



S. 1072 – Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA) – Part I

Calendar No. 426

Reported by the Environment and Public Works Committee on January 9, 2004, with an amendment in the nature of a substitute; S.Rept. 108-222; minority views filed.

Noteworthy

- At press time, the Finance (revenue) and Banking (transit) provisions of the surface transportation legislation had yet to be reported. Another Legislative Notice will be issued when they have been.
- The bill, as reported by the Environment and Public Works Committee, would authorize \$255 billion over six years, beginning in FY 2004, to fund Federal-aid highways, highway safety programs, and other transportation projects. The last surface transportation authorization, The Transportation Equity Act for the 21st Century (TEA-21, P.L. 105-178), expired on September 30, 2003, was reauthorized for five months, and is set to expire February 29, 2004.
- S. 1072 replaces the old Minimum Guarantee Program of TEA-21 with a new Equity Bonus program to ensure that by the FY 2009, no state receives less than 95 cents of every dollar it sends to the Highway account of the Highway Trust Fund.
- S. 1072 makes significant progress in streamlining the environmental review and delivery process. It encourages communities and project sponsors to consider environmental concerns earlier in the process and provides tools to reduce or eliminate unnecessary delays during the environmental review stage.
- S. 1072 increases oversight of how highway trust fund dollars are spent by requiring project management plans and annual financial plans for Federal-aid projects above \$1 billion and requiring annual financial plans for all projects receiving \$100 million or more in Federal aid.

Highlights

State-by-State Comparison of Bills and Inflation-Adjusted Increases

State	Current Law	EPW Bill*	% Increase from Current Law	Administration	% Increase from Admin. Request	Current Law Adjusted for change in PPI	EPW Bill % Increase After Inflation
Alabama	3341968630	4,531,438,061	35.59%	3,526,997,745	5.54%	3626704357	24.9%
Alaska	1,960,964,286	2,658,908,322	35.59%	2,069,120,226	5.52%	2128038443	24.9%
Arizona	2,778,946,027	3,897,018,886	40.23%	3,050,813,563	9.78%	3015712229	29.2%
Arkansas	2,193,453,500	2,974,144,816	35.59%	2,300,264,106	4.87%	2380335738	24.9%
California	15,273,463,726	21,404,229,908	40.14%	16,806,102,784	10.03%	16574762835	29.1%
Colorado	2,007,568,401	2,941,912,982	46.54%	2,310,409,548	15.08%	2178613229	35.0%
Connecticut	2,498,327,427	2,748,160,170	10.00%	2,650,466,042	6.09%	2711184924	1.4%
Delaware	728,428,392	987,689,744	35.59%	776,761,974	6.64%	790490491	24.9%
District of Columbia	651,044,411	984,312,545	51.19%	694,574,783	6.69%	706513394.8	39.3%
Florida	7,821,137,646	10,959,727,074	40.13%	8,588,931,659	9.82%	8487498573	29.1%
Georgia	5,910,288,580	8,221,931,908	39.11%	6,311,837,624	6.79%	6413845167	28.2%
Hawaii	851,748,417	995,251,506	16.85%	905,582,869	6.32%	924317382.1	7.7%
Idaho	1,273,863,938	1,727,256,050	35.59%	1,348,490,413	5.86%	1382397146	24.9%
Illinois	5,563,015,825	7,648,788,063	37.49%	5,938,465,409	6.75%	6036984773	26.7%
Indiana	3,962,324,182	5,435,026,853	37.17%	4,115,342,629	3.86%	4299914202	26.4%
Iowa	1,977,325,247	2,664,954,775	34.78%	2,096,850,372	6.04%	2145793358	24.2%
Kansas	1,927,824,584	2,615,010,858	35.65%	2,044,166,050	6.03%	2092075239	25.0%
Kentucky	2,912,770,102	4,049,094,156	39.01%	3,096,311,332	6.30%	3160938115	28.1%
Louisiana	2,670,531,346	3,709,960,091	38.92%	2,836,811,485	6.23%	2898060617	28.0%
Maine	876,267,325	1,169,011,247	33.41%	922,911,414	5.32%	950925301.1	22.9%
Maryland	2,659,318,115	3,728,179,847	40.19%	2,921,336,320	9.85%	2885892018	29.2%
Massachusetts	3,090,511,398	4,111,905,991	33.05%	3,273,384,855	5.92%	3353822969	22.6%
Michigan	5,305,598,517	7,277,807,190	37.17%	5,516,553,661	3.98%	5757635511	26.4%
Minnesota	2,465,274,809	3,267,837,845	32.55%	2,624,693,785	6.47%	2675316223	22.1%
Mississippi	2,043,841,261	2,838,280,695	38.87%	2,163,511,350	5.86%	2217976536	28.0%
Missouri	3,970,096,450	5,427,758,846	36.72%	4,117,407,739	3.71%	4308348668	26.0%
Montana	1,634,847,150	2,216,719,970	35.59%	1,732,598,930	5.98%	1774136127	24.9%
Nebraska	1,275,793,358	1,810,085,427	41.88%	1,360,439,858	6.63%	1384490952	30.7%
Nevada	1,193,301,386	1,618,019,772	35.59%	1,272,667,510	6.65%	1294970664	24.9%
New Hampshire	851,374,284	1,014,570,058	19.17%	904,728,898	6.27%	923911373	9.8%
New Jersey	4,353,183,704	6,073,534,771	39.52%	4,748,320,476	9.08%	4724074956	28.6%
New Mexico	1,626,229,567	2,205,035,227	35.59%	1,725,450,699	6.10%	1764784326	24.9%
New York	8,486,587,169	10,146,414,930	19.56%	9,057,022,236	6.72%	9209644396	10.2%
North Carolina	4,668,385,915	6,497,960,699	39.19%	4,999,950,766	7.10%	5066132395	28.3%
North Dakota	1,078,988,867	1,463,021,279	35.59%	1,151,916,960	6.76%	1170918718	24.9%
Ohio	5,779,848,982	8,014,579,510	38.66%	6,097,306,161	5.49%	6272292115	27.8%

Oklahoma	2,533,581,202	3,604,722,221	42.28%	2,709,312,927	6.94%	2749442320	31.1%
Oregon	2,038,880,248	2,595,311,545	27.29%	2,130,722,602	4.50%	2212592845	17.3%
Pennsylvania	8,302,006,159	9,923,970,807	19.54%	8,695,859,103	4.74%	9009337084	10.2%
Rhode Island	985,963,500	1,224,230,260	24.17%	1,041,086,034	5.59%	1069967590	14.4%
South Carolina	2,745,246,873	3,821,120,730	39.19%	2,938,228,495	7.03%	2979141907	28.3%
South Dakota	1,199,921,376	1,626,995,940	35.59%	1,252,800,133	4.41%	1302154677	24.9%
Tennessee	3,776,320,462	5,231,953,948	38.55%	3,953,716,312	4.70%	4098062965	27.7%
Texas	12,636,947,044	17,947,601,722	42.02%	14,020,986,767	10.95%	13713614932	30.9%
Utah	1,296,075,964	1,789,386,750	38.06%	1,373,877,505	6.00%	1406501636	27.2%
Vermont	752,642,127	1,031,356,085	37.03%	802,448,346	6.62%	816767236.2	26.3%
Virginia	4,271,063,968	5,921,147,814	38.63%	4,495,275,685	5.25%	4634958618	27.7%
Washington	2,949,752,201	4,086,304,357	38.53%	3,133,868,958	6.24%	3201071089	27.7%
West Virginia	1,859,855,804	2,521,813,432	35.59%	1,968,305,710	5.83%	2018315519	24.9%
Wisconsin	3,277,559,291	4,083,047,211	24.58%	3,477,053,055	6.09%	3556807343	14.8%
Wyoming	1,149,126,680	1,589,706,548	38.34%	1,221,689,996	6.31%	1247032273	27.5%
NATIONWIDE	1.6743939E+11	227,034,209,442	35.59%	179,273,733,859	7.07%	1.81705E+11	24.9%

Title I Funding Levels* – S. 1072

	<u>FY04</u>	<u>FY05</u>	<u>FY06</u>	<u>FY07</u>	<u>FY08</u>	<u>FY09</u>
Interstate Maintenance	5,500	6,300	6,550	6,550	6,550	6,550
National Highway System	6,650	7,650	7,950	7,950	7,950	7,950
Highway Bridge	4,700	5,400	5,600	5,600	5,600	5,600
Surface Transportation	6,950	7,950	8,250	8,250	8,250	8,250
Congestion Mitigation and Air Quality Improvement	1,900	2,150	2,225	2,225	2,225	2,225
Highway Safety Improvement	1,200	1,300	1,350	1,350	1,350	1,350
Appalachian Development Highway System	590	590	590	590	590	590
Recreational Trails	60	60	60	60	60	60
Federal Lands Highway Indian Reservation Roads	300	325	350	375	400	425
Federal Lands Highway Recreation Roads	50	50	50	50	50	50
Federal Lands Highway Park Roads and Parkways	300	310	320	320	320	320
Federal Lands Highway Refuge Roads	30	30	30	30	30	30
Federal Lands Highway Forest Highways	300	300	300	300	300	300
Federal Lands Highway Safety	40	40	40	40	40	40
Multi-State Corridor Planning	112.5	135	157.5	180	202.5	225
Border Planning, Operations, and Technology	112.5	135	157.5	180	202.5	225
National Scenic Byways	34	35	36	37	39	39
Infrastructure Performance and Maintenance	2,500	2,500	2,500	2,000	2,000	500
Construction of Ferry Boats and Terminal Facilities	38	38	38	38	38	38
Puerto Rico Highway	140	145	149	154	160	163

(*in millions)

- S. 1072, known as SAFETEA, addresses several **environmental issues**. The bill contains provisions to ease the transition for areas designated nonattainment under the new air quality standards. The transportation conformity process is changed to better align it with air quality planning. SAFETEA provides tools to assist new nonattainment areas in determining conformity. The bill also makes progress in streamlining the project delivery process. It encourages communities and project sponsors to consider environmental concerns earlier in the process and provides tools to reduce or eliminate unnecessary delays during the environmental review stage.
- S. 1072 establishes a new method of determining **Revenue Aligned Budget Authority (RABA)**. RABA is a complicated financing mechanism that seeks to align expected revenues from Trust Fund excise taxes with future Highway spending. This provision amends section 110 of title 23, to continue the RABA provision during fiscal years 2006-2009. It also amends section 110 to provide that if the RABA adjustment in a fiscal year is negative, the amount of contract authority apportioned to the States for that year shall be reduced by an amount equal to the negative RABA. Under TEA-21, negative adjustments were delayed until the succeeding fiscal year.
- To ensure that **freight needs** are considered during the planning process, SAFETEA calls upon each state to designate freight coordinators. Efficiency and capacity at both borders and along major, multi-state trade corridors will be improved by modifications to TEA-21. The committee has also addressed challenges in the area of intermodal connectivity by creating a Gateways initiative, which includes a funding set-aside for completion of ‘last mile’ connections from the National Highway System core program. Inadequate connections between port terminals and highways or between rail facilities and highways are a major factor in freight congestion. Although the bill does not provide for separate funding for freight connections, it does require each state to consider freight infrastructure issues.
- The bill replaces the **apportionment formulas** provided in TEA-21, which apportioned funds based on current transportation measurements in each state with a guarantee that all states would receive a minimum of 90 percent of their annual contributions to the Highway Account of the Highway Trust Fund. Section 1104 of S. 1072 replaces this system with an Equity Bonus Program, which guarantees that each state receives 95 percent of its annual contributions to the Highway Account of the Highway Trust Fund. However, the Program also includes growth ceilings to prevent funding levels from “donor states” (those states that contribute more from the Highway Fund than they receive) from growing too fast. As a result, some donor states do not hit the 95-percent figure until FY09.
- The bill increases the **set-aside for metropolitan planning** to 1.5 percent as a result of the 2002 Census, which established 46 new Metropolitan Planning

Organizations (MPOs) throughout the country that will now be eligible for the Federal planning funding.

Background

The Transportation Equity Act for the 21st Century, known as TEA-21, was enacted June 9, 1998, as Public Law 105-178. It authorized the federal surface transportation programs for highways, highway safety, and transit for the six-year period between 1998-2003. The TEA-21 Restoration Act, enacted one month later, provided technical corrections to the original law.

TEA-21 was the successor to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), a bill that dramatically changed the manner in which surface transportation programs are authorized and funded. S. 1072, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) strives to combine the legacies of ISTEA and TEA-21 with new initiatives to meet greater challenges of improving mobility and safety, while protecting and enhancing human and natural environments.

The Senate Committee on Environment and Public Works retained the basic formula factors for program apportionments of TEA-21.

Bill Provisions

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Funding

This subtitle authorizes sums out of the Highway Trust Fund (other than for the Mass Transit Account) for the Interstate Maintenance Program, National Highway System, Bridge Program, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, Appalachian Development Highway System Program, Recreational Trails Program, Federal Lands Program, Multi-State Corridor Planning Program, Border, Planning, Operations and Technology Program, National Scenic Byways Program, Infrastructure Performance and Maintenance Program, Construction of Ferry Boats and Ferry Terminal Facilities, and the Puerto Rico Highway Program (see chart).

The subtitle also: makes amendments to current apportionments; creates a new obligational limitation ceiling for states; replaces the Minimum Guarantee Program of TEA-21 with the new Equity Bonus Program; and changes the calculation of RABA to provide that if the RABA adjustment in a fiscal year is negative, the amount of contract

authority apportioned to the states for that year shall be reduced by an amount equal to the negative RABA (as opposed to the next fiscal year, as was the case under TEA-21).

Subtitle B—New Programs

This Subtitle creates five new federal transportation programs:

- **Infrastructure Performance and Maintenance Program (IPAM)** – This discretionary program seeks to promote projects that result in immediate benefits for the highway system’s condition and performance, while avoiding long-term commitments of funds. It is also a way to help spend down Highway Trust Fund balances. The intent of the IPAM program is to fund ready-to-go projects a state may undertake and complete within a short timeframe. A state must obligate IPAM funds within six months of the allocation. Otherwise the Secretary shall withdraw the funds and obligation authority and redistribute the funds and authority to another state with the ability to obligate additional IPAM funds before the end of the fiscal year or they shall lapse.
- **Future of the Surface Transportation System** – This provision instructs the Secretary of Transportation to conduct a comprehensive study of future transportation system needs and their connections to freight facilities and other modes of transportation.
- **Freight Transportation Gateways; Freight Intermodal Connections** – This section instructs states to create a freight transportation coordinator position to coordinate public and private collaboration in developing regional solutions to freight transportation and freight gateway problems. States are directed to ensure that intermodal freight transportation needs are integrated into the project development process.
- **Construction of Ferry Boats and Ferry Terminal Facilities** – In addition to continuing the authorization of \$38 million for ferry boats and ferry terminal facilities in each fiscal year between 2004 and 2009, the Secretary shall set aside \$20 million from the National Highway System for the construction or refurbishment of ferry boats and ferry terminals, the acquisition of zero- or low-emission boats, and the construction of approaches to facilities located in the marine highway systems that are part of the Nation Highway System.
- **Designation of Daniel Patrick Moynihan Interstate Highway** – This section designates Interstate Highway 86 in the State of New York as the Daniel Patrick Moynihan Interstate Highway after the former U.S. Senator who passed away in 2003.

Subtitle C—Finance

The subtitle provides the following:

- Amends the Federal share applied to certain Federal-aid highway projects by simplifying the calculation used to determine the rates for each state.
- Clarifies and authorizes the transferability of funds from the Highway Trust Fund.
- Expands the definition of freight-related projects eligible for assistance.
- Makes several amendments to the Transportation Infrastructure Finance and Innovation Act (TIFIA) that: clarifies the TIFIA provision regarding statewide and metropolitan planning requirements; lowers the threshold cost for eligible TIFIA projects to \$50 million; codifies current regulation that requires a TIFIA project's senior obligations to receive an investment-grade rating in order to execute a secured loan agreement; and conforms the interest-rate-setting mechanism for the line of credit with that for secured loans to allow the Department to execute both agreements on the same date at the same interest rate. This is geared for borrowers that utilize both a secured loan and a line of credit for the same project.
- Allows the Secretary to provide assistance to states to help with administrative needs resulting from their service as a home jurisdiction for motor carriers from Mexico.
- Establishes a National Commission to conduct a comprehensive study of the alternatives to replace or supplement the fuel tax as the principal sources to support the Highway Trust Fund. Suggests new or alternative sources of revenue to fund the needs of the surface transportation system over at least the next 30 years.
- Reauthorizes the State Infrastructure Bank (SIB) program under which **all** States are authorized to enter into cooperative agreements with the Secretary to set up infrastructure revolving-funds eligible to be capitalized with Federal transportation funds authorized for the FY04-09 period. (The SIB program authorized in TEA-21 only allowed Missouri, Rhode Island, California, and Florida to enter into such agreements.) Any debt that the SIB issues or guarantees must be of investment-grade caliber and any construction funds derived from a SIB will be treated as federal monies, meaning **contractors must be paid prevailing wages**.

Subtitle D—Safety

The subtitle provides the following:

- Creates the Highway Safety Improvement Program, which directs State transportation departments to establish and implement a State strategic highway safety plan in their state. After a transition period, in order to receive funds for this program, States must have a process in place to analyze highway safety problems and opportunities and to produce strategies to mitigate identified safety problems.
- Increases the funding level for Operation Lifesaver from \$500,000 to \$600,000 for each fiscal year and moves the source of funding from the Surface Transportation Program to the new Highway Safety Improvement Program.
- Creates a new Safe Routes to Schools Program, which requires the Secretary to set-aside \$70 million to distribute funds to enable and to encourage greater utilization of walking and bicycling to school.
- Requires that all federally-funded projects must fully fund at least 5 percent of the project costs for workzone safety and temporary traffic control measures. This section (1407) also directs the Secretary to encourage the letting of contracts with contractors that carry general liability insurance in an amount not less than \$15 million. Projects costing more than \$15 million are also required to include continuously monitored workzone intelligent-transportation systems.
- Directs the Secretary to issue regulations to require workers near a Federal-aid highway to wear high-visibility clothing, and to require any other worker-safety measures that the Secretary deems necessary to minimize worker injuries and maintain the free flow of vehicular traffic.

Subtitle E—Environmental Planning and Review

This Subtitle provides the following:

- Adds factors that may be considered during the transportation planning process and gives States and metropolitan planning organizations (MPOs) the flexibility to determine, after soliciting and considering comment from the public, which of the specific factors are most appropriate to consider. This section also retains current language in the statute that bars court review of failure to consider specified planning factors.
- Requires transportation planners to consult with appropriate resource agencies to compare transportation plans with available state conservation plans or maps and available inventories of natural or historic resources, as well as to identify areas where wildlife-crossing structures may be needed. If no state conservation plans

or maps and available inventories of natural or historic resources exist, S. 1072 does not require their creation.

- Allow states to establish habitat, stream, and wetlands mitigation funds for efforts related to those activities. **States are allowed to deposit Surface Transportation Program and National Highway System dollars into the funds.**

New Transportation Project Development Process

- Replaces section 1309 of TEA-21 to facilitate faster and more efficient completion of transportation projects without diminishing environmental protections contained in law.
- Establishes a process for complying with current environmental laws whereby the Department of Transportation is the lead agency and is responsible for identifying and inviting cooperating agencies; developing an agency coordination plan, including a workplan and a schedule; and determining the purpose and need of a project and the alternatives to be considered.
- **This new process does not amend or override any current law.** As in TEA-21, agencies are encouraged to conduct their reviews, analyses, and studies concurrently with the review required under the National Environmental Policy Act (NEPA). Moreover, this process expands the meaning of the term to include all agencies that have an interest in or special expertise regarding the project or its potential impacts.
- Finally, the legislation leaves unchanged the authorization from TEA-21 for states to use their Federal transportation dollars as assistance to resource agencies in order to expedite resource agency activities in the environmental review process.
- Establishes a pilot program for not more than five states to assume the Secretary's responsibility for environmental review for a project. This delegation does not extend to conformity determinations, planning requirements, or rulemaking authority. Delegation of the Secretary's responsibility to a State shall be governed by a written agreement between the Secretary and the State.
- Permits states to use Highway funds to acquire parcels of real property that are considered to be critical for any project proposed for Highway funding, prior to the completion of environmental reviews for property acquisition.

Subtitle F—Environment

This subtitle provides the following:

- Amends several technical definitions.

- Identifies the types of vehicles that are exempt from meeting the minimum occupancy requirements for High Occupancy Vehicle (HOV) facilities and identifies the possible options that agencies may select from and use as operational strategies to maximize the use of existing and planned HOV facilities. For instance:
 - Motorcycles shall not be considered single-occupant vehicles and shall be allowed to use HOV facilities;
 - Responsible agencies may allow low-emission and energy-efficient vehicles to use HOV facilities; and
 - Responsible agencies are provided with the option of charging vehicles a toll for the use of an HOV facility if these vehicles do not meet the minimum occupancy requirements.

- Modifies the Interstate System Reconstruction and Rehabilitation Program to require that the state demonstrate that financing the improvements through tolls is the most efficient, economical, or expeditious way to advance the project. The section also establishes a new Variable Toll Pricing Program to enable the use of variable toll pricing on congested facilities in order to increase mobility and improve air quality. The Secretary may permit a State or public authority to toll any highway, bridge, or tunnel, including facilities on the Interstate System, to manage high levels of congestion or reduce emissions in a nonattainment area or maintenance area.

- Modifies the Congestion Mitigation and Air Quality Improvement (CMAQ) program apportionment formula in anticipation of the new air quality standards that will soon be in effect for ozone and fine particulate matter (PM-2.5). CMAQ funds will continue to be allocated to each State, based on the ratio of the total weighted population of a State's nonattainment and maintenance areas to the total weighted population of all nonattainment and maintenance areas in the nation. The purchase of alternative fuel, as defined in the Energy Policy Act of 1992, and the purchase of biodiesel fuel are made eligible activities under the CMAQ program.

- Makes technical corrections for newly-designated nonattainment areas in anticipation of the EPA's new standards for ozone (the eight-hour standard) and fine particulate matter (PM-2.5).

- Reduces barriers to regions implementing transportation control measures (TCMs) to improve their regional air quality. The section allows an area to substitute an existing TCM or add a TCM if they can show that the new TCM will achieve equivalent or greater emissions reductions.

Subtitle G — Operations

This subtitle encourages the development of safety notification systems and real-time traffic and travel conditions. **Activities related to the planning and deployment of real-time monitoring elements are eligible for Surface Transportation Program and National Highway System funds.** Under this section, a State may obligate State Planning and Research funds for activities related to the planning of real-time monitoring elements.

Subtitle H — Federal Aid Stewardship

This section provides the following:

- Instructs the Secretary to require the states to certify annually the adequacy of their financial management systems and project delivery systems to meet all requirements for financial integrity. This section also requires a recipient of Federal financial assistance to prepare an annual financial plan for projects that receive \$100 million or more in Federal-aid assistance and that are not subject to the requirements for major projects. The section also requires a value engineering analysis, as defined in this section, for all projects over \$25 million and for bridge projects over \$20 million.
- Removes the restriction that a State must obligate all funds apportioned or allocated to it, or demonstrate that it will use all obligation authority allocated to it for Federal-aid highways and highway safety constructions prior to approval of advance construction projects.
- Increases the amount authorized to be obligated in any one fiscal year for emergency relief under section 125 from \$100 million to \$300 million.
- Provides funds for: public roads and transit facilities serving Federal and Indian lands; the Highway Bridge Program; the Appalachian Development Highway System; the Multistate Corridor Program; the Border Planning, Operations, and Technology and Capacity Program; the Puerto Rico Highway Program; the National Historic Covered Bridge Preservation; Transportation and Community and System Preservation Pilot Program; and Forest Highways.

TITLE II — TRANSPORTATION RESEARCH

This Title authorizes sums out of the Highway Trust Fund (other than for the Mass Transit Account) for contract authority for:

- **Surface Transportation Research:** \$211 million for FY 2004 and 2005, \$215 million for FY 2006, \$218 million for FY07, \$220 million for FY08, and \$223 million for FY09.

- **Training and Education** is authorized at \$27 million for FY04, \$28 million for FY05, \$29 million for FY06, \$30 million for FY07, \$31 million for FY08, and \$32 million for FY09.
- **The Bureau of Transportation Statistics** is authorized at \$28 million for each fiscal year.
- **The ITS Standards, Research, Operational Tests, and Development program** is authorized at \$120 million for FY04, \$123 million for FY05, \$126 million for FY06, \$129 million for FY07, \$132 million for FY08, and \$135 million for FY09.
- **University Transportation Centers** program is authorized at \$40 million for FY04 and \$45 million for FY05 through FY09.

TITLE III – INTERMODAL PASSENGER FACILITIES

This title intends to accelerate intermodal integration among North America’s passenger transportation modes by: assuring intercity public transportation access to intermodal passenger facilities; encouraging the development of an integrated system of public transportation information; and providing intercity bus intermodal facility grants. Under the proposal, \$10 million in contract authority shall be available from the Highway Trust Fund for each of FY05 through FY09. These facilities will further assist in linking passengers arriving and departing through airports, public transportation facilities, train stations, and seaports with their final home, work, and tourism destinations.

TITLE IV – FEDERAL AID IN SPORT FISH RESTORATION ACT AMENDMENTS

The new title amends the Dingell-Johnson Sport Fish Restoration Act of 1950 and reauthorizes the Dingell-Johnson programs within the committee’s jurisdiction for six years. This title also reorganizes the funding mechanism for these programs. All programs are assigned a percentage to allow a simplified, consistent, and fair allocation of funds.

Administration Position

No Administration position was available at press time. However, the following table represents the Administration’s funding request as contained in its SAFETEA proposal:

**Title I Funding Levels* –
Administration Proposal**

	FY04	FY05	FY06	FY07	FY08	FY09
Interstate Maintenance	4,100	4,100	4,200	4,400	4,500	4,700
National Highway System	5,000	5,000	5,100	5,200	5,400	5,500
Highway Bridge	3,400	3,500	3,700	3,800	3,900	4,000
Surface Transportation	5,102	5,202	5,402	5,514	5,714	5,807
Congestion Mitigation/Air Quality Improvement	1,100	1,462	1,500	1,600	1,600	1,600
Highway Safety Improvement	1,000	1,100	1,200	1,300	1,400	1,500
Appalachian Development Highway System	450	450	450	450	450	450
Recreational Trails	60	60	60	60	60	60
Federal Lands Highway:	953	963	973	973	973	973
Indian Reservation Roads	[333]	[333]	[333]	[333]	[333]	[333]
Recreation Roads	[50]	[50]	[50]	[50]	[50]	[50]
Park Roads and Parkways	[300]	[310]	[320]	[320]	[320]	[320]
Refuge Roads	[30]	[30]	[30]	[30]	[30]	[30]
Forest Highways	[200]	[200]	[200]	[200]	[200]	[200]
Safety	[40]	[40]	[40]	[40]	[40]	[40]
Multi-State Corridor Planning	76	84	84	84	84	84
Border Planning, Operations, and Technology	76	84	84	84	84	84
National Scenic Byways	31.5	31.5	31.5	31.5	31.5	31.5
Intelligent Transportation System Performance Incentive	135	135	135	135	135	135
Commercial Vehicle Information Systems and Networks Deployment	25	25	25	25	25	25
Infrastructure Performance and Maintenance	1,000	1,000	1,000	1,000	1,000	1,000
Transportation Infrastructure Finance and Innovation	130	130	130	130	130	130
National Blue Ribbon Commission on Safety	3	1	1	1	0.5	0.5
Transportation, Energy, and Environment	4	3	3	3	3	3
Emergency Relief	200	200	200	200	200	200

(*in millions)

Cost

The portion of S. 1072 reported by the Senate Environment and Public Works Committee authorizes \$255 billion in appropriations to fund federal-aid highways, highway safety programs, and related transportation projects.