

KERRY COMMENTS ON GREAT LAKES BASIN

(Mrs. MILLER of Michigan asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. MILLER of Michigan. Mr. Speaker, on issues important to our States it is reasonable to have an expectation that a leader will speak on the issues with clarity, so that people will know where that leader actually stands. On an issue which is vitally important to my home State of Michigan as well as every State in the Great Lakes Basin, Senator John Kerry has been less than clear. The issue is the potential for diversion of the Great Lakes.

Recently the Democratic presidential nominee was asked by the Detroit Free Press where he stood on this issue and he responded: "It is a delicate balancing act that needs to focus on national priorities." What does that mean? The next day his supporters said he really did not mean what he said. For the State of Michigan, the Great Lakes State, as well as States like New York and Pennsylvania, Ohio, Minnesota, Wisconsin, Illinois and Indiana, those of us who recognize what a magnificent natural resource the Great Lakes are and what they mean to us, we need to look very closely at what Senator KERRY has in mind for us, even if this is another issue that he wants to flip-flop on. We cannot take the risk.

HONORING PRESIDENT JAMES MONROE

(Mrs. JO ANN DAVIS of Virginia asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I rise today to honor an incredible American statesman and native of Virginia's First District, which I have the privilege of representing in this House. James Monroe was born this day in 1758 in Westmoreland County, Virginia, and spent much of his life in what is now Virginia's First Congressional District. He attended the College of William and Mary and practiced law in Fredericksburg before becoming a U.S. Senator, Minister to France, negotiator of the Louisiana Purchase in 1803 and ultimately our Nation's fifth President.

James Monroe is perhaps best remembered for his December 2, 1823 message to Congress that is now known as the Monroe Doctrine. James Monroe forged an independent American foreign policy and signaled the end of Old World colonization of the Americas.

James Monroe will forever be remembered in the hearts and minds of all Americans, but he will always have a special place for citizens of the Commonwealth of Virginia.

CONCERNING YESTERDAY'S PLEDGE OF ALLEGIANCE

(Mr. KIRK asked and was given permission to address the House for 1 minute.)

Mr. KIRK. Mr. Speaker, yesterday a Member of Congress led the House in the Pledge of Allegiance using his own personal version. He left the phrase out "under God" from our Pledge. While he may not love "under God" in our country's pledge, God still loves him. God still loves him.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. MILLER of Florida). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken later today.

SURFACE TRANSPORTATION EXTENSION ACT OF 2004, PART II

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4219) to provide an extension of 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.

The Clerk read as follows:

H.R. 4219

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Surface Transportation Extension Act of 2004, Part II".

SEC. 2. ADVANCES.

(a) IN GENERAL.—Section 2(a) of the Surface Transportation Extension Act of 2003 (23 U.S.C. 104 note; 117 Stat. 1110; 118 Stat. 478) is amended by striking "and the Surface Transportation Extension Act of 2004" and inserting ", the Surface Transportation Extension Act of 2004, and the Surface Transportation Extension Act of 2004, Part II".

(b) PROGRAMMATIC DISTRIBUTIONS.—

(1) SPECIAL RULES FOR MINIMUM GUARANTEE.—Section 2(b)(4) of such Act is amended by striking "\$1,633,333,333" and inserting "\$2,100,000,000".

(2) EXTENSION OF OFF-SYSTEM BRIDGE SET-ASIDE.—Section 144(g)(3) of title 23, United States Code, is amended by striking "April 30" inserting "June 30".

(c) AUTHORIZATION OF CONTRACT AUTHORITY.—Section 1101(c)(1) of the Transportation Equity Act for the 21st Century (117 Stat. 1111; 118 Stat. 478) is amended by striking "\$18,876,841,666 for the period of October 1, 2003, through April 30, 2004" and inserting "\$24,270,225,000 for the period of October 1, 2003, through June 30, 2004".

(d) LIMITATION ON OBLIGATIONS.—Section 2(e) of the Surface Transportation Extension Act of 2003 (117 Stat. 1111; 118 Stat. 478) is amended—

(1) in paragraph (1)—

(A) by striking "April 30" and inserting "June 30";

(B) in subparagraph (A) by inserting after "of 2004" the following: "and the Surface Transportation Extension Act of 2004, Part II"; and

(C) in subparagraph (B) by striking "7/12" and inserting "9/12";

(2) in paragraph (2)—

(A) by striking "April 30" and inserting "June 30";

(B) by striking "\$19,741,750,000" and inserting "\$25,382,250,000"; and

(C) by striking "\$372,750,000" and inserting "\$479,250,000"; and

(3) in paragraph (3) by striking "April 30" and inserting "June 30".

SEC. 3. ADMINISTRATIVE EXPENSES.

Section 4(a) of the Surface Transportation Extension Act of 2003 (117 Stat. 1113; 118 Stat. 479) is amended by striking "\$262,500,000" and inserting "\$337,500,000".

SEC. 4. OTHER FEDERAL-AID HIGHWAY PROGRAMS.

(a) AUTHORIZATION OF APPROPRIATIONS UNDER TITLE I OF TEA-21.—

(1) FEDERAL LANDS HIGHWAYS.—

(A) INDIAN RESERVATION ROADS.—Section 1101(a)(8)(A) of the Transportation Equity Act for the 21st Century (112 Stat. 112; 117 Stat. 1113; 118 Stat. 479) is amended—

(i) in the first sentence by striking "\$160,416,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$206,250,000 for the period of October 1, 2003, through June 30, 2004"; and

(ii) in the second sentence by striking "\$7,583,333" and inserting "\$9,750,000".

(B) PUBLIC LANDS HIGHWAYS.—Section 1101(a)(8)(B) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480) is amended by striking "\$143,500,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$184,500,000 for the period of October 1, 2003, through June 30, 2004".

(C) PARK ROADS AND PARKWAYS.—Section 1101(a)(8)(C) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480) is amended by striking "\$96,250,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$123,750,000 for the period of October 1, 2003, through June 30, 2004".

(D) REFUGE ROADS.—Section 1101(a)(8)(D) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480) is amended by striking "\$11,666,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$15,000,000 for the period of October 1, 2003, through June 30, 2004".

(2) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT AND COORDINATED BORDER INFRASTRUCTURE PROGRAMS.—Section 1101(a)(9) of such Act (112 Stat. 112; 117 Stat. 1114; 118 Stat. 480) is amended by striking "\$81,666,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$105,000,000 for the period of October 1, 2003, through June 30, 2004".

(3) CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.—

(A) IN GENERAL.—Section 1101(a)(10) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 480) is amended by striking "\$22,166,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$28,500,000 for the period of October 1, 2003, through June 30, 2004".

(B) SET ASIDE FOR ALASKA, NEW JERSEY, AND WASHINGTON.—Section 5(a)(3)(B) of the Surface Transportation Extension Act of 2003 (117 Stat. 1114; 118 Stat. 480) is amended—

(i) in clause (i) by striking "\$5,833,333" and inserting "\$7,500,000";

(ii) in clause (ii) by striking "\$2,916,667" and inserting "\$3,750,000"; and

(iii) in clause (iii) by striking "\$2,916,667" and inserting "\$3,750,000".

(4) NATIONAL SCENIC BYWAYS PROGRAM.—Section 1101(a)(11) of the Transportation Equity Act for the 21st Century (112 Stat. 113;

117 Stat. 1114; 118 Stat. 480) is amended by striking "\$16,041,666 for the period of October 1, 2003, through April 30, 2004" and inserting "\$20,625,000 for the period of October 1, 2003, through June 30, 2004".

(5) VALUE PRICING PILOT PROGRAM.—Section 1101(a)(12) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 480) is amended by striking "\$6,416,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$8,250,000 for the period of October 1, 2003, through June 30, 2004".

(6) HIGHWAY USE TAX EVASION PROJECTS.—Section 1101(a)(14) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 480) is amended by striking "\$2,916,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$3,750,000 for the period of October 1, 2003, through June 30, 2004".

(7) COMMONWEALTH OF PUERTO RICO HIGHWAY PROGRAM.—Section 1101(a)(15) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 481) is amended by striking "\$64,166,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$82,500,000 for the period of October 1, 2003, through June 30, 2004".

(8) SAFETY GRANTS.—Section 1212(i)(1)(D) of such Act (23 U.S.C. 402 note; 112 Stat. 196; 112 Stat. 840; 117 Stat. 1114; 118 Stat. 481) is amended by striking "\$291,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$375,000 for the period of October 1, 2003, through June 30, 2004".

(9) TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM.—Section 1221(e)(1) of such Act (23 U.S.C. 101 note; 112 Stat. 223; 117 Stat. 1114; 118 Stat. 481) is amended by striking "\$14,583,333 for the period of October 1, 2003, through April 30, 2004" and inserting "\$18,750,000 for the period of October 1, 2003, through June 30, 2004".

(10) TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION.—Section 188 of title 23, United States Code, is amended—

(A) by striking subsection (a)(1)(F) and inserting the following:

"(F) \$105,000,000 for the period of October 1, 2003, through June 30, 2004";

(B) in subsection (a)(2) by striking "\$1,166,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$1,500,000 for the period of October 1, 2003, through June 30, 2004"; and

(C) in the item relating to fiscal year 2004 in the table contained in subsection (c) by striking "\$1,516,666,667" and inserting "\$1,950,000,000".

(b) AUTHORIZATION OF APPROPRIATIONS UNDER TITLE V OF TEA-21.—

(1) SURFACE TRANSPORTATION RESEARCH.—Section 5001(a)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 419; 117 Stat. 1115; 118 Stat. 481) is amended by striking "\$61,250,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$78,750,000 for the period of October 1, 2003, through June 30, 2004".

(2) TECHNOLOGY DEPLOYMENT PROGRAM.—Section 5001(a)(2) of such Act (112 Stat. 419; 117 Stat. 1115; 118 Stat. 481) is amended by striking "\$32,083,334 for the period of October 1, 2003, through April 30, 2004" and inserting "\$41,250,000 for the period of October 1, 2003, through June 30, 2004".

(3) TRAINING AND EDUCATION.—Section 5001(a)(3) of such Act (112 Stat. 420; 117 Stat. 1115; 118 Stat. 481) is amended by striking "\$12,250,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$15,750,000 for the period of October 1, 2003, through June 30, 2004".

(4) BUREAU OF TRANSPORTATION STATISTICS.—Section 5001(a)(4) of such Act (112 Stat. 420; 117 Stat. 1115; 118 Stat. 481) is amended by striking "\$18,083,333 for the period of October 1, 2003, through April 30, 2004" and inserting "\$23,250,000 for the period of October 1, 2003, through June 30, 2004".

(5) ITS STANDARDS, RESEARCH, OPERATIONAL TESTS, AND DEVELOPMENT.—Section 5001(a)(5) of such Act (112 Stat. 420; 117 Stat. 1115; 118 Stat. 481) is amended by striking "\$67,083,334 for the period of October 1, 2003, through April 30, 2004" and inserting "\$86,250,000 for the period of October 1, 2003, through June 30, 2004".

(6) ITS DEPLOYMENT.—Section 5001(a)(6) of such Act (112 Stat. 420; 117 Stat. 1116; 118 Stat. 482) is amended by striking "\$72,333,334 for the period of October 1, 2003, through April 30, 2004" and inserting "\$93,000,000 for the period of October 1, 2003, through June 30, 2004".

(7) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5001(a)(7) of such Act (112 Stat. 420; 117 Stat. 1116; 118 Stat. 482) is amended by striking "\$15,750,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$20,250,000 for the period of October 1, 2003, through June 30, 2004".

(c) METROPOLITAN PLANNING.—Section 5(c)(1) of the Surface Transportation Extension Act of 2003 (117 Stat. 1116; 118 Stat. 482) is amended by striking "\$140,000,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$180,000,000 for the period of October 1, 2003, through June 30, 2004".

(d) TERRITORIES.—Section 1101(d)(1) of the Transportation Equity Act for the 21st Century (117 Stat. 1116; 118 Stat. 482) is amended by striking "\$21,233,333 for the period of October 1, 2003, through April 30, 2004" and inserting "\$27,300,000 for the period of October 1, 2003, through June 30, 2004".

(e) ALASKA HIGHWAY.—Section 1101(e)(1) of such Act (117 Stat. 1116; 118 Stat. 482) is amended by striking "\$10,966,666 for the period of October 1, 2003, through April 30, 2004" and inserting "\$14,100,000 for the period of October 1, 2003, through June 30, 2004".

(f) OPERATION LIFESAVER.—Section 1101(f)(1) of such Act (117 Stat. 1117; 118 Stat. 482) is amended by striking "\$291,667 for the period of October 1, 2003, through April 30, 2004" and inserting "\$375,000 for the period of October 1, 2003, through June 30, 2004".

(g) BRIDGE DISCRETIONARY.—Section 1101(g)(1) of such Act (117 Stat. 1117; 118 Stat. 482) is amended—

(1) by striking "\$58,333,333" and inserting "\$75,000,000"; and

(2) by striking "April 30" and inserting "June 30".

(h) INTERSTATE MAINTENANCE.—Section 1101(h)(1) of such Act (117 Stat. 1117; 118 Stat. 482) is amended—

(1) by striking "\$58,333,333" and inserting "\$75,000,000"; and

(2) by striking "April 30" and inserting "June 30".

(i) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—Section 1101(i)(1) of such Act (117 Stat. 1117; 118 Stat. 482) is amended by striking "\$437,500 for the period of October 1, 2003, through April 30, 2004" and inserting "\$562,500 for the period of October 1, 2003, through June 30, 2004".

(j) RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS.—Section 1101(j)(1) of such Act (117 Stat. 1118; 118 Stat. 482) is amended—

(1) by striking "\$3,062,500" and inserting "\$3,937,500";

(2) by striking "\$145,833" and inserting "\$187,500"; and

(3) by striking "April 30" each place it appears and inserting "June 30".

(k) NONDISCRIMINATION.—Section 1101(k) of such Act (117 Stat. 1118; 118 Stat. 482) is amended—

(1) in paragraph (1) by striking "\$5,833,333 for the period of October 1, 2003, through April 30, 2004" and inserting "\$7,500,000 for the period of October 1, 2003, through June 30, 2004"; and

(2) in paragraph (2) by striking "\$5,833,333 for the period of October 1, 2003, through April 30, 2004" and inserting "\$7,500,000 for the period of October 1, 2003, through June 30, 2004".

(l) ADMINISTRATION OF FUNDS.—Section 5(l) of the Surface Transportation Extension Act of 2003 (117 Stat. 1118; 118 Stat. 483) is amended—

(1) by striking "and section 5 of the Surface Transportation Extension Act of 2004" and inserting "section 5 of the Surface Transportation Extension Act of 2004, and section 4 of the Surface Transportation Extension Act of 2004, Part II"; and

(2) by striking "or the amendment made by section 4(a)(1) of such Act" and inserting "the amendment made by section 5(a)(1) of the Surface Transportation Extension Act of 2004, or the amendment made by section 4(a)(1) of the Surface Transportation Extension Act, Part II".

(m) REDUCTION OF ALLOCATED PROGRAMS.—Section 5(m) of such Act (117 Stat. 1119; 118 Stat. 483) is amended—

(1) by striking "and section 5 of the Surface Transportation Extension Act of 2004" and inserting "section 5 of the Surface Transportation Extension Act of 2004, and section 4 of the Surface Transportation Extension Act of 2004, Part II";

(2) by striking "and by section 5 of such Act" and inserting "by section 5 of the Surface Transportation Extension Act of 2004, and by section 4 of the Surface Transportation Extension Act of 2004, Part II"; and

(3) by striking "and by section 5 of such Act" and inserting "by section 5 of the Surface Transportation Extension Act of 2004, and by section 4 of the Surface Transportation Extension Act of 2004, Part II".

(n) PROGRAM CATEGORY RECONCILIATION.—Section 5(n) of such Act (117 Stat. 1119; 118 Stat. 483) is amended by striking "and section 5 of the Surface Transportation Extension Act of 2004" and inserting "section 5 of the Surface Transportation Extension Act of 2004, and section 4 of the Surface Transportation Extension Act of 2004, Part II".

SEC. 5. EXTENSION OF HIGHWAY SAFETY PROGRAMS.

(a) SEAT BELT SAFETY INCENTIVE GRANTS.—Section 157(g)(1) of title 23, United States Code, is amended by striking "\$65,333,333 for the period of October 1, 2003, through April 30, 2004" and inserting "\$84,000,000 for the period of October 1, 2003, through June 30, 2004".

(b) PREVENTION OF INTOXICATED DRIVER INCENTIVE GRANTS.—Section 163(e)(1) of such title is amended by striking "\$70,000,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$90,000,000 for the period of October 1, 2003, through June 30, 2004".

SEC. 6. SPORT FISHING AND BOATING SAFETY.

(a) FUNDING FOR NATIONAL OUTREACH AND COMMUNICATIONS PROGRAM.—Section 4(c)(6) of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c(c)(6)) is amended to read as follows:

"(6) \$7,499,999 for the period of October 1, 2003, through June 30, 2004";

(b) CLEAN VESSEL ACT FUNDING.—Section 4(b)(4) of such Act (16 U.S.C. 777c(b)(4)) is amended—

(1) in the paragraph heading by striking "7 MONTHS" and inserting "9 MONTHS";

(2) in the matter preceding subparagraph (A) by striking "\$47,833,333" and inserting "\$61,499,999";

(3) in subparagraph (A) by striking "\$5,833,333" and inserting "\$7,499,999"; and

(4) in subparagraph (B) by striking "\$4,666,667" and inserting "\$6,000,001".

(c) BOAT SAFETY FUNDS.—Section 13106(c) of title 46, United States Code, is amended—

(1) by striking "\$2,916,667" and inserting "\$3,750,001"; and

(2) by striking "\$1,166,667" and inserting "\$1,500,001".

SEC. 7. EXTENSION OF FEDERAL TRANSIT PROGRAMS.

(a) ALLOCATING AMOUNTS.—Section 5309(m) of title 49, United States Code, is amended—

(1) in paragraph (1)—

(A) by striking "April 30, 2004" and inserting "June 30, 2004";

(B) in subparagraph (A) by striking ", except for the period beginning on October 1, 2003, and ending on April 30, 2004, during which \$699,642,775 will be available" and inserting ", except for the period beginning on October 1, 2003, and ending on June 30, 2004, during which \$899,540,711 will be available";

(C) in subparagraph (B) by striking ", except for the period beginning on October 1, 2003, and ending on April 30, 2004, during which \$767,657,109 will be available" and inserting ", except for the period beginning on October 1, 2003, and ending on June 30, 2004, during which \$986,987,712 will be available"; and

(D) in subparagraph (C) by striking ", except for the period beginning on October 1, 2003 and ending on April 30, 2004, during which \$352,110,220 will be available" and inserting ", except for the period beginning on October 1, 2003, and ending on June 30, 2004, during which \$452,713,140 will be available;

(2) by amending paragraph (2)(B)(iii) to read as follows:

"(iii) OCTOBER 1, 2003 THROUGH JUNE 30, 2004.—Of the amounts made available under paragraph (1)(B), \$7,753,980 shall be available for the period beginning on October 1, 2003, and ending on June 30, 2004, for capital projects described in clause (i).";

(3) in paragraph (3)(B)—

(A) by striking "\$1,750,000" and inserting "\$2,236,725"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(4) in paragraph (3)(C)—

(A) by striking "\$28,994,583" and inserting "\$37,278,750"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004".

(b) APPORTIONMENT OF APPROPRIATIONS FOR FIXED GUIDEWAY MODERNIZATION.—Section 8(b)(1) of the Surface Transportation Extension Act of 2003 (49 U.S.C. 5337 note) is amended by striking "April 30, 2004" and inserting "June 30, 2004".

(c) FORMULA GRANTS AUTHORIZATIONS.—Section 5338(a) of title 49, United States Code, is amended—

(1) in the heading to paragraph (2) by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004";

(2) in paragraph (2)(A)(vi)—

(A) by striking "\$1,780,963,287" and inserting "\$2,289,809,940"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004";

(3) in paragraph (2)(B)(vi)—

(A) by striking "\$445,240,822" and inserting "\$572,452,485"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(4) in paragraph (2)(C) by striking "April 30, 2004" and inserting "June 30, 2004".

(d) FORMULA GRANT FUNDS.—Section 8(d) of the Surface Transportation Extension Act of 2003 (117 Stat. 1122) is amended to read as follows:

"(d) ALLOCATION OF FORMULA GRANT FUNDS FOR OCTOBER 1, 2003, THROUGH JUNE 30, 2004.—Of the aggregate of amounts made available by or appropriated under section 5338(a)(2) of title 49, United States Code, for the period of October 1, 2003, through June 30, 2004—

"(1) \$3,616,001 shall be available to the Alaska Railroad for improvements to its pas-

senger operations under section 5307 of such title;

"(2) \$37,278,750 shall be available for bus and bus facilities grants under section 5309 of such title;

"(3) \$67,588,463 shall be available to provide transportation services to elderly individuals and individuals with disabilities under section 5310 of such title;

"(4) \$179,391,044 shall be available to provide financial assistance for other than urbanized areas under section 5311 of such title;

"(5) \$5,181,748 shall be available to provide financial assistance in accordance with section 3038(g) of the Transportation Equity Act for the 21st Century; and

"(6) \$2,569,206,421 shall be available to provide financial assistance for urbanized areas under section 5307 of such title."

(e) CAPITAL PROGRAM AUTHORIZATIONS.—Section 5338(b)(2) of title 49, United States Code, is amended—

(1) in the heading by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004";

(2) in subparagraph (A)(vi)—

(A) by striking "\$1,819,410,104" and inserting "\$1,871,393,250"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(3) in subparagraph (B)(vi)—

(A) by striking "\$363,882,021" and inserting "\$467,848,313"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004".

(f) PLANNING AUTHORIZATIONS AND ALLOCATIONS.—Section 5338(c)(2) of title 49, United States Code, is amended—

(1) in the heading by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004";

(2) in subparagraph (A)(vi)—

(A) by striking "\$33,981,652" and inserting "\$43,690,695"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(3) in subparagraph (B)(vi)—

(A) by striking "\$8,350,440" and inserting "\$10,736,280"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004".

(g) RESEARCH AUTHORIZATIONS.—Section 5338(d)(2) of title 49, United States Code, is amended—

(1) in the heading by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004";

(2) in subparagraph (A)(vi)—

(A) by striking "\$24,471,428" and inserting "\$31,463,265"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004";

(3) in subparagraph (B)(vi)—

(A) by striking "\$6,262,830" and inserting "\$8,052,210"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(4) in subparagraph (C) by striking "April 30, 2004" and inserting "June 30, 2004".

(h) RESEARCH FUNDS.—Section 8(h) of the Surface Transportation Extension Act of 2003 (118 Stat. 486) is amended to read as follows:

"(h) ALLOCATION OF RESEARCH FUNDS FOR OCTOBER 1, 2003, THROUGH JUNE 30, 2004.—Of the funds made available by or appropriated under section 5338(d)(2) of title 49, United States Code, for the period of October 1, 2003, through June 30, 2004—

"(1) not less than \$3,914,269 shall be available for providing rural transportation assistance under section 5311(b)(2) of such title;

"(2) not less than \$6,150,994 shall be available for carrying out transit cooperative research programs under section 5313(a) of such title;

"(3) not less than \$2,982,300 shall be available to carry out programs under the National Transit Institute under section 5315 of such title, including not more than \$745,575 to carry out section 5315(a)(16) of such title; and

"(4) any amounts not made available under paragraphs (1) through (3) shall be available for carrying out national planning and research programs under sections 5311(b)(2), 5312, 5313(a), 5314, and 5322 of such title."

(i) UNIVERSITY TRANSPORTATION RESEARCH AUTHORIZATIONS.—Section 5338(e)(2) of title 49, United States Code, is amended—

(1) in the heading by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004";

(2) in subparagraph (A)—

(A) by striking "\$2,783,480" and inserting "\$3,578,760"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004";

(3) in subparagraph (B)—

(A) by striking "\$695,870" and inserting "\$894,690"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(4) in subparagraph (C) by striking "April 30, 2004" each place it appears and inserting "June 30, 2004".

(j) UNIVERSITY TRANSPORTATION RESEARCH FUNDS.—

(1) IN GENERAL.—Section 8(j) of the Surface Transportation Extension Act of 2003 (118 Stat. 487) is amended to read as follows:

"(j) ALLOCATION OF UNIVERSITY TRANSPORTATION RESEARCH FUNDS.—

"(1) IN GENERAL.—Of the amounts made available under section 5338(e)(2)(A) of title 49, United States Code, for the period October 1, 2003, through June 30, 2004—

"(A) \$1,491,150 shall be available for the center identified in section 5505(j)(4)(A) of such title; and

"(B) \$1,491,150 shall be available for the center identified in section 5505(j)(4)(F) of such title.

"(2) TRAINING AND CURRICULUM DEVELOPMENT.—Notwithstanding section 5338(e)(2) of title 49, United States Code, any amounts made available under such section for the period October 1, 2003, through June 30, 2004, that remain after distribution under paragraph (1), shall be available for the purposes specified in section 3015(d) of the Transportation Equity Act for the 21st Century (112 Stat. 857)."

(2) CONFORMING AMENDMENT.—Section 3015(d)(2) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5338 note; 112 Stat. 857; 118 Stat. 487) is amended by striking "April 30, 2004" and inserting "June 30, 2004".

(k) ADMINISTRATION AUTHORIZATIONS.—Section 5338(f)(2) of title 49, United States Code, is amended—

(1) in the heading by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004";

(2) in subparagraph (A)(vi)—

(A) by striking "\$35,025,457" and inserting "\$45,032,730"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(3) in subparagraph (B)(vi)—

(A) by striking "\$8,756,364" and inserting "\$11,258,183"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004".

(l) JOB ACCESS AND REVERSE COMMUTE PROGRAM.—Section 3037(l) of the Federal Transit Act of 1998 (49 U.S.C. 5309 note) is amended—

(1) in paragraph (1)(A)(vi)—

(A) by striking "\$57,989,167" and inserting "\$74,557,500"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004";

(2) in paragraph (1)(B)(vi)—

(A) by striking "\$14,497,292" and inserting "\$18,639,375"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004";

(3) in paragraph (2) by striking "April 30, 2004, \$5,798,917" and inserting "June 30, 2004, \$7,455,750"; and

(4) in paragraph (4) by striking "\$11,597,833" and inserting "\$14,911,500".

(m) RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.—Section 3038(g) of the Federal Transit Act of 1998 (49 U.S.C. 5310 note; 118 Stat. 488) is amended—

(1) in paragraph (1)(F)—

(A) by striking "\$3,044,431" and inserting "\$3,914,268"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(2) in paragraph (2)—

(A) by striking "\$985,816" and inserting "\$1,267,478"; and

(B) by striking "April 30, 2004" and inserting "June 30, 2004".

(n) URBANIZED AREA FORMULA GRANTS.—Section 5307(b)(2) of title 49, United States Code, is amended—

(1) in the heading by striking "APRIL 30, 2004" and inserting "JUNE 30, 2004"; and

(2) in subparagraph (A) by striking "April 30, 2004" and inserting "June 30, 2004";

(o) OBLIGATION CEILING.—Section 3040(6) of the Federal Transit Act of 1998 (112 Stat. 394; 118 Stat. 488) is amended—

(1) by striking "\$4,238,428,192" and inserting "\$5,449,407,675"; and

(2) by striking "April 30, 2004" and inserting "June 30, 2004".

(p) FUEL CELL BUS AND BUS FACILITIES PROGRAM.—Section 3015(b) of the Federal Transit Act of 1998 (112 Stat. 361; 118 Stat. 489) is amended—

(1) by striking "April 30, 2004" and inserting "June 30, 2004"; and

(2) by striking "\$2,812,475" and inserting "\$3,616,039".

(q) ADVANCED TECHNOLOGY PILOT PROJECT.—Section 3015(c)(2) of the Federal Transit Act of 1998 (49 U.S.C. 322 note; 118 Stat. 489) is amended—

(1) by striking "April 30, 2004," and inserting "June 30, 2004"; and

(2) by striking "\$2,812,475" and inserting "\$3,727,876".

(r) PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.—Section 3030 of the Transportation Equity Act for the 21st Century (112 Stat. 373; 118 Stat. 489) is amended by striking "April 30, 2004" each place it appears and inserting "June 30, 2004".

(s) NEW JERSEY URBAN CORE PROJECT.—Section 3031(a)(3) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2122; 112 Stat. 379; 118 Stat. 489) is amended by striking "April 30, 2004" each place it appears and inserting "June 30, 2004".

(t) TREATMENT OF FUNDS.—Section 8(t) of the Surface Transportation Extension Act of 2003 (23 U.S.C. 101 note; 118 Stat. 489) is amended—

(1) in paragraph (1) by striking "and by section 9 of the Surface Transportation Extension Act of 2004" and inserting "by section 9 of the Surface Transportation Extension Act of 2004, and by section 7 of the Surface Transportation Extension Act of 2004, Part II"; and

(2) in paragraph (2) by striking "7/12" and inserting "1/12".

(u) LOCAL SHARE.—Section 3011(a) of the Federal Transit Act of 1998 (49 U.S.C. 5307 note; 118 Stat. 489) is amended by striking "April 30" and inserting "June 30".

SEC. 8. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PROGRAMS.

(a) CHAPTER 4 HIGHWAY SAFETY PROGRAMS.—Section 2009(a)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 337; 117 Stat. 1119; 118 Stat. 489) is amended by striking "and \$96,250,000 for the period of October 1, 2003, through April 30, 2004" and inserting "and \$123,019,875 for the period of October 1, 2003, through June 30, 2004".

(b) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2009(a)(2) of such Act (112 Stat. 337; 117 Stat. 1119; 118 Stat. 489) is amended by striking "\$42,000,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$53,681,400 for the period of October 1, 2003, through June 30, 2004".

(c) OCCUPANT PROTECTION INCENTIVE GRANTS.—Section 2009(a)(3) of such Act (112 Stat. 337; 117 Stat. 1120; 118 Stat. 489) is amended by striking "\$11,666,700 for the period of October 1, 2003, through April 30, 2004" and inserting "\$14,911,500 for the period of October 1, 2003, through June 30, 2004".

(d) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANTS.—Section 2009(a)(4) of such Act (112 Stat. 337; 117 Stat. 1120; 118 Stat. 489) is amended by striking "\$23,333,300 for the period of October 1, 2003, through April 30, 2004" and inserting "\$29,823,000 for the period of October 1, 2003, through June 30, 2004".

(e) NATIONAL DRIVER REGISTER.—Section 2009(a)(6) of such Act (112 Stat. 338; 117 Stat. 1120; 118 Stat. 490) is amended by striking "\$2,100,000 for the period of October 1, 2003, through April 30, 2004" and inserting "\$2,684,070 for the period of October 1, 2003, through June 30, 2004".

SEC. 9. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAM.

(a) ADMINISTRATIVE EXPENSES.—Section 7(a)(1) of the Surface Transportation Extension Act of 2003 (117 Stat. 1120; 118 Stat. 490) is amended by striking "\$102,467,000 for the period October 1, 2003 through April 30, 2004", and inserting "\$131,811,967 for the period October 1, 2003, through June 30, 2004".

(b) MOTOR CARRIER SAFETY ASSISTANCE PROGRAM.—Section 31104(a)(7) of title 49, United States Code, is amended to read as follows:

"(7) Not more than \$126,519,126 for the period of October 1, 2003, through June 30, 2004."

(c) INFORMATION SYSTEMS AND COMMERCIAL DRIVER'S LICENSE GRANTS.—

(1) AUTHORIZATION OF APPROPRIATION.—Section 31107(a)(5) of such title is amended to read as follows:

"(5) \$14,972,678 for the period of October 1, 2003, through June 30, 2004."

(2) EMERGENCY CDL GRANTS.—Section 7(c)(2) of the Surface Transportation Extension Act of 2003 (117 Stat. 1121) is amended—

(A) by striking "April 30," and inserting "June 30,"; and

(B) by striking "\$582,000" and inserting "\$748,634".

(d) CRASH CAUSATION STUDY.—Section 7(d) of such Act is amended—

(1) by striking "\$582,000" and inserting "\$748,634"; and

(2) by striking "April 30" and inserting "June 30".

SEC. 10. EXTENSION OF AUTHORIZATION FOR USE OF TRUST FUNDS FOR OBLIGATIONS UNDER TEA-21.

(a) HIGHWAY TRUST FUND.—

(1) IN GENERAL.—Paragraph (1) of section 9503(c) of the Internal Revenue Code of 1986 is amended—

(A) in the matter before subparagraph (A), by striking "May 1, 2004" and inserting "July 1, 2004",

(B) by striking "or" at the end of subparagraph (F),

(C) by striking the period at the end of subparagraph (G) and inserting "or",

(D) by inserting after subparagraph (G), the following new subparagraph:

"(H) authorized to be paid out of the Highway Trust Fund under the Surface Transportation Extension Act of 2004, Part II.", and

(E) in the matter after subparagraph (H), as added by this paragraph, by striking "Surface Transportation Extension Act of 2004" and inserting "Surface Transportation Extension Act of 2004, Part II".

(2) MASS TRANSIT ACCOUNT.—Paragraph (3) of section 9503(e) of such Code is amended—

(A) in the matter before subparagraph (A), by striking "May 1, 2004" and inserting "July 1, 2004",

(B) in subparagraph (D), by striking "or" at the end of such subparagraph,

(C) in subparagraph (E), by inserting "or" at the end of such subparagraph,

(D) by inserting after subparagraph (E) the following new subparagraph:

"(F) the Surface Transportation Extension Act of 2004, Part II", and

(E) in the matter after subparagraph (F), as added by this paragraph, by striking "Surface Transportation Extension Act of 2004" and inserting "Surface Transportation Extension Act of 2004, Part II".

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Subparagraph (B) of section 9503(b)(5) of such Code is amended by striking "May 1, 2004" and inserting "July 1, 2004".

(b) AQUATIC RESOURCES TRUST FUND.—

(1) SPORT FISH RESTORATION ACCOUNT.—Paragraph (2) of section 9504(b) of the Internal Revenue Code of 1986 is amended by striking "Surface Transportation Extension Act of 2004" each place it appears and inserting "Surface Transportation Extension Act of 2004, Part II".

(2) BOAT SAFETY ACCOUNT.—Subsection (c) of section 9504 of such Code is amended—

(A) by striking "May 1, 2004" and inserting "July 1, 2004", and

(B) by striking "Surface Transportation Extension Act of 2004" and inserting "Surface Transportation Extension Act of 2004, Part II".

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Paragraph (2) of section 9504(d) of such Code is amended by striking "May 1, 2004" and inserting "July 1, 2004".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date of the enactment of this Act.

(d) TEMPORARY RULE REGARDING ADJUSTMENTS.—During the period beginning on the date of the enactment of the Surface Transportation Extension Act of 2003 and ending on June 30, 2004, for purposes of making any estimate under section 9503(d) of the Internal Revenue Code of 1986 of receipts of the Highway Trust Fund, the Secretary of the Treasury shall treat—

(1) each expiring provision of paragraphs (1) through (4) of section 9503(b) of such Code which is related to appropriations or transfers to such Fund to have been extended through the end of the 24-month period referred to in section 9503(d)(1)(B) of such Code, and

(2) with respect to each tax imposed under the sections referred to in section 9503(b)(1) of such Code, the rate of such tax during the 24-month period referred to in section 9503(d)(1)(B) of such Code to be the same as the rate of such tax as in effect on the date of the enactment of the Surface Transportation Extension Act of 2003.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin (Mr. PETRI).

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

The legislation now before us will continue for an additional 2 months the highway construction, highway safety, transit, motor carrier and surface transportation research programs. These programs will be continued under current law program structures and conditions.

This bill is necessary in order to give the House Committee on Transportation and Infrastructure and our colleagues in the Senate time to conference our two versions of the multiyear surface transportation bill.

H.R. 4219 provides over \$31 billion in new funding authority, which reflects 9 months' worth, or nine-twelfths of the budget authority and associated outlays in the 2004 budget resolution that Congress passed earlier this year.

As the House knows, we recently passed by 357 votes H.R. 3550, the Transportation Equity Act: A Legacy For Users. This bill will help the country maintain and begin to improve our aging and deteriorating transportation infrastructure.

Although H.R. 3550 is funded at a much lower level than it was originally introduced, \$275 billion in guaranteed funding instead of the \$375 billion the Committee on Transportation and Infrastructure supported, it is a balanced and good bill that will help stimulate and support the economy, decrease congestion and make our highways safer.

Until H.R. 3550 can be conferenced with the Senate-passed bill, this 2-month extension through June 30 is a must-pass bill. If we do not pass this bill and send it to the President before Friday of this week, four Department of Transportation agencies will close their doors and furlough their employees: the Federal Highway Administration, Federal Transit Administration, the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration.

If we do not pass this extension, new highway projects will be shelved, States will not be reimbursed the Federal share of projects, safety grants will not be provided to States, transit construction will be halted, and Federal enforcement of motor carrier safety regulations on the highways and at our borders will suffer.

It is crucial that H.R. 4219 be passed by both the House and Senate and delivered to the President by April 30, if not before. Our economy cannot withstand the shutdown of the national surface transportation programs.

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

Mr. OBERSTAR. Mr. Speaker, I yield myself 10 minutes.

Mr. Speaker, once again time has run out on our effort to reauthorize the core mobility program of America, our Federal highway public transit and transportation safety programs. The Transportation Equity Act for the 21st Century expired 7 months ago, on September 30, 2003. On September 24, in consideration of that bill, I said, "I'm afraid we'll be back here on this floor once again pleading for another extension of time to keep transportation programs from once again expiring. I do not want to be back on this floor saying again what I said 6 years ago in 1997, time is running out."

Well, here we are. In the words of an icon of the other party, here we go

again. We passed the 5-month extension bill last fall carrying programs through February 29, kind of a mystical date. It appears once every 4 years. So here we are mystically appearing once again, pleading for another short-term extension through the end of June. Who is going to give me odds we are going to be back here in June saying, please, another extension of time so we do not shut down our transportation programs.

□ 1030

Why? Because, for the first time in my nearly 30 years as a member of this committee, as a member, and another 11 years as a member of the staff of that committee, ideology, not good public bipartisan transportation policy, is driving this process.

Despite the fact that we overwhelmingly in both this body and the other body passed 6-year highway transit reauthorization bills weeks ago, there has been no motion to go to conference, no appointment of conferees, no meeting of staff, except for one. Why? Frankly, because the leadership of this body has allowed the Congress to be treated like a parliamentary institution, an extension of the executive; one that works at the direction of, in our government, the President, a President who strongly opposes increased investment at the level that his own Department of Transportation said we need to make. So we have become swept up, pawns in the political agenda, of some operatives over there at 1600 Pennsylvania Avenue.

Now, step back from that for a moment. This committee, working in the bipartisan tradition, long-standing, and under the able and distinguished stewardship of the chairman of the full committee, the gentleman from Alaska (Chairman YOUNG); the chairman of the Subcommittee on Highways, Transit and Pipelines (Mr. PETRI); the ranking member, the gentleman from Illinois (Mr. LIPINSKI); and myself left politics at the door.

Oh, we had differences on how these programs should be crafted, but we worked through them. We spent hours working shoulder to shoulder crafting appropriate language to meet what from different viewpoints we saw, and, in most cases, the same viewpoints, are necessary actions to take for the good of mobility and productivity in America.

Last November, 73 members of our committee introduced a bill to authorize \$375 billion for highway transit transportation safety programs over the next 6 years. We did not pull that number out of thin air. It was prepared by the Department of Transportation at the direction of the committee in TEA-21 to design the pathway to what we need to do in the 6 years following on TEA-21, that number, \$375 billion, to stem the tide of crippling congestion that chokes America's seaports, major transportation arteries, our center cities, our suburbs, and even our rural

areas. But that bill is still in committee.

We did have a voice vote reported out and put aside with common agreement because the leadership of this body made it clear to the leadership of our committee that a bill at \$375 billion would never see the light of day on the House floor.

Okay, let us go along with this. Let us get another number we can agree on. So we cut the bill \$100 billion. On April 2, we considered that bill. We passed it overwhelmingly, by 357 to 65. You pass constitutional amendments by votes like that. Now that vote, that bipartisan overwhelming vote is being cast aside, saying, sorry, we cannot do that.

The other body passed a bill at \$318 billion. Their vote was 76 to 21. Well, that is a vote that also could pass a constitutional amendment. These are not just squeaker votes, like some we have had in this body.

So you would think with such overwhelming bipartisan support that there would be a committee of conference at work to resolve the differences between the two bills. No motion has been made to go to conference; no appointment of conferees; Members have not met with each other. In fact, in 25 days since the House passed its bill, the respective staffs have met only once, and the Republican staff in the other body told our combined staff that their leadership would not allow them to meet on anything substantive. Well, that does not make any sense either.

Then we read in the papers about meetings of House and Senate Republicans and the White House to determine the most critical issue in this bill, the dollar amount. Now, that is a little strange. We have stood shoulder to shoulder, meeting to meeting, kneecap to kneecap, Members and staff, for months. Not just an occasional meeting. Our staff worked over weekends. Members met morning, afternoon and evening, Democrats and Republicans, to craft something we thought was in the best interests of the country. And we are not invited to 1600 Pennsylvania Avenue, or wherever they meet, to fashion the key issue in this legislation?

I do not understand it. That does not make any sense. That is not the pathway to progress for America.

If we passed the \$375 billion bill, which we could do by the end of May, we would have 475,000 new jobs in the workplace by Labor Day. We would have \$80 billion of total economic activity in the workplace. We would have a surging national economy. George Bush would be on his way to reelection.

I say to people I have never worked so hard to elect a Republican President in my life. But they do not want it. So here we are.

Their bill, their idea of progress for America, is \$256 billion. That is flat-line budgeting over the next 6 years; not an additional dollar in real dollars, when you take into account inflation,

and not one additional job in the marketplace. And we know that. That is why we reported out a bill, or attempted to report out a bill, at \$375 billion. Both sides know this.

So here we are, caught in the swirl and swirling around of political ideology. Maybe we ought to have the Presidential election next Tuesday, get it over, out of our bloodstream, and then we can go on and pass real policy for America. I say that somewhat facetiously, but this election-year jitters that has its hand gripped around the throat of the most important policy initiative, transportation, that improves productivity, mobility of America, keeps us competitive in the world marketplace, is choking off our ability to compete and our ability to move ahead, to create jobs in America and do what is right for this country.

Mr. PETRI. Mr. Speaker, I yield 3 minutes to the gentleman from Ohio (Mr. LATOURETTE).

Mr. LATOURETTE. Mr. Speaker, I want to commend the distinguished ranking member of the full committee for his remarks and his observations. I would agree with most of them. I have had the pleasure of serving with the gentleman from Minnesota for 10 years now, and his institutional knowledge, not only about transportation issues but all issues that come before this body, is second to none; and I have nothing but the greatest respect for him.

I do have to tell him, however, that the distinguished subcommittee chair indicates that Ronald Reagan actually said "There you go again," not "Here we go again." But other than that, it was exactly right and on point.

Mr. OBERSTAR. Mr. Speaker, will the gentleman yield?

Mr. LATOURETTE. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Speaker, I just wanted to depersonalize it. I did say "paraphrase."

Mr. LATOURETTE. Mr. Speaker, reclaiming my time, I thank the gentleman.

Mr. Speaker, this is an embarrassing time for members of the Committee on Transportation and Infrastructure because a bill that is supposed to improve traffic is now stuck in traffic. In Ohio, where I am from, we always joke about the fact that our State flower is the orange barrel or the orange cone. We do not have that going on in Ohio now, but construction projects all across the country are stuck in traffic.

The gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Wisconsin (Mr. PETRI) have correctly stated all the statistics and figures about why this is an important bill to keep America moving, why it is important for jobs.

The last time we did this extension I talked about that AASHTO came up with an estimate that if we had done our work and if this bill signed into law before the last bill, TEA-21, expired on September 30, we would have

90,000 jobs in the economy already, we would have \$2 billion of investment, and every extension that we have to come to the floor and ask for continues that.

This committee did its job. This committee adopted the Department of Transportation numbers indicating that we need \$375 billion of highway investment over the next 6 years to keep America moving.

Now, I know that the leader of this House, the Speaker of the House, the gentleman from Illinois (Mr. HASTERT), is committed to getting this bill done; and I hope and pray, I read in the newspaper there is going to be a meeting tomorrow, I would hope that the wisdom descends upon all those participating in this meeting and we get this bill done, we get Americans to work, we build roads and that the orange cone State flower of Ohio blooms again in May.

Mr. OBERSTAR. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, I want to thank the distinguished gentleman from Ohio. Would there were more like him on both sides of the aisle, a fountain of reasonableness, a center of constructive thought, a Member who really cares about the direction of the Nation and about the programs under the jurisdiction of our committee.

Let me also concur with the gentleman from Ohio about the intentions of our Speaker. He has vigorously advocated with the executive branch for a robust bill and has told me, as well as others, that he was not making progress; that there was a determination to stay away from the 5 cent increase in the highway user fee, and that was going to affect the funding level of the successor transportation bill.

The gentleman from Alaska (Chairman YOUNG), to his everlasting credit, has proven to be a vigorous, forceful leader for the programs of our committee. He has taken the message of our \$375 billion bill to the House Republican Conference, to the White House, to the Office of Management and Budget, to the contractor community, and has vigorously advocated for a full, vigorous funding of our transportation programs. We are not there for no lack of effort by our committee leadership, goodness knows.

The gentleman from Wisconsin (Chairman PETRI), Mr. Speaker, has traveled the Nation to points of great congestion, of great transportation need, to advocate the case for a vigorous, robust transportation bill. I have done the same. We have worked side by side to try to advance this cause that we know is the right thing to do; and, regrettably, we are stymied by ideology.

When the Congress established the Highway Trust Fund in 1956 as the mechanism with which to launch the interstate highway program, it crafted out of extensive deliberation a funding mechanism, the highway user fee. It

was set at 4 cents in 1956. The next year, 1957, President Eisenhower, who was the stimulus for the interstate highway program, said move it ahead, get going. He signed the bill and agreed to that additional 1 cent increase, because he knew, as Congress knew and the Bureau of Public Roads, as it was called in those days, now the Federal Highway Administration, knew, that it would take more than the amount that the 4 cents was yielding to build the interstate.

They did the right thing. They saw. They had a vision of where America needed to go, because at the rate of fatalities on the Nation's highways in 1956, it was projected we would be killing 110,000 people a year on America's highways if we did not move ahead with a four-lane, divided access, controlled superhighway system that would link America coast to coast and border to border, theoretically traveling the Nation without hitting a stoplight, although that is not, in practice, possible any more.

But it was the right thing. And it was a Republican President who had the vision and the courage to stand up and say we need to invest in a pay-as-you-go system, although that was not called such at the time.

Subsequent increases in the highway user fee have been signed into law by President Nixon, President Reagan, and President Bush One.

□ 1045

Why not this one?

There is, I will not say no, there is minimal opposition to the highway user fee. And when we have an opportunity, as the gentleman from Wisconsin (Chairman PETRI) knows, as we have sat with editorial boards, we spell it out, we spell it out to the traveling public, they understand it, they get it. There is accountability in the Highway Trust Fund, in the highway user fee. People know they pay at the pump and they drive away on the road, and it improves their driving experience.

This is the most effective, sensible, sustainable mechanism in the Federal Government, apart from the Social Security Trust Fund, maybe it is even better than the Social Security Trust Fund, to invest in America. Why is there opposition to it? This has nothing to do with the budget deficit. We cannot spend more money than is available in the Highway Trust Fund because there is an anti-deficiency provision in the basic law that says you cannot run a deficit, and it never has and it never will. So get off it.

When we introduced this bill a year and a half ago, the price of gasoline was \$1.35. It is \$1.95 now, at least here in the Washington area; it is a little bit less in other parts of the country. Where has all that money gone from the price increase at the pump? It has gone overseas, nearly all of it. We are importing better than 50 percent of our fuel, and not a penny of that increase has gone to build new roads or new

bridges or buy new buses or light rail systems. That is all going to line the pockets of the oil billionaires and Sheikhs overseas.

But the 5-cent increase will be invested right here at home, right here in the good of America, right here in jobs. We have talked about the flights of jobs from America overseas. The job that cannot be built, that cannot be created in China, in Taiwan, in Korea, in Japan, in Thailand is the job of building a road in front of our homes. That job stays here in America.

Mr. Speaker, I yield 3 minutes to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Mr. Speaker, I appreciate the gentleman's courtesy in permitting me to speak on this bill. I appreciate his eloquence and the leadership that we have had from our committee.

The gentleman from Alaska (Chairman YOUNG), the gentleman from Minnesota (Ranking Member OBERSTAR), the gentleman from Wisconsin (Chairman PETRI), and the gentleman from Illinois (Ranking Member LIPINSKI) have worked hard to keep faith with this body, to deliver a transportation bill that is right sized for America's needs.

In that effort, they have kept faith with the broadest coalition we have seen in the history of infrastructure development. We have everybody from the Chamber of Commerce to the Sierra Club, the bicyclists, to the people who put down asphalt, to the women who are frankly the single most aggressive, articulate, and I think intimidating spokespeople, the Women's Garden Club of America, all are arrayed behind the principle that this country should invest in the infrastructure that we need for today and for tomorrow.

Our committee has responded under the leadership of the gentlemen I just mentioned. We have worked with the other body. It is not what America needs, but it is in keeping with the realities that we can get through this Congress. It is a concession to the administration, although what we will settle for is far less than what we know America needs. We have scaled down. The administration to this point is saying that unless there is a 10 percent cut in real transportation spending over the next 6 years, they will not let it pass.

That is unconscionable. We have an opportunity to draw upon money that Americans have invested in trust funds. We have an opportunity to generate more tax dollars by this strategic investment. We have an opportunity not just to keep faith with our colleagues and with this broad coalition; we have an opportunity to keep faith with the American public. We have bridges that are crumbling. We have economic opportunities in our cities. We have a chance to take this coalition that is alive and well in every State, every region, every city to bring it together with local and private resources

that will turn the economy around. It will make our communities more livable, it will make our families safer, healthier, and more economically secure.

We have reached the point, if we cannot, with this extension, reach agreement for this minimally-sized package that the House and the Senate is working on, then I think we ought to just admit the wheels have fallen off, extend it for another 8 months until we get past the election. Then, maybe, we can act like grownups and give Americans the transportation bill they deserve.

Mr. OBERSTAR. Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

I wish I was standing here on the floor today urging passage of a conference report meeting our Nation's transportation needs. Instead, I urge my colleagues to support a further 2-month extension of the existing program so that conferees can be appointed and we can work with the Senate toward the end of meeting our Nation's transportation needs. This is what we need to do under the circumstances, and do it promptly.

Mr. BACA. Mr. Speaker, I ask unanimous consent to revise and extend my remarks.

Mr. Speaker, I rise in support of H.R. 4219. While I support this extension, I am very concerned that we are here to punt on our legislative duties, like we have done all too many times. The transportation reauthorization expired last fall, but Congress has refused to more past partisan wrangling and political rhetoric so that we can achieve true compromise.

The White House has already cost our Nation 1.8 million jobs by threatening to veto any bill that does not cut transportation spending below the amount Congress authorized nearly a decade ago. I support an extension, but it is critical that Congress get the full six-year surface transportation authorization bill enacted into law to bolster our economy and create good-paying jobs.

While people in Wall Street talk of recovery, working families everywhere are still seeing their jobs being sent overseas. While the White House economic policy advisors argue for shipping jobs overseas, working families everywhere are relying on charity, food stamps, and more than one part-time job just to keep a roof over their head and clothes on their back. Our economy is suffering from a huge jobs deficit. Since the beginning of the Bush Administration, 2.6 million private sector jobs have been lost. 8.4 million people are looking for work, and 4.7 million people are working part-time for economic reasons.

We need to create jobs, and every month that the transportation reauthorization is delayed is costing jobs for construction workers, truckers, steelworkers, electricians, and the millions of Americans that in one way or another benefit from the reauthorization. The average length of unemployment is the worst in 20 years, and two million people have been unemployed for at least six months. If Republicans and the White House indeed have no economic plan other than outsourcing our prosperity to China and India, they should pass a full six-year reauthorization.

We need a full reauthorization of transportation funding for the sake of California and the Nation. Jobs are at stake, and In-and-Out Burger cannot alone hire the hundreds of thousands of Californians out of work because of our Administration's misguided economic policies.

Mr. Speaker, I urge my colleagues to support H.R. 4219, but also encourage our Republican Congressional leaders and White House to come up with a job creation strategy that creates jobs in the United States, not Shanghai.

Mr. GREEN of Texas. Mr. Speaker, on February 11, 2004, I supported H.R. 3783, legislation to provide an extension of the transportation programs funded out of the Highway Trust Fund pending enactment of a reauthorization of the Transportation Equity Act for the 21st Century (TEA-21). I will also support H.R. 4219 today, but I am extremely frustrated with this process.

Here Americans are again, more than two months later, still waiting to see how many crumbs this Administration is willing to throw to our Nation's transportation infrastructure. The fact that Congress must approve another temporary extension of the Highway Trust Fund programs shows the lack of concern in the White House for America's transportation.

I support H.R. 3550, the Transportation Equity Act, a Legacy for Users, the product of the hard and tireless work of two well respected members of the House, Transportation and Infrastructure Chairman DON YOUNG and Ranking Member JIM OBERSTAR. I supported H.R. 3550 at the full authorized level of \$375 billion through 2009. Chairman YOUNG did pull that out of the air. That number came from the non-partisan career staff at the U.S. Department of Transportation. \$375 billion requires indexing the gas tax for inflation, an idea I have supported since my days in the Texas State Legislature. I support that proposal only if every cent we pay at the pump to the Federal government goes to transportation. That is current law.

While the Administration refuses to accept non-partisan analysis, we are willing to accept the Senate's \$318 billion level, \$57 billion less than is necessary for a mobility improvement. Even this bi-partisan legislation is opposed by narrow ideological interests in the White House and House leadership who are blind to the number-one local issue in Houston, Texas—mobility.

To satisfy ultra-conservative groups that do not believe in Federal taxes of any kind, the Administration is willing to watch our highways and bridges crumble and rust. The Administration should be more concerned about putting Americans back to work. Each billion spent on infrastructure creates 47,500 American jobs, with 3.5 million jobs to be generated and sustained through 2009 under H.R. 3550, including over 200,000 jobs in Texas.

Since roads are not built for free, rational people support a level of Federal tax necessary to pay for national defense, Medicare, Medicaid, Social Security, and transportation infrastructure. The Administration does not grasp this, and here are some consequences for my constituents.

Residents in my community lose an average of 37 hours and 60 gallons of gas each year in congested traffic. That is \$2.1 billion, every year, in productivity and fuel, and congestion has been getting worse. These figures are

from Texas A&M's Texas Transportation Institute's 2003 Urban Mobility Report. Texas mobility is also impacted severely by the fact that 10 cents of every dollar we pay in gasoline taxes goes to other States. I strongly believe that Texas deserves at least 95 percent of Texas gas tax revenue for Texas transportation projects and have cosponsored legislation, H.R. 2208, to that effect.

But as we saw during the House vote on the Isakson amendment to H.R. 3550, it is hard to increase our slice of the pie to a fair level unless the pie is big enough to pay for the Nation's needs. Inadequate transportation investment means lost hours spent in traffic, lost job opportunities, and lost lives from unsafe road conditions. I call on the Administration to allow conferees to fully fund H.R. 3550 at the bipartisan level of \$375 billion.

Mr. McDERMOTT. Mr. Speaker, no one in Seattle doubts the city will be rocked by another earthquake one day. We've faced large magnitude quakes in the past and we fear a large magnitude quake in the future.

So, I rise to express my outrage that the Administration and Republican leadership refuse to pass a comprehensive highway bill that includes critical planning money for the Alaskan Way Viaduct. There is not a moment to lose in planning and replacing the roadway. A large magnitude quake could topple the double-decked highway, just as we saw with tragic consequences in Oakland, California.

Quit playing politics with peoples' lives. Safety must not be held hostage by the Administration and Republican leaders. Pass a real highway bill now, while there is time, while the Alaskan Way Viaduct is still standing.

Mr. PETRI. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. MILLER of Florida). The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 4219.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. OBERSTAR. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 4219.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

WILKIE D. FERGUSON, JR. UNITED STATES COURTHOUSE

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and pass the

Senate bill (S. 1904) to designate the United States courthouse located at 400 North Miami Avenue in Miami, Florida, as the "Wilkie D. Ferguson, Jr. United States Courthouse."

The Clerk read as follows:

S. 1904

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The United States courthouse located at 400 North Miami Avenue in Miami, Florida, shall be known and designated as the "Wilkie D. Ferguson, Jr. United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the United States courthouse referred to in section 1 shall be deemed to be a reference to the "Wilkie D. Ferguson, Jr. United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from California (Mr. THOMPSON) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio. (Mr. LATOURETTE).

Mr. LATOURETTE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, S. 1904, similar to H.R. 2538, which was introduced by our friend and colleague, the gentleman from Florida (Mr. MEEK), designates the United States Courthouse located at 400 North Miami Avenue in Miami, Florida as the "Wilkie D. Ferguson, Jr. United States Courthouse."

Wilkie Ferguson was born in Miami, Florida in 1938 to Bahamian immigrants and raised in the Liberty Square public housing project. Despite being raised in an environment of discrimination and segregation, Wilkie Ferguson attended the then segregated Miami Public School System and, upon his graduation, attended Florida A&M.

After graduating from Florida A&M with a Bachelor's Degree in business administration, Wilkie Ferguson entered the United States Army, where he served as a First Lieutenant for 3 years, and then for another 2 years as a Captain in the Army Reserve.

When he left the Army, Mr. FERGUSON attended and graduated from Howard University Law School. His legal career began with Legal Services of Greater Miami. He also worked as a staff attorney for the Miami Dade School Board of Education before entering private practice.

In 1973, his judicial career began when he was appointed a Judge of Industrial Claims, and later as a Judge on the Circuit Court for the 11th Judicial Circuit Court of Florida, and then the Third District Court of Appeals for Florida.

In 1993, Judge Ferguson was appointed by President Clinton to serve on the United States District Court for the Southern District of Florida, a post which he held until his death.

This is a fitting tribute to a man who dedicated his life to helping the poor

and the disenfranchised. I support this measure and I encourage my colleagues to do the same.

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

Mr. THOMPSON of California. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, S. 1904 is a bill to designate the United States Courthouse located at 400 North Miami Avenue in Miami, Florida as the Wilkie D. Ferguson, Jr. United States Courthouse. The gentleman from Florida (Mr. MEEK) introduced the House companion bill, H.R. 2538, for himself, the gentlewoman from Florida (Ms. ROSELEHTINEN), and the gentlemen from Florida (Mr. LINCOLN DIAZ-BALART), (Mr. MARIO DIAZ-BALART), (Mr. DEUTSCH), and (Mr. BROWN).

Judge Wilkie Ferguson, a native Floridian, was born to immigrant parents in 1938 and was raised in a public housing project in Miami. Through hard work, perseverance, and personal drive, he received degrees from Florida A&M University, Drexel University in Philadelphia, and a law degree from Howard University Law School in the District of Columbia.

Judge Ferguson served in the U.S. Army Reserves from 1960 until 1964 as a Lieutenant and as a Reserve Captain from 1964 to 1968. He was nominated to the Federal bench by President Clinton in 1993 and was confirmed by the U.S. Senate in November of 1993.

Despite his humble beginnings, Judge Ferguson achieved the highest levels of judicial service and was a dedicated public servant. He holds the distinction of being the first black jurist appointed to the Miami Dade Circuit Court and the Third District Court of Appeals. His judicial legacy includes a 1980 ruling that African Americans cannot be systematically excluded from a jury. His rulings also significantly affected the lives of many disabled individuals by prohibiting the State from reducing services to the disabled.

Judge Ferguson was a prolific writer and authored many articles on Federal drug laws, expert witnesses, and privacy in the computer age. He received numerous awards and honors, including the Courage and Scholarship in Legal Writing Award from the National Bar Association, the Champions of Higher Education in Florida Award, and the Thurgood Marshall Achievement Award For Exceptional Scholarly Performance.

He was a member of the American Bar Association, the National Bar Association, and the Florida Supreme Court Committee on Jury Instructions.

Judge Ferguson was highly regarded and was liked by not only his peers, but also by many young colleagues. He was experienced, knowledgeable, and dedicated to fairness and compassion. It is most fitting that the courthouse in Miami be named in his honor. I support S. 1904 and urge its passage.

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