



Legislative Bulletin.....July 29, 2005

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H.R. 3514—Surface Transportation Extension Act of 2005, Part VI

H.R. 3514—Surface Transportation Extension Act of 2005, Part VI (Young of Alaska)

Order of Business: The bill is scheduled to be considered on Friday, July 29th, subject to a closed rule (H.Res. 401) providing 10 minutes of general debate. The last (three-day) transportation extension, H.R. 3453, passed the House by unanimous consent on July 27, 2005.

Summary: H.R. 3514 would extend for **15 days** (through August 14, 2005) highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century (H.R. 3). The bill appears to be “clean,” i.e. a straight, proportional extension with no new programs or funding streams created. News reports indicate that this last extension is being implemented to allow time for H.R. 3 to be passed by Congress, enrolled, and sent to the President for a formal signing ceremony.

H.R. 3514 would also strike a controversial section (Section 1942) of H.R. 3 that would require the Secretary of the Air Force to open and enable flying operations at the airfield at Malmstrom Air Force Base in Montana (i.e. partially undo a BRAC partial closure from the 1995 round).

RSC NOTE: Typically, funding levels are tied proportionally to the last appropriations bill signed into law—in this case, the Transportation, Treasury, and Independent Agencies Appropriations Act for FY2005 (part of the Consolidated Appropriations Act, P.L. 108-447). At press time, a final determination by either CBO or the House Budget Committee was unavailable on whether the bill’s funding levels, if extended over the course of a full year, would fit within the FY06 budget resolution.

Background: On September 24, 2003, the House passed a temporary extension of surface transportation programs until February 29, 2004. The President signed the extension into law (P.L. 108-88) on September 30, 2003. Since then, ten extensions have been signed into law. The most recent extension expires tomorrow, July 30, 2005.

Committee Action: H.R. 3514 was referred to the Transportation & Infrastructure Committee, the Resources Committee, the Science Committee, and the Ways & Means Committee on July 29, 2005. No committee officially considered the legislation.

Administration Position: The Administration supports a permanent reauthorization of TEA-21 at a funding level of about \$283.9 billion through FY2009 and has threatened to veto a more expensive bill:

<http://www.whitehouse.gov/omb/legislative/sap/109-1/hr3sap-s.pdf>

Cost to Taxpayers: A CBO cost estimate of H.R. 3514 remains unavailable at this time. When cost information becomes available, the RSC will include it in the next available update of “The Money Monitor.”

Does the Bill Expand the Size and Scope of the Federal Government?: No.

Does the Bill Contain Any New State-Government, Local-Government, or Private-Sector Mandates?: No.

Constitutional Authority: A committee report citing constitutional authority is unavailable.

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