportionment of the original authorization under subsection (a) and the remaining 25 per centum of such amount shall be added to the discretionary fund established by subsection (b), and at the expiration of each succeeding fiscal year any of the amount so reapportioned for a State that still remains unobligated shall again be reapportioned and redistributed in the same manner.”

Reapportionment.

SEC. 6. Section 8 of such Act is repealed.

49 USC 1107.

SEC. 7. The first sentence of subsection (d) of section 9 of such Act is amended to read as follows: “All such projects shall be subject to the approval of the Secretary of Commerce, which approval shall be given only if he is satisfied that the project will contribute to the accomplishment of the purposes of this Act, that sufficient funds are available for that portion of the project costs which is not to be paid by the United States under this Act, that the project will be completed without undue delay, that the public agency or public agencies which submitted the project application have legal authority to engage in the airport development as proposed, and that all project sponsorship requirements prescribed by or under the authority of this Act have been or will be met.”

49 USC 1108.

Project approval.

SEC. 8. The third sentence of section 12 of such Act is amended to read as follows: “Each such offer shall state a definite amount as the maximum obligation of the United States payable from funds authorized by this Act, and shall stipulate the obligations to be assumed by the sponsor or sponsors of the project.”

49 USC 1111.

Grant agreements.

SEC. 9. All amounts authorized by section 4 of this Act to be obligated for grants under the Federal Airport Act shall be additional to all amounts previously appropriated or authorized to be obligated for such purposes. Notwithstanding any other provision of this Act, the balances of such previously appropriated or authorized funds which are unexpended and unobligated on the effective date of this Act shall remain available for obligation and expenditure as originally appropriated or authorized.

Appropriations available.

Approved August 3, 1955.

Public Law 212

CHAPTER 495

AN ACT

August 3, 1955
[H. R. 2866]

To declare a certain portion of the waterway (a section of the Acushnet River) in the city of New Bedford and the towns of Fairhaven and Acushnet, Massachusetts, a nonnavigable stream.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the portion of the waterway in the city of New Bedford and the towns of Fairhaven and Acushnet lying north of the Coggeshall Street Bridge (north 41 degrees 31 minutes 00 seconds), is hereby declared to be a nonnavigable water of the United States within the meaning of the Constitution and laws of the United States. Any project heretofore authorized by any Act of Congress, insofar as such project relates to the above-described portions of the Acushnet River section of New Bedford and Fairhaven Harbor, is hereby abandoned. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Acushnet River, Mass. Nonnavigable stream.

Approved August 3, 1955.