

S. 777. An act to require the Department of Agriculture to establish an electronic filing and retrieval system to enable the public to file all required paperwork electronically with the Department and to have access to public information on farm programs, quarterly trade, economic, and production reports, and other similar information.

The message also announced That pursuant to Public Law 105-389, the Chair, on behalf of the Majority Leader, in consultation with the Democratic Leader, announces the appointment of Sylvia Stewart of Mississippi, to serve as a member of the First Flight Centennial Federal Advisory Board, vice Wilkinson Wright of Ohio.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain 1-minute at the conclusion of today's business.

ANNOUNCEMENT BY COMMITTEE ON RULES REGARDING AMENDMENT PROCESS FOR H.R. 1304, QUALITY HEALTH-CARE COALITION ACT OF 1999

Mr. REYNOLDS. Mr. Speaker, today a Dear Colleague letter will be sent to all Members informing them that the Committee on Rules is planning to meet the week of May 22 to grant a rule which may limit the amendment process on H.R. 1304, the Quality Health-Care Coalition Act of 1999.

Any Member who wishes to offer an amendment should submit 55 copies and a brief explanation of the amendment by 2 p.m. on Tuesday, May 23, to the Committee on Rules in room H-312 in the Capitol. Amendments should be drafted to the text of the bill as reported by the Committee on the Judiciary, which is available on their website.

Members should use the Office of Legislative Counsel to ensure that their amendments are properly drafted and should check with the Office of the Parliamentarian to be certain their amendments comply with the rules of the House.

PROVIDING FOR CONSIDERATION OF H.R. 4475, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 505 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 505

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other

purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. After general debate the bill shall be considered for amendment under the five-minute rule. The amendments printed in the report of the Committee on Rules accompanying this resolution shall be considered as adopted in the House and in the Committee of the Whole. Points of order against provisions in the bill, as amended, for failure to comply with clause 2 of rule XXI are waived except as follows: beginning with "Provided further" on page 8, line 17, through line 20; beginning with "Provided further" on page 13, line 24, through page 14, line 8; "Notwithstanding any other provision of law," on page 20, line 18; "Notwithstanding any other provision of law," on page 26, line 15; "Notwithstanding any other provision of law," on page 27, lines 15 and 16; "Notwithstanding any other provision of law," on page 33, line 24; beginning with "Provided" on page 36, line 15, through line 20; page 51, line 13, through page 52, line 18. Where points of order are waived against part of a paragraph, points of order against a provision in another part of such paragraph may be made only against such provision and not against the entire paragraph. During consideration of the bill for further amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. The Chairman of the Committee of the Whole may: (1) postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment; and (2) reduce to five minutes the minimum time for electronic voting on any postponed question that follows another electronic vote without intervening business, provided that the minimum time for electronic voting on the first in any series of questions shall be 15 minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill, as amended, to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Ohio (Mr. HALL), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. REYNOLDS asked and was given permission to revise and extend his remarks, and include extraneous material.)

Mr. REYNOLDS. Mr. Speaker, House Resolution 505 is an open rule providing for consideration of H.R. 4475, the Department of Transportation and Related Agencies Appropriations Act for fiscal year 2001. The rule waives all points of order against consideration of the bill and provides for 1 hour of gen-

eral debate to be equally divided between the chairman and the ranking minority member of the Committee on Appropriations. The rule further provides that amendments printed in the Committee on Rules report accompanying this resolution shall be considered as adopted.

In addition, the rule waives clause 2 of rule XXI prohibiting unauthorized or legislative provisions in an appropriations bill against provisions in the bill, as amended, except as otherwise specified in the rule. Additionally, the rule authorizes the Chair to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD. The rule also allows the Chairman of the Committee of the Whole to postpone votes during consideration of the bill and to reduce votes to 5 minutes on a postponed question if the vote follows a 15-minute vote. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, H.R. 4475 continues the Republican Congress' focus on safety for all modes of transportation. Whether cross-town or cross-country, by car, train or plane, ensuring the safety and efficiency of our transportation networks is one of the Federal Government's highest responsibilities. The underlying bill is the product of the Committee on Appropriations Subcommittee on Transportation's extensive hearings and careful consideration of each section of the Department of Transportation and related agencies.

The bill seeks to improve and enhance the safety and capacity of the aviation system and highway and rail networks. It makes runway prevention systems and devices eligible for airport improvement funds and directs the FAA to grant such requests for discretionary funding the highest priority.

Additionally, the bill provides nearly \$700 million for airline regulation and certification activities, an increase of over \$28 million from the fiscal year 2000 enacted levels. The bill also includes \$28 million to address effects of hazardous weather on aviation, an increase of over 44 percent. To further advances made to aircraft safety technology, the bill includes an increase of over \$14 million from fiscal year 2000 levels.

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Additionally, the bill provides a \$72 million increase for motor carrier safety grants, consistent with truck safety reforms enacted as part of the Motor Carrier Safety Act of 1999, and increases investment to critical highway safety research and development of smart vehicle technologies.

The bill meets the funding obligations for the highway and aviation accounts as prescribed by the recent TEA-21 and AIR-21 reauthorization bills. These programs are critical to improvements and modernization of our roadways and our airways, providing desperately needed funds across the Nation.

Additionally, I am pleased that the underlying bill makes available \$2 million in continuing appropriations for the Rochester Genesee Regional Transportation Authority bus terminal project. This type of project reinforces our commitment to safe and adequate public transportation.

Mr. Speaker, safety should remain the Federal Government's highest responsibility in the transportation area, and, clearly, this bill addresses those needs and concerns.

In conclusion, I would like to commend the gentleman from Florida (Mr. YOUNG), chairman of the Committee on Appropriations, and the gentleman from Wisconsin (Mr. OBEY), the ranking member, for bringing this measure before the House today.

I would also like to commend the chairman of the Subcommittee on Transportation, the gentleman from Virginia (Mr. WOLF), and the ranking member, the gentleman from Minnesota (Mr. SABO), for their hard work and leadership on this measure.

Mr. Speaker, I urge my colleagues to support this completely fair and open rule and the underlying measure.

Mr. Speaker, I reserve the balance of my time.

Mr. HALL of Ohio. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to thank the gentleman from New York (Mr. REYNOLDS) for yielding me the time. This is an open rule. It will allow for the bill that makes appropriations for the Department of Transportation and related agencies.

As my colleague from New York has explained, this rule provides for one hour of general debate, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. Under this rule, amendments will be allowed under the 5-minute rule, which is the normal amending process in the House. All Members on both sides of the aisle will have their chance, their opportunity, to offer amendments which are germane and which follow the rules for appropriation bills.

This bill funds construction of highways and airport facilities and transit systems. It supports Amtrak, Federal rail programs, the air traffic control system, and transportation safety and research for all modes.

It is no exaggeration to say that the transportation appropriation bill keeps the country moving. I am very pleased with the generous amounts of funding for public transit provided in this bill. This demonstrates the commitment of the Federal Government to provide transportation options for all Americans, including those in the urban core.

I am also pleased with the bill's support for the Centennial of Flight Commission. This is a national commission assisting the country's celebration of the centennial of the Wright Brothers' first flight, an anniversary which will take place in the year 2003.

I want to commend the chairman of the subcommittee, the gentleman from Virginia (Mr. WOLF) and ranking minority member, the gentleman from Minnesota (Mr. SABO), for their work in crafting this bill and bringing it to the floor. The bill was approved by the Committee on Appropriations by a voice vote and it has support on both sides of the aisle.

Finally, I draw to the attention of my colleagues that this is the last transportation appropriation bill under the gentleman from Virginia (Mr. WOLF) as chairman of the Subcommittee on Transportation of the Committee on Appropriations. The gentleman will be stepping down from the position in the next Congress. He has been an outstanding chairman, who led his committee in a bipartisan fashion. During his tenure, he has successfully guided it through dramatic changes in our Federal transportation laws. The gentleman from Virginia (Mr. WOLF) has balanced his role as chairman of the subcommittee with his other roles as a protector of his Virginia constituents and as fighter for humanitarian rights around the world. It is a difficult balancing act, but he has carried it off with grace and ability.

Mr. Speaker, this rule is an open rule, and it was adopted by a voice vote of the Committee on Rules. I support the rule and the bill. I urge its adoption.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 4475, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. BARRETT of Nebraska). Is there objection to the request of the gentleman from Virginia?

There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

The SPEAKER pro tempore (Mr. REYNOLDS). Pursuant to House Resolution 505 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 4475.

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IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, with Mr. BARRETT of Nebraska in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Chairman, today the Committee on Appropriations presents the second fiscal year 2001 appropriations bill to the House. H.R. 4475 provides appropriations for the fiscal year 2000 for the Department of Transportation and related agencies appropriations.

The bill that the committee presents to the House is a good and balanced bill. The committee has increased funding for some agencies which have been hard hit over the past few years, like the Coast Guard, while cutting out areas of unnecessary spending.

The bill meets fully the Congressional commitment to highway, transit and aviation spending in TEA-21 and AIR-21, and fully funds Amtrak's Congressionally-mandated glidepath to operational self-sufficiency.

Briefly, the bill includes \$30.7 billion for highways, an increase of nearly \$2 billion; \$12 billion for the FAA, an increase of 25 percent, including \$3.2 billion for airport grants programs; \$6.3 billion for transit programs, an increase of almost \$500 million; \$521 million for Amtrak; and \$4.6 billion for the Coast Guard, an increase of almost \$600 million over last year, including almost \$560 million for drug interdiction.

I might just say, this is an opportunity for the Coast Guard with this money to really deal with the issue of drug interdiction and open fire on the drug runners coming out of South America. When we see a fast boat coming, heading out, and we know it is containing drugs, the opportunity is for the Coast Guard to hover over and give a warning, and, if it does not stop, to fire on the boat and to sink the boat, because there is basically a war on drugs, if you want to call it that. Now the Coast Guard has the capability to do this, and next year we will see how successful they have been.

This bill has been developed in consultation with the gentleman from Minnesota (Mr. SABO) and the minority staff, and was passed in subcommittee and full committee unanimously with only a few amendments. The committee has worked carefully with all Members on both sides of the aisle to