

That is what the Secretary of Transportation will be looking at and coming back with, so we will be able to anticipate some of the things we will be looking at 6 years from now.

A very important section is 1203. That is the freight transportation gateways, freight intermodal connections. Freight movement in America is expected to grow dramatically in volume and value over the coming decades. Throughout the reauthorization hearings, the Environment and Public Works Committee heard concerns about inadequate freight facilities, insufficient capacity, and insufficient connections.

The GAO recently released a report, dated October 2003, a little over a month ago, regarding freight transportation, recommending strategies needed to address planning and financing limitations. The report noted that the major challenges to freight mobility all shared a common theme—congestion, including overcrowded highways, freight specific check points.

Additionally, the GAO reported two main limitations that stakeholders encounter in addressing these challenges. The first related to the limited visibility that freight projects receive in the planning and prioritization process. S. 1072 directly addresses this problem by creating a freight transportation coordinator at the State level to facilitate public and private collaboration in developing solutions to freight transportation and freight gateway problems. This is one more area where we will have an increased emphasis on States.

The bill also ensures that intermodal freight transportation needs are integrated into project development and planning processes. The second limitation that the GAO found was inhibiting stakeholders was that Federal funding programs tend to dedicate funds to a single mode of transportation or non-freight purpose, thus limiting freight project eligibility among some programs. S. 1072 deals with this problem as well as making intermodal projects eligible for STP and NHS funding.

The Freight Gateways program found in this bill promotes intermodal improvements for freight movement through significant trade gateways, ports and hubs, and intermodal connections to the national highway system. States and localities are encouraged to adopt new financing strategies to leverage State, local, and private investments in freight transportation gateways, thus maximizing the impact of each Federal dollar.

The Freight Gateways program is funded from a set-aside of 2 percent of each State's NHS apportionment. However, in the spirit of State flexibility and ensuring that funds go to the areas of greatest need, a State is not required to spend the 2 percent of their NHS apportionment if they can certify to the Secretary that their intermodal connections are adequate. I think this is a recognition that the States do

know more about their needs than the Federal Government. That is one of the trends of this.

I know we are ready to recess. I yield to my colleague Senator JEFFORDS for the remainder of the time.

Mr. JEFFORDS. I will take very little time. I commend the chairman again and all the staffs, his and mine, for the incredible amount of work they have put into this effort.

Mr. INHOFE. They are even talking to each other now.

Mr. JEFFORDS. Yes, right. It is fantastic. We know also that we have a long way to go. The work you have done and my staff has done, all of us, has placed us in a great position to start. But now it is the opportunity for all the Members to check carefully to see how their States are doing and maybe make some improvements. We know we will have a number of amendments. We have a long way to go, but I think we are off to a great start. I expect we will have a great finish.

Mr. INHOFE. I would agree with those comments. However, I think we have the basic formula, and this is something for which I am going to be fighting because once you break into this and change the formula, that is going to change every State. That is something we have spent over a year now working out to get as much equity as possible. We look forward to the input from Members who are not on the committee.

Mr. JEFFORDS. They should all have the opportunity, and I know we will provide it. I think we have done a great job, so there should not be too much problem.

Mr. INHOFE. Mr. President, 12:30 has arrived and we are planning to break.

#### RECESS

The PRESIDING OFFICER. Under the previous order, the hour of 12:30 having arrived, the Senate stands in recess until the hour of 2:15 p.m.

Thereupon, at 12:30 p.m., the Senate recessed until 2:19 p.m. and reassembled when called to order by the Presiding Officer (Mr. VOINOVICH).

#### SAFE TRANSPORTATION EQUITY ACT OF 2003—Continued

The PRESIDING OFFICER. The Senator from Missouri.

Mr. BOND. Mr. President, I know this is a day when we are having discussions about the highway bill, the transportation measure, and the highway portion of it. I appreciate the opportunity to share with my colleagues some of my thoughts on the work that has gone on. As I indicated yesterday, there will be a number of very important amendments. We hope to overcome the technical difficulties which make it impossible for Members to get to their offices so that they can present the amendments.

We have heard from a number of Members who are concerned because

they are not getting enough in the bill, but, frankly, this bill has much in it to commend, and we are looking forward to working in a cooperative manner to get this bill passed.

We have lost valuable time, obviously, as we had to get cloture yesterday and we are working under the constraints of the ricin presence today. So we are a bit delayed.

I reiterate, I appreciate and commend the great work of Senator INHOFE, chairman of the Senate Environment and Public Works Committee, the ranking member, Senator JEFFORDS, and my partner on the Transportation Subcommittee, my ranking member, Senator HARRY REID of Nevada. They have done an excellent job.

I believe the committee reported out a bill, S. 1072, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003, which we know as SAFETEA, which accomplishes several very important goals.

First, safety. Safety in this authorization is for the first time given a prominent position, being elevated to a core program. Our bill mirrors the administration's proposal continuing our commitment to our motoring public's safety. This is accomplished by providing much needed funding to reduce highway injuries and fatalities, all without the use of mandates.

A key component of the bill before us will go a long way to saving lives by providing funds to States to address safety needs at hazardous locations, sections, and elements. This includes roadside obstacles and unmarked or poorly marked roads that may constitute a danger to motorists, bicyclists, pedestrians, and other highway users.

We know in my own home State of Missouri that inadequate roads delay, deny, and derail economic development opportunities. But most important, inadequate highways kill people. We have more than three deaths a day on Missouri's highways. I think a large number—at least a third and perhaps more—of those are attributed to inadequate infrastructure.

When there is traffic of 10,000, 15,000 to 20,000 cars a day on a narrow two-lane road, there are going to be people passing when they should not and they run into other people head on.

I have lost friends. I know too many families who grieve the loss of loved ones. I can point out roads in Missouri where one can drive not very far and see white cross after white cross put up as a reminder that some lost their lives on those roads. They lost their lives because the traffic was heavy. Very often, someone not from the area or even not from the State has come in and is not familiar with the road and they pass where they should not. They meet someone else head on, and that is a tragedy. Several weeks ago, I attended the funeral of the husband of a former staffer of mine who has been incapacitated. He was killed on a two-lane road. It was a terrible tragedy and an unspeakable loss.