

**STATEMENT OF  
CHAIRMAN THOMAS E. PETRI  
HIGHWAY, TRANSIT AND PIPELINES SUBCOMMITTEE  
HEARING ON Implementation of SAFETEA: LU  
June 7, 2006**

Good afternoon. This Subcommittee hearing will come to order. I want to welcome all of our Members and our witnesses to today's oversight hearing on the "Implementation of SAFETEA: LU".

This hearing will provide Members with information on the progress of the Administration's efforts to implement the recently enacted surface program reauthorization, SAFETEA: LU.

Members will be able to ask Department of Transportation officials questions about the implementation progress of new programs and regulatory action.

SAFETEA: LU strengthens the national commitment to increased safety and reduced highway fatalities by creating a new core Highway Safety Improvement Program funded at over \$5 billion, almost doubling federal funding for infrastructure safety. The new High Risk Rural Road Safety Improvement Program targets funding for safety improvements on rural two-lane roads, where over 60 percent of all highway-related fatalities occur.

And the new Safe Routes to School program funds sidewalk, trail, and other infrastructure improvements that will encourage children to safely walk or bike to school.

Funding for the Federal Motor Carrier Safety Administration and for the National Highway Traffic Safety Administration totals \$6.3 billion dollars, more than twice the amount authorized for these safety agencies under TEA 21.

SAFETEA: LU funds several programs that are specifically designed to improve the movement of freight, including the new Coordinated Border Infrastructure program, the National Corridor Infrastructure Improvement program, and Projects of National and Regional Significance.

Several new Federal Transit Administration programs were created in SAFETEA: LU, including Small Starts, a program specifically geared to funding lower-cost fixed guideway projects, and the New Freedom program, which provides formula funds to support transportation services for the disabled that go beyond the requirements of the Americans with Disabilities Act, to reach some of the 70 percent of people with disabilities who do not work simply because they don't have a dependable way to get to work.

The modal agencies of the Department of Transportation have been very busy implementing these new programs and putting into place the changes in transportation

policy made in SAFETEA: LU. Altogether, there are over 100 rulemakings either legislatively mandated or required because of creation of new programs or changes to existing programs.

We have invited five modal administrators from the DOT agencies affected by the reauthorization bill to testify before the subcommittee today. We welcome Mr. Richard Capka from the Federal Highway Administration, Ms. Sandy Bushue from the Federal Transit Administration, Mr. John Hill from the Federal Motor Carrier Safety Administration, Ms. Jacqueline Glassman from the National Highway Traffic Safety Administration, and Dr. Ashok Kaveeshwar from the Research and Innovative Technology Administration.