

STATEMENT OF JAMES H. BURNLEY, IV
DEPUTY SECRETARY, U. S. DEPARTMENT OF TRANSPORTATION
BEFORE THE
SUBCOMMITTEE ON SURFACE TRANSPORTATION
OF THE
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U. S. HOUSE OF REPRESENTATIVES
FEBRUARY 7, 1984

Mr. Chairman and distinguished members of the Subcommittee, my name is Jim Burnley and I am Deputy Secretary of the Department of Transportation. With me today are Ray Barnhart, Federal Highway Administrator, and Ralph Stanley, Urban Mass Transportation Administrator. With your permission, I will read a short statement summarizing the major elements of our FY 85 budget that affect the Subcommittee and then I will turn to Ray and Ralph so that they can discuss their programs in greater detail. Diane Steed, National Highway Traffic Safety Administrator, will testify on the details of her program when she appears before you later this month.

It is a pleasure for me to be here today in my first appearance before you as Deputy Secretary. I served as General Counsel for DOT before I became Deputy Secretary, so I am very familiar with the programs created by this Subcommittee. Because of a scheduling conflict, Secretary Dole asked me to represent her today, but I know she looks forward to being here on February 28 when she will address her own initiatives as well as those proposed by the Congress in the important areas of truck safety, uniformity and the reorganization of DOT's surface safety functions.

OVERALL LEVELS

The Department of Transportation's overall budget for FY 1985 requests \$28.6 billion of budget authority, compared with \$27.4 billion for FY 1984. While some budget growth is required as the Nation's transportation system is rebuilt and maintained, I would like to point out that this does not place an increased burden on the general taxpayer because a very large

percent of the Department's budget -- 72% in FY 1985 -- will be financed by user fees. In fact, the budget authority not financed by user fees actually declines in absolute terms by over \$2 billion from FY 1984 to FY 1985.

In the transportation areas that are subject to the jurisdiction of the Subcommittee on Surface Transportation, the Department's FY 1985 budget request emphasizes our continuing commitment to rebuild and upgrade the Nation's transportation system. For example:

- It proposes increased levels of funding for highways to implement the programs authorized in the Surface Transportation Assistance Act;
- It provides increased capital funds to the Nation's mass transit systems while providing operating assistance in excess of half a billion dollars to these systems; and
- It proposes selective budget increases aimed at safer operation of the transportation system with particular emphasis on highway safety.

I would like to highlight some of the specific elements of the highway, highway safety, and transit budget proposals.

FEDERAL HIGHWAY ADMINISTRATION

For FY 1985, budget authority for the Federal Highway Administration (FHWA) is \$14.784 billion. This amount represents increases of \$1.518 billion over FY 1983 and \$802 million over FY 1984. The FY 1985 budget proposals are based on the levels authorized by your Subcommittee in the Surface Transportation Assistance Act of 1982 (P.L. 97-424).

Key elements of FHWA's budget include:

- For Federal-Aid Highways, an FY 1985 obligation limitation of \$13.875 billion, excluding obligations for Emergency Relief.
- \$16 million for the Motor Carrier Safety Grants Program. This amount would provide a 100% increase over the FY 1984 amount, reflecting this Administration's high priority on safety.

- \$14.1 million for the Motor Carrier Safety Program to provide for program operations and contract research and development with increased emphasis on evaluation of state safety programs.

URBAN MASS TRANSPORTATION ADMINISTRATION

In FY 1985, a total of \$4.066 billion is requested for the various programs administered by the Urban Mass Transportation Administration (UMTA). The FY 1985 program will continue to finance capital replacement and rehabilitation projects, support transit capital improvement projects at an increased level, and fund operating assistance at a significant but reduced level. Previous budget submissions have been based on a 4-year phase-out that would have ended operating assistance in FY 1985.

UMTA's FY 1985 budget includes:

- \$1.1 billion for Discretionary Capital Grants funded from the Mass Transit account of the Highway Trust Fund, the full amount authorized in FY 1985 for rehabilitation and modernization of existing fixed guideway systems, construction activities, bus facilities and intermodal terminals.
- An appropriation of \$2.390 billion for the Formula Grants program to provide capital assistance while continuing operating assistance. Limitations are proposed on operating assistance based on city size.
- \$250 million for the Interstate Transfer Grant-Transit program to continue funding for mass transit projects substituted for withdrawn Interstate highway projects at a rate that will allow complete funding by the time that the Interstate Highway System is completed.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The FY 1985 request for the National Highway Traffic Safety Administration (NHTSA) is \$238 million, compared with \$226 million for FY

1984. The Administration has sent proposed legislation to Congress that would create a National Traffic Safety Administration. This initiative, which will combine NHTSA and some related FHWA activities, would allow the Department to focus its resources more effectively in addressing highway safety problems.

Key elements in NHTSA's budget include:

- \$90 million for Operations and Research, including Highway Safety Research and Development (Trust Fund) appropriation, covering NHTSA administrative costs and operating programs for rulemaking, enforcement, highway safety, and research and development.
- Budget authority of \$148 million for the Highway Traffic Safety Grants Program, including \$98 million for safety formula grants (Section 402) covering areas such as police traffic services, emergency medical services, alcohol countermeasures, occupant protection, and traffic records. Other grants will be made available to those states which adopt and implement programs to reduce traffic fatalities and accidents caused by persons driving while under the influence of alcohol.

CONCLUSION

Mr. Chairman, that concludes my prepared statement. I would be happy to remain until Ray Barnhart and Ralph Stanley complete their statements so that we can all be available to answer questions.