

and election year politics into the House Permanent Select Committee on Intelligence. It has always been above that and, for the good of the Nation, should remain above that.

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

Mr. Speaker, I have no further requests for time, and I will close. I urge Members to vote no on the previous question. If the previous question is defeated, I will offer an amendment to the rule that will allow the House to vote on a critical amendment that was defeated on a straight party line vote last night at the Committee on Rules.

The amendment by the gentleman from Minnesota (Mr. PETERSON) would fully fund the counterterrorism needs of the intelligence community by increasing by 100 percent the funds authorized in the contingency emergency reserve. What many Members may not realize is that the President's budget request covered just a fraction of the intelligence community's counterterrorism requirements, less than a third. They say the rest of the funds will be requested only after the November election.

Well, the Nation's intelligence agencies have indicated that they need additional funds and the Peterson amendment will make sure that they receive them now, not after November elections.

Mr. Speaker, fighting terrorism is not now and has never been a partisan issue. After 9/11, Republicans and Democrats stood side by side on the steps of the Capitol united in our effort to root out terrorists and to keep America safe. It is hard for me to understand why Republicans would now actively work to keep the House from adequately funding the counterterrorism efforts.

The intelligence bill has long been considered in this House under an open rule. Any Member who wished to bring an amendment to the floor could do so, but last year things began to change. Republicans started to pass rules that restricted amendments, that allowed them to pick and choose which amendments could be debated in the floor of the House. This year they have taken it too far.

The Peterson amendment is far too important not to be considered and is far too important to be subject to petty partisan games. It deserves a separate vote here on the floor today.

So I urge Members on both sides of the aisle to vote no on the previous question. Let me make it very clear that a no vote will not stop the House from taking up the intelligence bill and will not prevent any of the amendments made in order from being offered. However, a yes vote will mean that the House will not have the opportunity to fully fund the Nation's counterterrorism needs.

Mr. Speaker, I ask unanimous consent to insert the text of the amendment immediately prior to the vote on the previous question.

The SPEAKER pro tempore (Mr. OSE). Is there objection to the request of the gentlewoman from New York?

There was no objection.

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

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

Mr. Speaker, I would just like to remind my colleagues in closing that there is more money in this bill than ever before. There is more money for counterterrorism than ever before. And whatever is needed will be provided, as always been the manner of this House and the other body to do.

I want to close by thanking the gentleman from Florida (Chairman GOSS) because he has always worked in a very bipartisan manner on the Permanent Select Committee on Intelligence, which all of us appreciate greatly, and with his background in intelligence, of course, that has been extremely important to have him there. We are going to miss him greatly, both as a chairman and as a long-serving, well respected Member of Congress from Florida.

So we wish him only the best as he goes on whatever new challenges he may take on.

Mr. LINDER. Mr. Speaker, I rise in support of this structured rule, and thank my friend and colleague from the Rules Committee, Mrs. MYRICK, for yielding me this time.

H. Res. 686 is a structured rule that provides for the consideration of H.R. 4548, the FY2005 Intelligence Authorization Act of 2005. It is a fair and balanced rule that deserves the support of the House. It makes in order a total of ten (10) separate amendments to the underlying bill, three from members of the minority and the remainder from members of the majority. These ten amendments were more than half of the 18 amendments submitted to the Rules Committee.

Mr. Speaker, I also rise in support of the underlying measure, H.R. 4548, which authorizes funding for critical intelligence programs for FY2005.

I want to commend Chairman GOSS for bringing this legislation to the floor. As Chairman of the House Permanent Select Committee on Intelligence for the past eight years, the gentleman from Sanibel, Florida has served this country with honor, integrity, and distinction.

His tenure has been marked by a tireless effort to improve and reform our nation's intelligence capabilities. He has never wavered in his steadfast desire to invest in this critical government function, and while there is still work to be done, his leadership has helped the intelligence community deal with a turbulent global environment.

Mr. Speaker, H.R. 4548 provides the tools necessary for a strong and effective U.S. intelligence mission as we wage a war against terrorism.

Intelligence efforts serve as the first line of defense against terrorism and oppression. Without a strong commitment to this effort, our freedoms and this democracy are vulnerable to the fear and terror of others.

It is incumbent on us to ensure that the blessings of liberty afforded to the citizens of this great nation are preserved under any possible means. By passing H.R. 4548, we are

upholding this intention. As such, I urge my colleagues to join me in supporting H. Res. 686.

The material previously referred to by Ms. SLAUGHTER is as follows:

PREVIOUS QUESTION FOR H. RES. 686—RULE ON H.R. 4548 INTELLIGENCE AUTHORIZATION ACT FOR FY 2005

At the end of the resolution, add the following:

“SEC. 2. Notwithstanding any other provision of this resolution the amendment specified in section 3 shall be in order as though printed after the amendment numbered 1 in the report of the Committee on Rules if offered by Representative Peterson of Minnesota or a designee. That amendment shall be debatable for 60 minutes equally divided and controlled by the proponent and an opponent.

SEC. 3. The amendment referred to in section 2 is as follows:

At the end of title I, insert the following new section:

**SEC. 105. INCREASE IN AUTHORIZATION OF APPROPRIATIONS TO FULLY FUND THE NATIONAL FOREIGN INTELLIGENCE PROGRAM.**

The amounts authorized to be appropriated under section 101 for the conduct of the intelligence and intelligence-related activities of the elements listed in such section for the Contingency Emergency Reserve, as specified in the classified Schedule of Authorizations referred to in section 102, are increased 100 percent.

Mrs. MYRICK. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Ms. SLAUGHTER. 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 further proceedings on this question will be postponed.

**ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE**

The SPEAKER pro tempore. 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 in the day.

**SURFACE TRANSPORTATION EXTENSION ACT OF 2004, PART III**

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4635) 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. 4635

*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 III".

# 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; 118 Stat. 627) is amended by striking "and the Surface Transportation Extension Act of 2004, Part II" and inserting "the Surface Transportation Extension Act of 2004, Part II, and the Surface Transportation Extension Act of 2004, Part III".

(b) PROGRAMMATIC DISTRIBUTIONS.—

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

(2) EXTENSION OF OFF-SYSTEM BRIDGE SET-ASIDE.—Section 144(g)(3) of title 23, United States Code, is amended by striking "June 30" inserting "July 31".

(c) AUTHORIZATION OF CONTRACT AUTHORITY.—Section 1101(c)(1) of the Transportation Equity Act for the 21st Century (117 Stat. 1111; 118 Stat. 478; 118 Stat. 627) is amended by striking "\$24,270,225,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$26,998,288,667 for the period of October 1, 2003, through July 31, 2004".

(d) LIMITATION ON OBLIGATIONS.—Section 2(e) of the Surface Transportation Extension Act of 2003 (117 Stat. 1111; 118 Stat. 478; 118 Stat. 627) is amended—

(1) in the matter preceding subparagraph (A) of paragraph (1) by striking "June 30" and inserting "July 31";

(2) in paragraph (1)(A)—

(A) by striking "of 2004 and" and inserting "of 2004";

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

(C) by striking "and such Act" and inserting "and such Acts";

(3) in paragraph (1)(B) by striking "%12" and inserting "%12";

(4) in paragraph (2)—

(A) by striking "June 30" and inserting "July 31";

(B) by striking "\$25,382,250,000" and inserting "\$28,202,500,000"; and

(C) by striking "\$479,250,000" and inserting "\$532,500,000"; and

(5) in paragraph (3) by striking "June 30" and inserting "July 31".

# SEC. 3. ADMINISTRATIVE EXPENSES.

Section 4(a) of the Surface Transportation Extension Act of 2003 (117 Stat. 1113; 118 Stat. 479; 118 Stat. 628) is amended by striking "\$337,500,000" and inserting "\$343,628,000".

# 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; 118 Stat. 628) is amended—

(i) in the first sentence by striking "\$206,250,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$229,166,667 for the period of October 1, 2003, through July 31, 2004"; and

(ii) in the second sentence by striking "\$9,750,000" and inserting "\$10,833,333".

(B) PUBLIC LANDS HIGHWAYS.—Section 1101(a)(8)(B) of such Act (112 Stat. 112; 117

Stat. 1113; 118 Stat. 480; 118 Stat. 628) is amended by striking "\$184,500,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$205,000,000 for the period of October 1, 2003, through July 31, 2004".

(C) PARK ROADS AND PARKWAYS.—Section 1101(a)(8)(C) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480; 118 Stat. 628) is amended by striking "\$123,750,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$137,500,000 for the period of October 1, 2003, through July 31, 2004".

(D) REFUGE ROADS.—Section 1101(a)(8)(D) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480; 118 Stat. 628) is amended by striking "\$15,000,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$16,666,667 for the period of October 1, 2003, through July 31, 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; 118 Stat. 628) is amended by striking "\$105,000,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$116,666,667 for the period of October 1, 2003, through July 31, 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; 118 Stat. 628) is amended by striking "\$28,500,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$31,666,667 for the period of October 1, 2003, through July 31, 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; 118 Stat. 628) is amended—

(i) in clause (i) by striking "\$7,500,000" and inserting "\$8,333,333";

(ii) in clause (ii) by striking "\$3,750,000" and inserting "\$4,166,667"; and

(iii) in clause (iii) by striking "\$3,750,000" and inserting "\$4,166,667".

(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; 118 Stat. 629) is amended by striking "\$20,625,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$22,916,667 for the period of October 1, 2003, through July 31, 2004".

(5) VALUE PRICING PILOT PROGRAM.—Section 1101(a)(12) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 480; 118 Stat. 629) is amended by striking "\$8,250,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$9,166,667 for the period of October 1, 2003, through July 31, 2004".

(6) HIGHWAY USE TAX EVASION PROJECTS.—Section 1101(a)(14) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 480; 118 Stat. 629) is amended by striking "\$3,750,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$4,166,667 for the period of October 1, 2003, through July 31, 2004".

(7) COMMONWEALTH OF PUERTO RICO HIGHWAY PROGRAM.—Section 1101(a)(15) of such Act (112 Stat. 113; 117 Stat. 1114; 118 Stat. 481; 118 Stat. 629) is amended by striking "\$82,500,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$91,666,667 for the period of October 1, 2003, through July 31, 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; 118 Stat. 629) is amended by striking "\$375,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$416,667 for the period of October 1, 2003, through July 31, 2004".

(9) TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM.—Sec-

tion 1221(e)(1) of such Act (23 U.S.C. 101 note; 112 Stat. 223; 117 Stat. 1114; 118 Stat. 481; 118 Stat. 629) is amended by striking "\$18,750,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$20,833,333 for the period of October 1, 2003, through July 31, 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) \$116,666,667 for the period of October 1, 2003, through July 31, 2004";

(B) in subsection (a)(2) by striking "\$1,500,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$1,666,667 for the period of October 1, 2003, through July 31, 2004"; and

(C) in the item relating to fiscal year 2004 in the table contained in subsection (c) by striking "\$1,950,000,000" and inserting "\$2,166,666,667".

(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; 118 Stat. 630) is amended by striking "\$78,750,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$87,500,000 for the period of October 1, 2003, through July 31, 2004".

(2) TECHNOLOGY DEPLOYMENT PROGRAM.—Section 5001(a)(2) of such Act (112 Stat. 419; 117 Stat. 1115; 118 Stat. 481; 118 Stat. 630) is amended by striking "\$41,250,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$45,833,333 for the period of October 1, 2003, through July 31, 2004".

(3) TRAINING AND EDUCATION.—Section 5001(a)(3) of such Act (112 Stat. 420; 117 Stat. 1115; 118 Stat. 481; 118 Stat. 630) is amended by striking "\$15,750,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$17,500,000 for the period of October 1, 2003, through July 31, 2004".

(4) BUREAU OF TRANSPORTATION STATISTICS.—Section 5001(a)(4) of such Act (112 Stat. 420; 117 Stat. 1115; 118 Stat. 481; 118 Stat. 630) is amended by striking "\$23,250,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$25,833,333 for the period of October 1, 2003, through July 31, 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; 118 Stat. 630) is amended by striking "\$86,250,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$95,833,333 for the period of October 1, 2003, through July 31, 2004".

(6) ITS DEPLOYMENT.—Section 5001(a)(6) of such Act (112 Stat. 420; 117 Stat. 1116; 118 Stat. 482; 118 Stat. 630) is amended by striking "\$93,000,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$103,333,333 for the period of October 1, 2003, through July 31, 2004".

(7) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5001(a)(7) of such Act (112 Stat. 420; 117 Stat. 1116; 118 Stat. 482; 118 Stat. 630) is amended by striking "\$20,250,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$22,500,000 for the period of October 1, 2003, through July 31, 2004".

(c) METROPOLITAN PLANNING.—Section 5(c)(1) of the Surface Transportation Extension Act of 2003 (117 Stat. 1116; 118 Stat. 482; 118 Stat. 630) is amended by striking "\$180,000,000 for the period of October 1, 2003, through June 30, 2004" and inserting "\$200,000,000 for the period of October 1, 2003, through July 31, 2004".

(d) TERRITORIES.—Section 1101(d)(1) of the Transportation Equity Act for the 21st Century (117 Stat. 1116; 118 Stat. 482; 118 Stat. 630) is amended by striking “\$27,300,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$30,333,333 for the period of October 1, 2003, through July 31, 2004”.

(e) ALASKA HIGHWAY.—Section 1101(e)(1) of such Act (117 Stat. 1116; 118 Stat. 482; 118 Stat. 630) is amended by striking “\$14,100,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$15,666,667 for the period of October 1, 2003, through July 31, 2004”.

(f) OPERATION LIFESAVER.—Section 1101(f)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631) is amended by striking “\$375,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$416,667 for the period of October 1, 2003, through July 31, 2004”.

(g) BRIDGE DISCRETIONARY.—Section 1101(g)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631) is amended—

(1) by striking “\$75,000,000” and inserting “\$83,333,333”; and

(2) by striking “June 30” and inserting “July 31”.

(h) INTERSTATE MAINTENANCE.—Section 1101(h)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631) is amended—

(1) by striking “\$75,000,000” and inserting “\$83,333,333”; and

(2) by striking “June 30” and inserting “July 31”.

(i) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—Section 1101(i)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631) is amended by striking “\$562,500 for the period of October 1, 2003, through June 30, 2004” and inserting “\$625,000 for the period of October 1, 2003, through July 31, 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; 118 Stat. 631) is amended—

(1) by striking “\$3,937,500” and inserting “\$4,375,000”; and

(2) by striking “\$187,500” and inserting “\$208,833”; and

(3) by striking “June 30” each place it appears and inserting “July 31”.

(k) NONDISCRIMINATION.—Section 1101(k) of such Act (117 Stat. 1118; 118 Stat. 482; 118 Stat. 631) is amended—

(1) in paragraph (1) by striking “\$7,500,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$8,333,333 for the period of October 1, 2003, through July 31, 2004”; and

(2) in paragraph (2) by striking “\$7,500,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$8,333,333 for the period of October 1, 2003, through July 31, 2004”.

(l) ADMINISTRATION OF FUNDS.—Section 5(1) of the Surface Transportation Extension Act of 2003 (117 Stat. 1118; 118 Stat. 483; 118 Stat. 631) is amended—

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

(2) by striking “or the amendment made by section 4(a)(1) of the Surface Transportation Extension Act, Part II” and inserting “the amendment made by section 4(a)(1) of the Surface Transportation Extension Act, Part II, or the amendment made by section 4(a)(1) of the Surface Transportation Extension Act, Part III”.

(m) REDUCTION OF ALLOCATED PROGRAMS.—Section 5(m) of such Act (117 Stat. 1119; 118 Stat. 483; 118 Stat. 632) is amended—

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

(2) by striking the second comma following “by this section” the second place it appears; and

(3) by striking “and by section 4 of the Surface Transportation Extension Act of 2004, Part II” each place it appears and inserting “by section 4 of the Surface Transportation Extension Act of 2004, Part II, and by section 4 of the Surface Transportation Extension Act of 2004, Part III”.

(n) PROGRAM CATEGORY RECONCILIATION.—Section 5(n) of such Act (117 Stat. 1119; 118 Stat. 483; 118 Stat. 632) is amended by striking “and section 4 of the Surface Transportation Extension Act of 2004, Part II” and inserting “section 4 of the Surface Transportation Extension Act of 2004, Part II, and section 4 of the Surface Transportation Extension Act of 2004, Part III”.

#### 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 “\$84,000,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$93,333,333 for the period of October 1, 2003, through July 31, 2004”.

(b) PREVENTION OF INTOXICATED DRIVER INCENTIVE GRANTS.—Section 163(e)(1) of such title is amended by striking “\$90,000,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$100,000,000 for the period of October 1, 2003, through July 31, 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) \$8,333,332 for the period of October 1, 2003, through July 31, 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 “9 MONTHS” and inserting “10 MONTHS”; and

(2) in the matter preceding subparagraph (A)—

(A) by striking “April 30” and inserting “July 31”; and

(B) by striking “\$61,499,999” and inserting “\$68,333,332”;

(3) in subparagraph (A) by striking “\$7,499,999” and inserting “\$8,333,332”; and

(4) in subparagraph (B) by striking “\$6,000,001” and inserting “\$6,666,668”.

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

(1) by striking “\$3,750,001” and inserting “\$4,166,668”; and

(2) by striking “\$1,500,001” and inserting “\$1,666,668”.

#### 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 “June 30, 2004” each place it appears and inserting “July 31, 2004”; and

(B) in subparagraph (A) by striking “\$899,540,711” and inserting “\$999,489,679”; and

(C) in subparagraph (B) by striking “\$986,987,712” and inserting “\$1,096,653,013”; and

(D) in subparagraph (C) by striking “\$452,713,140” and inserting “\$503,014,600”; and

(2) by striking paragraph (2)(B)(iii) and inserting the following:

“(iii) OCTOBER 1, 2003 THROUGH JULY 31, 2004.—Of the amounts made available under

paragraph (1)(B), \$8,615,533 shall be available for the period beginning on October 1, 2003, and ending on July 31, 2004, for capital projects described in clause (i).”;

(3) in paragraph (3)(B)—

(A) by striking “\$2,236,725” and inserting “\$2,485,250”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(4) in paragraph (3)(C)—

(A) by striking “\$37,278,750” and inserting “\$41,420,833”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”.

(b) APPORTIONMENT OF APPROPRIATIONS FOR FIXED GUIDEWAY MODERNIZATION.—The heading for section 8(b)(1) of the Surface Transportation Extension Act of 2003 (49 U.S.C. 5337 note) is amended by striking “JUNE 30, 2004” and inserting “JULY 31, 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 “JUNE 30, 2004” and inserting “JULY 31, 2004”; and

(2) in paragraph (2)(A)(vi)—

(A) by striking “\$2,289,809,940” and inserting “\$2,544,233,267”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(3) in paragraph (2)(B)(vi)—

(A) by striking “\$572,452,485” and inserting “\$636,058,317”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(4) in paragraph (2)(C) by striking “June 30, 2004” and inserting “July 31, 2004”.

(d) FORMULA GRANT FUNDS.—Section 8(d) of the Surface Transportation Extension Act of 2003 (118 Stat. 633) is amended to read as follows:

“(d) ALLOCATION OF FORMULA GRANT FUNDS FOR OCTOBER 1, 2003, THROUGH JULY 31, 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 July 31, 2004—

“(1) \$4,017,779 shall be available to the Alaska Railroad for improvements to its passenger operations under section 5307 of such title;

“(2) \$41,420,833 shall be available for bus and bus facilities grants under section 5309 of such title;

“(3) \$75,098,291 shall be available to provide transportation services to elderly individuals and individuals with disabilities under section 5310 of such title;

“(4) \$199,323,382 shall be available to provide financial assistance for other than urbanized areas under section 5311 of such title;

“(5) \$5,757,496 shall be available to provide financial assistance in accordance with section 3038(g) of the Transportation Equity Act for the 21st Century; and

“(6) \$2,854,673,803 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 “JUNE 30, 2004” and inserting “JULY 31, 2004”; and

(2) in subparagraph (A)(vi)—

(A) by striking “\$1,871,393,250” and inserting “\$2,079,325,834”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(3) in subparagraph (B)(vi)—

(A) by striking “\$467,848,313” and inserting “\$519,831,458”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”.

(f) PLANNING AUTHORIZATIONS AND ALLOCATIONS.—Section 5338(c)(2) of such title is amended—

(1) in the heading by striking “JUNE 30, 2004” and inserting “JULY 31, 2004”;

(2) in subparagraph (A)(vi)—  
 (A) by striking “\$43,690,695” and inserting “\$48,545,217”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (3) in subparagraph (B)(vi)—  
 (A) by striking “\$10,736,280” and inserting “\$11,929,200”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”.  
 (g) RESEARCH AUTHORIZATIONS.—Section 5338(d)(2) of such title is amended—  
 (1) in the heading by striking “JUNE 30, 2004” and inserting “JULY 31, 2004”;  
 (2) in subparagraph (A)(vi)—  
 (A) by striking “\$31,463,265” and inserting “\$34,959,183”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”;  
 (3) in subparagraph (B)(vi)—  
 (A) by striking “\$8,052,210” and inserting “\$8,946,900”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (4) in subparagraph (C) by striking “June 30, 2004” and inserting “July 31, 2004”.  
 (h) RESEARCH FUNDS.—Section 8(h) of the Surface Transportation Extension Act of 2003 (118 Stat. 635) is amended to read as follows:  
 “(h) ALLOCATION OF RESEARCH FUNDS FOR OCTOBER 1, 2003, THROUGH JULY 31, 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 July 31, 2004—  
 “(1) not less than \$4,349,188 shall be available for providing rural transportation assistance under section 5311(b)(2) of such title;  
 “(2) not less than \$6,834,438 shall be available for carrying out transit cooperative research programs under section 5313(a) of such title;  
 “(3) not less than \$3,313,667 shall be available to carry out programs under the National Transit Institute under section 5315 of such title, including not more than \$828,416 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 “JUNE 30, 2004” and inserting “JULY 31, 2004”;  
 (2) in subparagraph (A)—  
 (A) by striking “\$3,578,760” and inserting “\$3,976,400”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”;  
 (3) in subparagraph (B)—  
 (A) by striking “\$894,690” and inserting “\$994,100”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (4) in subparagraph (C) by striking “June 30, 2004” each place it appears and inserting “July 31, 2004”.  
 (j) UNIVERSITY TRANSPORTATION RESEARCH FUNDS.—  
 (1) IN GENERAL.—Section 8(j) of the Surface Transportation Extension Act of 2003 (118 Stat. 635) 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 July 31, 2004—  
 “(A) \$1,656,833 shall be available for the center identified in section 5505(j)(4)(A) of such title; and  
 “(B) \$1,656,833 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 July 31, 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; 118 Stat. 636) is amended by striking “June 30, 2004” and inserting “July 31, 2004”.

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

(1) in the heading by striking “JUNE 30, 2004” and inserting “JULY 31, 2004”;  
 (2) in subparagraph (A)(vi)—

(A) by striking “\$45,032,730” and inserting “\$50,036,366”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(3) in subparagraph (B)(vi)—  
 (A) by striking “\$11,258,183” and inserting “\$12,509,093”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”.  
 (l) JOB ACCESS AND REVERSE COMMUTE PROGRAM.—Section 3037(l) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5309 note) is amended—

(1) in paragraph (1)(A)(vi)—  
 (A) by striking “\$74,557,500” and inserting “\$82,841,667”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”;  
 (2) in paragraph (1)(B)(vi)—

(A) by striking “\$18,639,375” and inserting “\$20,710,416”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(3) in paragraph (2) by striking “June 30, 2004, \$7,455,750” and inserting “July 31, 2004, \$8,284,166”; and

(4) in paragraph (4) by striking “\$14,911,500” and inserting “\$16,568,333”.

(m) RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.—Section 3038(g) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note) is amended—

(1) in paragraph (1)(F)—  
 (A) by striking “\$3,914,268” and inserting “\$4,349,188”; and

(B) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (2) in paragraph (2)—

(A) by striking “\$1,267,478” and inserting “\$1,408,308”; and  
 (B) by striking “June 30, 2004” and inserting “July 31, 2004”.

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

(1) in the heading by striking “JUNE 30, 2004” and inserting “JULY 31, 2004”; and  
 (2) in paragraph (A) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(3) in paragraph (B) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (4) in paragraph (C) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(5) in paragraph (D) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (6) in paragraph (E) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(7) in paragraph (F) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (8) in paragraph (G) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(9) in paragraph (H) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (10) in paragraph (I) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(11) in paragraph (J) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (12) in paragraph (K) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(13) in paragraph (L) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (14) in paragraph (M) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(15) in paragraph (N) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (16) in paragraph (O) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(17) in paragraph (P) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (18) in paragraph (Q) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(19) in paragraph (R) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (20) in paragraph (S) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(21) in paragraph (T) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (22) in paragraph (U) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(23) in paragraph (V) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (24) in paragraph (W) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(25) in paragraph (X) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (26) in paragraph (Y) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(27) in paragraph (Z) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (28) in paragraph (AA) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(29) in paragraph (AB) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (30) in paragraph (AC) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(31) in paragraph (AD) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (32) in paragraph (AE) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(33) in paragraph (AF) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (34) in paragraph (AG) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(35) in paragraph (AH) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (36) in paragraph (AI) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(37) in paragraph (AJ) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (38) in paragraph (AK) by striking “June 30, 2004” and inserting “July 31, 2004”; and

(39) in paragraph (AL) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (40) in paragraph (AM) by striking “June 30, 2004” and inserting “July 31, 2004”; and

tion Equity Act for the 21st Century (49 U.S.C. 322 note; 118 Stat. 637) is amended—

(1) by striking “June 30, 2004” and inserting “July 31, 2004”; and  
 (2) by striking “\$3,727,876” and inserting “\$4,142,083”.

(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. 637) is amended by striking “June 30, 2004” each place it appears and inserting “July 31, 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; 117 Stat. 1126; 118 Stat. 489; 118 Stat. 637) is amended by striking “June 30, 2004” each place it appears and inserting “July 31, 2004”.

(t) TREATMENT OF FUNDS.—Section 8(t) of the Surface Transportation Extension Act of 2003 (23 U.S.C. 101 note; 118 Stat. 637) is amended—

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

(2) in paragraph (2) by striking “ $\frac{9}{12}$ ” and inserting “ $\frac{10}{12}$ ”.

(u) LOCAL SHARE.—Section 3011(a) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 118 Stat. 637) is amended by striking “June 30” and inserting “July 31”.

**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; 118 Stat. 637) is amended by striking “, and \$123,019,875 for the period of October 1, 2003, through June 30, 2004” and inserting “, and \$136,688,750 for the period of October 1, 2003, through July 31, 2004”.

(b) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2009(a)(2) of such Act (112 Stat. 337; 117 Stat. 1119; 118 Stat. 489; 118 Stat. 637) is amended by striking “\$53,681,400 for the period of October 1, 2003, through June 30, 2004” and inserting “\$59,646,000 for the period of October 1, 2003, through July 31, 2004”.

(c) OCCUPANT PROTECTION INCENTIVE GRANTS.—Section 2009(a)(3) of such Act (112 Stat. 337; 117 Stat. 1120; 118 Stat. 489; 118 Stat. 638) is amended by striking “\$14,911,500 for the period of October 1, 2003, through June 30, 2004” and inserting “\$16,568,333 for the period of October 1, 2003, through July 31, 2004”.

(d) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANTS.—Section 2009(a)(4) of such Act (112 Stat. 337; 117 Stat. 1120; 118 Stat. 489; 118 Stat. 638) is amended by striking “\$29,823,000 for the period of October 1, 2003, through June 30, 2004” and inserting “\$33,136,667 for the period of October 1, 2003, through July 31, 2004”.

(e) NATIONAL DRIVER REGISTER.—Section 2009(a)(6) of such Act (112 Stat. 338; 117 Stat. 1120; 118 Stat. 638) is amended by striking “\$2,684,070 for the period of October 1, 2003, through June 30, 2004” and inserting “\$2,982,300 for the period of October 1, 2003, through July 31, 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; 118 Stat. 638) is amended by striking “\$131,811,967 for the period October 1, 2003

through June 30, 2004" and inserting "\$146,725,000 for the period October 1, 2003, through July 31, 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 \$140,833,333 for the period of October 1, 2003, through July 31, 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) \$16,666,667 for the period of October 1, 2003, through July 31, 2004."

(2) EMERGENCY CDL GRANTS.—Section 7(c)(2) of the Surface Transportation Extension Act of 2003 (117 Stat. 1121; 118 Stat. 490; 118 Stat. 638) is amended—

(A) by striking "June 30," and inserting "July 31,"; and

(B) by striking "\$748,634" and inserting "\$833,333".

(d) CRASH CAUSATION STUDY.—Section 7(d) of such Act (117 Stat. 1121; 118 Stat. 490; 118 Stat. 638) is amended—

(1) by striking "\$748,634" and inserting "\$833,333"; and

(2) by striking "June 30" and inserting "July 31".

#### 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 "July 1, 2004" and inserting "August 1, 2004";

(B) by striking "or" at the end of subparagraph (G);

(C) by striking the period at the end of subparagraph (H) and inserting "; or";

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

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

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

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

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

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

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

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

"(G) the Surface Transportation Extension Act of 2004, Part III.", and

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

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Subparagraph (B) of section 9503(b)(5) of such Code is amended by striking "July 1, 2004" and inserting "August 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, Part II" each place it appears and inserting "Surface Transportation Extension Act of 2004, Part III".

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

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

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

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Paragraph (2) of section 9504(d) of such Code is amended by striking "July 1, 2004" and inserting "August 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 July 31, 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 Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, the purpose of the H.R. 4635, the Surface Transportation Extension Act of 2004 Part III is the continuation of the highway construction and highway safety transit, motor carrier, and surface transportation research programs for an additional 10 months beyond the end of fiscal year 2003.

This is the fourth extension of the Transportation Equity Act of the 21st Century, which expired on September 30, 2003. In September 2003, we extended these programs for 5 months until February 29, 2004. Since then, we have passed two subsequent 2-month extensions, STEA 2004, parts 1 and 2, and are now facing the expiration of the current extension on June 30.

This extension will continue highway transit and highway safety programs for one more month until July 31, 2004. It is the hope of the conferees that H.R. 3550, the 6-year service transportation reauthorization bill, that we will complete conference before the extension expires.

H.R. 4635 authorizes almost \$27 billion in contract authority to the States to continue the core Federal aid highway program.

This bill also authorizes \$6 billion to continued grants to transit agencies

around the country and other programs of the Federal Transit Administration.

It authorizes \$306 million for the Federal Motor Carrier Safety Administration for State grants to enforce safety regulation on our Nation's highways and to continue safety inspections at our border with Mexico.

And, finally, the bill authorizes \$249 million to the National Highway Traffic Safety Administration for highway safety grants, occupant protection grants, and impaired driving countermeasure grants.

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

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

Mr. Speaker, the late Ronald Reagan was fond of saying, "Here we go again." This is the third act of a play that does not have a number of acts pinned to it yet. In fact, we are setting a record today. This will be the longest extension of a transportation bill while working out a conference in recent memory, at least in the last decade or so.

Now, that is not any fault of anyone in this body. Certainly not of the chairman. If the chairman had his way, we would have had this bill done 6 months to be at the \$375 billion level. We will be building highways right now and bridges and transit systems. We would be investing in America. We would be on our way to having 475,000 new jobs in the marketplace by Labor Day and \$80 billion of economic activity in the marketplace. We would have America back to work again if only the White House would have listened to our chairman.

And I must say, Mr. Speaker, I have the greatest admiration for our chairman for standing up to this administration saying what he thinks is right. I remember in days when we had a Democratic administration we were add odds with them. It was not pleasant, but one had to stand up for what our committee position is and what we believe is the right thing to do and we did it. And the gentleman from Alaska (Chairman YOUNG) has done so. And his wisdom has been rejected.

We should have had this conference all done and completed with. It is all over one issue, how much are we willing to invest in America in our transportation and mobility, in reducing congestion, improving productivity, moving America forward, reducing the cost of logistics in this country, that is what we ought to be doing, instead of dragging our feet over this issue of fiscal conservatism, some imagined effect upon the deficit.

The Federal aid highway program and transit program has no effect on our deficit unless you engage in some fanciful financing, some of which is included in the bill that is the only bill that is now in conference.

We can resolve all of that. The Federal highway trust fund is derived from the revenues collected at the pump which traveling America pays. They

expect to get the return as they drive away from the pump in the form of improved roads and transit systems and bridges and safety. And we have performed. We have done that through the Surface Transportation Assistance Act of 1982 and 1987 and ISTEA in 1991, TEA-21 in 1998 and we are prepared to do that with TEA-LU.

The investment for the next 6 years is at a level that the Department of Transportation, not this committee, selected, the one that they studied as directed by TEA-21 to assess pavement condition, congestion, bridge conditions, safety needs and investment requirements for the future, and they came back with this figure of \$375 billion.

We took them at their word. We held hearings on it. We traveled around the country. We went to congested areas of great need in America by holding public meetings, committee hearings. We validated that figure. We reported it out of our committee. With 74, 75 members, that does not get anymore bipartisan than that.

And I have said it many times, how can it be a political detriment to the President if the Democrats in the House, Democrats in the Senate all stand side by side with the Republicans and vote for this bill, a robust investment in the needs of America, in transportation, in mobility, in reducing the cost of logistics. If we all stand shoulder to shoulder, that is not a partisan issue. That is not a slur on the President.

□ 1145

There is no way he could be criticized for signing such a bill, and we are prepared to say this is the right thing to do. We have said it. So let us get on with this.

Now, there are discussions, back door, called it in one meeting kind of a Kabuki dance, wearing a mask, putting on a uniform and doing this dance, and we are supposed to understand what is happening behind the dance. On our side, we are not participants in that dance. We do not know what that number is going to come out of that dance, but so far the numbers are not good.

We did the right thing in this Committee on Transportation and Infrastructure. We agreed to scale back the 375, bring a smaller dollar amount to the House floor, with a wink from the leadership that if we bring this bill through the House, go to conference, that number will go up from the House figure. Nominally 275, actually 284, it will get up there to \$300 billion, maybe even beyond; and I give the Speaker enormous credit because he understands what we need to do for America, for our mobility, to reduce congestion, create jobs. He understands that. He has argued. He has been an advocate at the White House. He has been turned down.

So now we are at that point in conference, and the wink is like the Cheshire cat's smile, fading. So we are going

to go along with this Act III of a multi-act play extension and trust in the enormous fortitude of our chairman, the advocate of what is right, as he has done right along, and advance the cause of transportation in America; but it is not going to be below the House number, I tell my colleagues that.

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

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from Wisconsin (Mr. PETRI), the chairman of the subcommittee that wrote this bill.

Mr. PETRI. Mr. Speaker, I thank my chairman for the time, and I assure my senior minority leader on the committee that it is often darkest before the dawn, and I think there will be a dawn before long for transportation in America. I certainly hope so. One way or another, we will meet our Nation's needs.

I rise in support of this bill to extend to July 30 current highway transit and highway safety programs. We have done it several times in the past. We are bringing this bill to the floor today in order to ensure that these programs continue to function and that funds be made available to the States while House and Senate conferees proceed with negotiations on a long-term bill.

Mr. Speaker, it is important we have a multiyear bill that provides adequate and needed resources to invest in our Nation's transportation systems. In preparation for this reauthorization effort, I and many of my colleagues on the Committee on Transportation and Infrastructure, as has been pointed out, traveled to meetings with Governors, mayors, local officials all across our country. Each of them showed us the pressing transportation needs that their cities and States have in order to improve safety, reduce congestion, and provide for a first-class transportation network that is essential for economic growth and opportunity.

There are many demands being placed upon us as we seek to reauthorize TEA-21. Donor States want to see improvement in their rate of return on Federal highway dollars. Members from States with trade corridors want to see adequate investment to construct needed roads like I-69, I-49 and Ports-to-Planes, to name only a few.

Cities and States that need to complete massive projects, such as the multibillion dollar viaduct project in Seattle or the rail consolidation project in Chicago, find themselves overwhelmed by their financial costs and are seeking Federal help, and almost every Member of this body has approached the committee regarding pressing transportation projects that are crucial in their district.

All of these are legitimate goals, but we must have the resources if we are, in fact, to respond.

As we continue negotiations to resolve these and other questions, I urge the approval of this extension so that

needed funds can continue to flow to the States and so work on critical transportation projects can move forward.

Mr. OBERSTAR. Mr. Speaker, I would like to inquire of the Chair how much time remains on both sides.

The SPEAKER pro tempore (Mr. OSE). The gentleman from Minnesota (Mr. OBERSTAR) has 13 minutes remaining. The gentleman from Alaska (Mr. YOUNG) has 15½ minutes remaining.

Mr. OBERSTAR. Mr. Speaker, I yield 2½ minutes to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Mr. Speaker, I appreciate the gentleman's courtesy, and I appreciate his leadership.

We have another extension, another opportunity to do it right for America. We need to send signals to the vast team that builds, maintains, and repairs our infrastructure, to say nothing of the American people who own it and who use it and who depend upon it every day.

The bill in question goes far beyond bridges, bikes, and buses. It includes historic preservation, key environmental and economic revitalization for cities large and small, for suburbs and rural areas.

I hope that our conference committee will reject the White House insistence on somehow using this bill to atone for their budget problems and the sea of red ink that we are faced with with the deficit.

The \$318 billion that was the bill funding level from the other body is a start to keep faith with the American public's needs and aspirations. I would hope that our conference committee, in the course of this next month, will hold strong, to set the level for what America needs, the bill that was so effectively championed by our committee chairman and ranking member. The \$375 billion, after all, was not plucked out of the air. This was the figure that the administration's own Department of Transportation set as the needed level.

There is, I suppose, an opportunity for some sort of mechanism of a reopener. It may well be that we reach a point where these demands between the White House and what America needs and what various constituencies within this House require, that maybe we just decide that we kick the can down the road until after the election. But this is one area that we cannot afford to fail.

We are not just talking about the next 6 years of reauthorization. We are talking about a funding level, if we are not careful, that will establish a floor for the next generation where we will be playing catch-up.

I appreciate the leadership of the chairman, of the ranking member, and the conference committee. I wish them well, and I hope that when we come back next that we will have the bill that America deserves.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.



I thank the gentleman for his comments and especially the gentleman from Minnesota (Mr. OBERSTAR) for his comments. I can assure him there will not be any less out of this conference than we passed in the House, and I am praying that there will be more.

It is ironic that when we meet with the other side of the aisle, I know I am not supposed to mention that, I want their number, and we are suggesting that maybe their number is correct, but I am faced with a very difficult task now of bringing a third party into this agreement; and I am not giving up on this legislation. I think it is vitally important for the Nation.

I think if we stand together shoulder to shoulder that we will eventually prevail. If we do not, it will be a terrible disservice to this Nation as far as our transportation, not wants, but needs; and I want to stress that.

I believe, Mr. Speaker, that when I first came out 3 years ago for \$375 billion I was correct then. I am more correct now, and I will be more correct in the future. It is a number that we need to solve this very serious problem. We all know, and anybody on this floor that has constituents knows, that the one issue we all share in common is not the necessary fear of terrorism. That is very serious in itself, but it is the constant problem of moving oneself, be it their children or himself or herself, to and from the home, to school or to work, and to receive goods on time, and we have to understand that; and the public is crying out, let us solve this problem, and they are willing to pay for it.

I have lost that battle now, but in the House bill my colleagues are well aware we have a reopening clause, and I am going to continue the pursue, and I am confident that the public finally will raise up and say let us fix it. This extension gives us some time. I am hoping we will not have to ask for another, but let us fix the problem of this transportation challenge we have in this Nation. Let us do it quicker than later.

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

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

Mr. DEFAZIO. Mr. Speaker, I thank the ranking member for the time.

Well, as the chairman said, he is almost always correct, and he was certainly correct with the number of \$375 billion. It was confirmed by our own Federal Department of Transportation.

This is an essential investment. This is an investment. There are a lot of things we do around here where we are spending money. We do not see a real product, but in this case it is an investment in the future of our country. As the chairman said, it has to do with our economic competitiveness.

We are concerned about the economy and the need to put people back to work and competitiveness in our businesses. This is about just-in-time deliv-

ery. We cannot have just-in-time delivery when we have to divert a truck for 2 or 300 miles because of a failing weight-limited bridge, as exists all over the country; and a number of bridges are in that condition on Interstate 5 in my State.

It is about livability. It is about dealing with congestion, management, movement of people; and it is also about jobs, and that is a very important part of this debate that we cannot leave out.

The difference between the number being asked at the White House and the number put forward by the chairman, supported by, I believe, every other member of the Committee on Transportation and Infrastructure, figures out to about 1 million jobs a year over 6 years. For every billion dollars we invest in the infrastructure of this country, transportation infrastructure, it yields about 47,000 jobs, direct construction jobs, small business suppliers, and spillover effects into our communities.

So the difference in the number, and I hope they are listening down at the White House, is 1 million jobs a year over 6 years. Now, why can we not get there? A lot of people do not seem to know about the Highway Trust Fund. We have a very robust Highway Trust Fund and a substantial balance. We can spend down some of that balance. We can capture the ethanol money that is being used to subsidize that product of dubious value. We could look at bonding. We could do all of this without increasing taxes. We could get to a much higher number, even a number higher than that in the United States Senate; but minimally, I would hope that that is where we can end up in these negotiations.

It has been 9 months, 9 months that we have been acting under temporary legislation that does not allow us to fully address the needs of this country and increase the investment in our infrastructure. Nine months is too long. Let us not let it go beyond this one more temporary extension. Let us get a robust bill this summer before Congress leaves for its August recess.

I thank the gentleman for yielding the time.

Mr. OBERSTAR. Mr. Speaker, can I inquire of my chairman whether he has any other speakers.

Mr. YOUNG of Alaska. Not at this time; I do not believe I will.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume. I will make a few remarks and close and yield back, and I thank the gentlemen from Oregon for their remarks. I appreciate their support all along, and I appreciate the leadership, once again I want to say, I cannot say it often enough, of our chairman who has stood up against remarkable odds.

The term that we use in this committee, "investment," is the way to describe what our committee is all about. This is a committee about building America, whether it is our inland wa-

terways, our coastal ports, our inland ports, our St. Louis seaway, our passenger rail system, transit ways, bus ways, our airports, airways, Corps of Engineer works, the water and sewer system needs of America, Economic Development Administration creating jobs. The Tennessee Valley Authority comes under the jurisdiction of our committee.

□ 1200

Airport, airways, safety of air traffic control system, everything this committee does is involved in building America, investing in our productivity, investing in logistics, the cost of moving people and goods. Because of those investments, we have improved the marketplace in America.

In 1987, the cost of logistics, moving people and goods, was 17 percent of our gross domestic product. In 1987. Last year, the cost of logistics was under 10 percent. That is a \$700 billion gain in productivity in logistics, moving people and goods in the American economy, society and marketplace. That is a huge productivity gain. The stock market does not make that kind of gain. But we do, with the investments that we make in this committee that stimulate the national economy.

Now, when we talk about investment in surface transportation, think of the Romans and the Appian Way, the classic roadway built that is still there 2,000 years later. If we do not continue to improve, continue to invest, continue to tend to the needs of transportation, our roadways are not going to last for 2,000 years. They will not even last for 25 or 30 years. Airport runways are supposed to last for 25 years, and then suddenly they begin to deteriorate. That is why we have to continue to invest in the Airport Improvement Program, to keep America flying, keep our economy moving. And the same with our surface transportation needs.

We have the key to doing it in the \$375 billion. And when that bill was introduced in the House last year, the price of gasoline was \$1.34 a gallon. Now, it is, in some places, as much as \$2.24 a gallon. And where is that 70, 80 cents going? It is not staying in America. It is going overseas. Going to OPEC. We are not getting the benefit from it, except that you can power your automobile. But if we had passed our bill with the 5 cent increase in the user fee, we would be making those investments right now. We would have people working improving our roadways, reducing congestion. We can do it.

Every 5-minute delay experienced by United Parcel Service costs \$40 million nationwide. Multiply that cost over and you get to the \$68 billion cost of congestion in just the 75 major metropolitan area in the country. That is why we need to do this legislation. That is why we need this bill passed and why we need the Chairman's leadership in the conference.

I want to stand for the reopener, I want to stand for the more robust investment we passed in the House, and I want to see this 30-day extension, this record-breaking extension passed.

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

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

I was listening to the gentleman speak on the issue about the needs for a user fee, and he is absolutely right. Again, I hope the American public will speak out, because every day that it goes up higher, I believe last year it was \$2.55 for the premium gas, it is now \$2.25 for regular, none of that goes into the highway construction. It goes overseas. Unless people like supporting those countries who are not friendly to us, those countries that take our dollars and use them for terrorism purposes, maybe unknowingly, I hope the American public will wake up and say enough is enough. If we have to spend this on fuel, then let us spend it in America.

So I compliment the gentleman for his comments and the concept that we will continue to talk about, which are the needs. Again, I want to stress, not the "wants," contrary to what you may read, but the "needs." So I do compliment the gentleman.

Mr. RUPPERSBERGER. Mr. Speaker, I rise in support of the Surface Transportation Extension Act before us today. I realize another extension is needed to keep the process moving forward. But I think we need to stop voting on extensions and solve the greater issue of passing a 6-year transportation reauthorization bill with enough funding behind it to put people back to work all across America.

The transportation infrastructure is critical to America for several reasons. First, our entire interstate highway system was created by President Eisenhower as a national security safety measure and that remains a priority today. Second, Americans rely on roads, bridges and tunnels to live their lives each and every day. We use them to get to and from work, to travel on vacation, and to visit friends and family. Third, and most important today, building and maintaining our transportation infrastructure means creating jobs all across America—over 2 million jobs that cannot be outsourced. Jobs to the cities, counties, towns and states throughout this nation that are vitally needed.

The construction industry is a key pillar to any economic recovery providing the much needed stimulus for thousands of related industry jobs. Unlike other important issues, transportation requires long-term planning and investments to keep the nation moving efficiently and safely. Short term extensions interrupt that planning. Two-year funding commitments threaten to destroy plans. This nation needs Congress to act now, to pass the bipartisan compromise of a \$318 billion funding level for a six-year bill. Anything less will only short change the nation and keep Americans out of work.

Pushing for a conference report that provides the bill America needs should not be about partisan politics. As a former county executive, I understand what transportation fund-

ing means to people outside of the beltway. A six year \$318 billion transportation reauthorization bill is supported by local leaders nationwide. It has been endorsed by the National Association of Counties, National League of Cities, United Conference of Mayors, American Public Works Association, Association of Metropolitan Planning Organizations, National Association of County Engineers, National Association of Development Organizations, and the National Association of Regional Councils.

Finally, it is important to remember that a large price tag on transportation reauthorization does not mean adding to the deficit. This bill is funded through the Highway Trust Fund and any measures not fully offset in the Senate version can be addressed in conference. If Members—both Democrat and Republican, both House and Senate—are serious about jump starting the economy for working Americans and putting Americans back to work we must enact the six year \$318 billion reauthorization now.

I urge leadership on both sides of the aisle in both chambers to set the politics aside and do what is right for America. Let's bring this conference report to the floor immediately. Let's pass it and send it to the President.

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

The SPEAKER pro tempore (Mr. SIMMONS). The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 4635.

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. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 4635, the bill just considered.

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

There was no objection.

#### UNITED STATES INTERNATIONAL LEADERSHIP ACT OF 2004

Ms. ROS-LEHTINEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4053) to improve the workings of international organizations and multilateral institutions, and for other purposes.

The Clerk read as follows:

H.R. 4053

*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 "United States International Leadership Act of 2004".

#### TITLE I—UNITED STATES INTERNATIONAL LEADERSHIP

##### SEC. 101. FINDINGS.

The Congress makes the following findings:

(1) Decisions at many international organizations and other multilateral institutions, including membership and key positions, remain subject to determinations made by regional groups where democratic states are often in the minority and where there is intensive cooperation among repressive regimes. As a result, the United States has often been blocked in its attempts to take action in these institutions to advance its goals and objectives, including at the United Nations Human Rights Commission (where a representative of Libya was elected as chairman and the United States temporarily lost a seat).

(2) In order to address these shortcomings, the United States must actively work to improve the workings of international organizations and multilateral institutions, particularly by creating a caucus of democratic countries that will advance United States interests. In the second Ministerial Conference of the Community of Democracies in Seoul, Korea, on November 10-20, 2002, numerous countries recommended working together as a democracy caucus in international organizations such as the United Nations and ensuring that international and regional institutions develop and apply democratic standards for member states.

##### SEC. 102. ESTABLISHMENT OF A DEMOCRACY CAUCUS.

(a) IN GENERAL.—The President of the United States, acting through the Secretary of State and the relevant United States chiefs of mission, shall seek to establish a democracy caucus at the United Nations, the United Nations Human Rights Commission, the United Nations Conference on Disarmament, and at other broad-based international organizations.

(b) PURPOSES OF THE CAUCUS.—A democracy caucus at an international organization should—

(1) forge common positions, including, as appropriate, at the ministerial level, on matters of concern before the organization and work within and across regional lines to promote agreed positions;

(2) work to revise an increasingly outmoded system of regional voting and decision making; and

(3) set up a rotational leadership scheme to provide member states an opportunity, for a set period of time, to serve as the designated president of the caucus, responsible for serving as its voice in each organization.

##### SEC. 103. ANNUAL DIPLOMATIC MISSIONS ON MULTILATERAL ISSUES.

The Secretary of State, acting through the principal officers responsible for advising the Secretary on international organizations, shall ensure that a high-level delegation from the United States Government, on an annual basis, is sent to consult with key foreign governments in every region in order to promote the United States agenda at key international fora, such as the United Nations General Assembly, United Nations Human Rights Commission, the United Nations Education, Science, and Cultural Organization, and the International Whaling Commission.

##### SEC. 104. LEADERSHIP AND MEMBERSHIP OF INTERNATIONAL ORGANIZATIONS.

(a) UNITED STATES POLICY.—The President, acting through the Secretary of State and the relevant United States chiefs of mission, shall use the voice, vote, and influence of the United States to—

(1) where appropriate, reform the criteria for leadership and, in appropriate cases for membership, at all United Nations bodies