

The importance of the surface transportation systems to our Nation's economic health cannot be overstated. Highway and transit investments stimulate economic activity. These investments increase productivity by decreasing time spent on the road, encouraging new economic development, and increasing property values. Transportation investment generates a 6-to-1 net return on investment. The linchpin of economic vitality is free movement of people and goods. In the U.S., more than 75 percent of the Nation's freight moves on highways—an annual value to the economy of more than \$5 trillion. And, for every \$1 billion in federal highway and transit spending, more than 42,000 jobs are created or sustained.

Despite the gains of TEA 21, transportation investment has fallen short of what is needed. The Department of Transportation estimates that the cost to improve highway and transit conditions to optimal levels would require more than doubling our current combined federal program size to \$74 billion per year. Meeting these needs will require a variety of strategies, including better use of existing systems, application of advanced technology, innovative financing, and public-private partnerships. It is our goal to develop a bill that increases transportation investment to improve and maintain this world-class system.

Reauthorization is the top priority of the Subcommittee on Highways, Transit and Pipelines. In the second session of the 107th Congress, the Subcommittee held a series of 17 TEA 21 oversight hearings and received testimony from 140 witnesses. The hearings gave many interested Members, the Administration and affected groups the opportunity to testify and present their views. We would be happy to make copies of these hearing transcripts available to any interested Members.

We anticipate that the bipartisan legislation we develop this year will be based largely on the information obtained at last year's extensive programmatic hearings. As we begin the process this year, we would like to encourage Members to inform the Subcommittee about any policy initiatives that they want the Subcommittee to consider in the reauthorization of TEA 21. Members having such specific policy requests should inform the Subcommittee in writing no later than March 14, 2003.

Many Members have already contacted the Subcommittee to inquire about, or to request, specific funding for critical transportation needs in their districts. On January 8, 2003, Transportation Committee Chairman DON YOUNG and Ranking Member JIM OBERSTAR sent a Dear Colleague that included a 21-question evaluation form for consideration of projects of importance to members. This form is reprinted in its entirety below. All project requests should be submitted no later than March 14, 2003. (Please note that this is a 2-week extension beyond the original deadline of February 28th.) Such submissions should be transmitted to us via the intranet website, <http://ushrtrans.house.gov>, and in writing, attached to a signed letter on the letterhead of the sponsoring Member.

We will also be holding a series of Subcommittee hearings in March and April, at which time Members and local officials will have an opportunity to testify on behalf of those requests. While these hearings are intended to give Members an opportunity to present information about specific project needs and policy requests, it is not necessary for Members to testify.

We look forward to working with all Members of the House as we prepare this important legislation that will set the course for our nation's surface transportation programs.

TRANSPORTATION PROJECT EVALUATION CRITERIA COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE ON HIGHWAYS, TRANSPORT AND PIPELINES

1. Name and Congressional District of the primary Member of Congress sponsoring the project.

2. Other Members supporting the project.

3. If the project is a highway project, identify the State or other qualified recipient responsible for carrying out the project.

4. If the project is a transit project, please identify the project sponsor (must be an eligible recipient of Federal transit funds).

5. Please categorize the project. (Check one)

Highway or bridge

Transit rail new start

Bus, bus equipment, or bus facility

Intermodal facility (passenger)

Intermodal facility (freight)

Bicycle and Pedestrian

Other (please identify)

6. Is the project eligible for the use of Federal-aid highway or transit funds under Title 23 or Title 49 of the United States Code?

7. If the project is a highway or bridge project, is it on the National Highway System?

8. Briefly describe the total project.

a. Is it part of a larger system of projects?

b. What is the total estimated cost of the project?

9. Please identify the specific segment for which project funding is being sought, including terminus points.

10. What dollar amount are you requesting in the authorization for this project or segment of a project?

11. Project Schedule:

a. What is the proposed schedule and status of work on the project?

b. What is the current stage of development of the project? (If the project is a transit new start, please specify whether the project is in alternative analysis, preliminary engineering, final design, has been issued a record of decision, under environmental review, or already has a current full funding grant agreement.)

c. Will the requested funding for the project be obligated within the next six years?

12. Project Plan:

a. Is the project part of the State's long-range plan?

b. Is the project included in the metropolitan and/or State Transportation Improvement Program(s)?

13. Is the project considered by the State and/or regional transportation officials as critical to their needs? Please provide a letter of support from these officials, and if you cannot, explain why not.

14. Does the project have national or regional significance? Describe.

15. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns? If yes, please describe.

16. Describe the economic, environmental, congestion mitigation, and safety benefits associated with completion of the project.

17. Has the project already received funding through the State's federal-aid highway or transit formula apportionments or from other Federal, State, local, or private funds? If yes, how much and from what source?

18. Has the project received funding in a previous authorization act?

19. If the project has received funding in a previous authorization act, please cite the act(s) and amount(s) authorized.

20. Has the project received funding in a previous appropriations act?

21. If the project has received funding in a previous appropriations act, please cite the act(s) and amount(s) appropriated.

PERSONAL EXPLANATION

HON. CHARLES A. GONZALEZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 12, 2003

Mr. GONZALEZ. Mr. Speaker, on rollcall Nos. 18 and 19 on February 5th, had I been present, I would have voted "yea."

INTRODUCTION OF THE URBAN SPRAWL AND SMART GROWTH STUDY ACT

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 12, 2003

Mr. UDALL of Colorado. Mr. Speaker, today I am reintroducing the "Urban Sprawl and Smart Growth Study Act." This bill, similar to one I introduced in the 107th Congress, is designed to shine a bright light on the influence of federal actions on urban sprawl and assure that federal agencies consider how their actions may add to this problem.

Mr. Speaker, communities in Colorado and throughout the country are struggling to preserve their special charter and quality of life in the face of burgeoning populations. Especially in the West and South, extreme population growth has resulted in the continual build-out of cities and the loss of surrounding farmland and open space. In my state, this growth is also spreading along interstate highways into the mountain valleys and forested regions. The resulting sprawl is creating congested highways, more air pollution, overtaxed city services, and crowded schools and shopping centers.

According to the recent census, Colorado is one of the most rapidly growing states. Between 1990 and 2000, the population growth in the United States was 13.1 percent. During the same period, Colorado's growth was 30.6 percent! And in many of our counties, the rate was even higher. What does this mean?

The City of Broomfield has grown so much that it has now become its own county. Traffic is so heavy in the area that Congress appropriated \$1 million to study a new interchange at the intersection of U.S. 36 and Highway 287.

The cities of Fort Collins, Loveland, and Greeley are growing so fast, it's becoming difficult to tell where one ends and the other begins. These three cities are likely to become one in the next 10 years.

The south Denver portion of Interstate 25 near the Tech Center not only services the many offices in that area, but metro area sprawl has added more houses and towns on that end of Denver. Traffic is always bad there, no matter what time of day, and rush hour starts earlier and last longer now too.

Citizens in Colorado are asking their leaders to address the symptoms of sprawl and to