



**U.S. House of Representatives**  
**Committee on Transportation and Infrastructure**

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June 23, 2009

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**SUMMARY OF SUBJECT MATTER**

**TO:** Members of the Subcommittee on Highways and Transit

**FROM:** Subcommittee on Highways and Transit Staff

**SUBJECT:** Subcommittee Markup of the Committee Print of H.R. \_\_\_\_, the "Surface Transportation Authorization Act of 2009"

**PURPOSE OF THE MARK-UP**

The Subcommittee on Highways and Transit will meet on Wednesday, June 24, 2009, at 11:00 a.m., in room 2167 of the Rayburn House Office Building to mark up a Committee Print of H.R. \_\_\_\_, the "Surface Transportation Authorization Act of 2009".

**SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**

H.R. \_\_\_\_, the "Surface Transportation Authorization Act of 2009", authorizes the nation's surface transportation programs. The current authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expires on September 30, 2009.

The Surface Transportation Authorization Act of 2009 is designed to transform the nation's surface transportation programs to achieve specific national objectives: reducing fatalities and serious injuries on highways; improving mobility and access in metropolitan areas; upgrading the freight transportation network; expanding the interconnectivity of communities; providing transportation choices for commuters and travelers; limiting the adverse effects of transportation on the environment; and promoting modal choice, public health, and the livability of our communities.

The bill transforms the nation's surface transportation framework and provides the necessary investment to carry out this vision. The Surface Transportation Authorization Act of 2009 increases transparency, accountability, oversight, and performance measures to ensure maximum return on investments in the nation's surface transportation network.

Specifically, the Surface Transportation Authorization Act of 2009:

- Redefines the Federal role and restructures Federal surface transportation by consolidating or terminating more than **75** programs;
- Consolidates the majority of highway funding in four, core formula categories designed to bring our highway and bridge systems to a state of good repair; improve highway safety; develop new and improved capacity; and reduce congestion, greenhouse gas emissions, and improve air quality;
- Focuses the majority of transit funding in four core categories to bring urban and rural public transit systems to a state of good repair; provide specific funding to restore transit rail systems; provide mobility and access to transit-dependent individuals; and plan, design, and construct new transit lines and intermodal facilities;
- Directs Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries on our roads;
- Establishes new initiatives to address the crippling congestion in major metropolitan regions, and eliminate bottlenecks in freight transportation;
- Creates a National Transportation Strategic Plan, based on long-range highway, transit, and rail plans developed by States and metropolitan regions, to develop intermodal connectivity of the nation's transportation system and identify projects of national significance;
- Reforms the U.S. Department of Transportation to require intermodal planning and decision-making; ensuring that projects are planned and completed in a timely manner; and making certain that DOT programs advance the livability of communities;
- Requires States and local governments to establish transportation plans with specific performance standards; measure their progress annually in meeting these standards; and periodically adjust their plans as necessary to achieve specific objectives;
- Improves the project delivery process by eliminating duplication in documentation and procedures;
- Establishes a new program to finance planning, design, and construction of high-speed rail; and
- Creates a National Infrastructure Bank to better leverage limited transportation dollars.

## Prior Legislative Activity

SAFETEA-LU was signed into law on August 10, 2005, and provided guaranteed funding for highways, highway safety, public transportation, and motor carrier safety totaling \$286.4 billion for fiscal years 2004 through 2009. This legislation built on the foundation established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21), enacted in 1998.

In preparation for the authorization of the surface transportation programs, the Subcommittee on Highways and Transit has held more than 30 hearings and six Member briefings to examine various aspects of the surface transportation networks or policies.

On June 18, 2009, the bipartisan leadership of the Committee on Transportation and Infrastructure released the following documents:

### **Executive Summary of the Blueprint for Investment and Reform for the Surface Transportation Authorization Act of 2009**

<http://transportation.house.gov/Media/file/Highways/HPP/Surface%20Transportation%20Blueprint%20Executive%20Summary.pdf>

### **Federal Surface Transportation Framework**

<http://transportation.house.gov/Media/file/Highways/HPP/Surface%20Transportation%20Blueprint%20Program%20Consolidation.pdf>

### **Blueprint for Investment and Reform for the Surface Transportation Authorization Act of 2009**

<http://transportation.house.gov/Media/file/Highways/HPP/Surface%20Transportation%20Blueprint.pdf>

On June 22, 2009, the bipartisan leadership of the Committee released the Committee Print of H.R. \_\_\_\_\_, the “Surface Transportation Authorization Act of 2009”. **The Committee Print is available at:**

[http://transportation.house.gov/Media/file/Highways/HPP/OBERST\\_044\\_xml.pdf](http://transportation.house.gov/Media/file/Highways/HPP/OBERST_044_xml.pdf)

## Amendments

Specific information on amendments is not available at this time.