

have served with an extraordinary number of talented and dedicated representatives from both sides of the aisle, and with similarly dedicated and effective congressional staff, who of course make possible the work of Congress.

As a Member, I have been particularly aided by an especially talented, loyal, unusually long-serving, and hard-working congressional office staff and subcommittee staff of high integrity who epitomize the best qualities of my Nebraska constituents and of those Americans who make our country the finest in the world.

However, there comes a time in many a representative's life when that Member of Congress is ready to focus on other priorities and objectives, and I am at that point in my life. Therefore, the purpose of this letter is to communicate to you that effective at the end of the day on August 31, 2004, I am resigning my seat as the Representative of the 1st District of Nebraska in the U.S. House of Representatives. I also have written to the Speaker of the U.S. House of Representatives to advise him of my decision.

Best wishes,

DOUG BEREUTER,
Member of Congress.

REMEMBERING AUNITA TRIDORIS HUDSON-EDWARDS

(Ms. WATSON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. WATSON. Mr. Speaker, I want to read words of reflection about one who believed who just passed away, and read this scripture, "God had the power to work within her and to accomplish abundantly far more than all she could ask or imagine."

Aunita T. Hudson-Edwards was born to Levi Hudson and Elnora Davis Hudson on September 20, 1915 in Carthage, Texas. She was the first of three children, and she just recently passed away. When she married Frank Edwards, she enjoyed parenting four children. Many of you might know Willis Edwards, Brenda Joe Edwards and Edward Earl and Frank. In California she worked as a teacher in Palm Springs Unified School District for 15 years and found herself taking in children who had no one else to claim them. She was active in the community, and as a quiet force demonstrated her trailblazing tendency by founding the Palm Springs Chapter of the NAACP and joining as a founding member of the First Baptist Church. She was a life member of the NAACP.

Mr. Speaker, she was a stateswoman, this woman that we pay tribute as she passes on. She enjoyed coming here to the White House during the Clinton and Bush administrations and tended two Congressional Gold Medal ceremonies, one for Rosa Parks and the recent ceremony for Dorothy Height. She loved going to the NAACP national conventions. She was a great soul we will always remember, and wish that her legacy would produce more like Aunita T. Hudson-Edwards.

MRS. AUNITA TRIDORIS HUDSON-EDWARDS

Words of Reflection about one who believed—

"God had the power to work within (her) and to accomplish abundantly far more than all (she) could ask or imagine . . ." Ephesians 3:20 (NRSV)

Aunita T. Hudson-Edwards was born to Levi Hudson and Elnora Davis Hudson on Sept. 20, 1915 in Carthage, Texas. She was the first of three children. She attended public school in Carthage, Texas and graduated from Bishop College, Marshall, Texas. She taught in the Texas public school system for many years. At an early age she united with Bethlehem Baptist Church of Carthage and remained active until she relocated to California.

She married Frank Edwards and enjoyed parenting four children, Willis, Brenda Jo, Edward Earl, and Frank. In California she worked as a teacher in the Palm Springs Unified School System for 15 years and found herself "taking in" children who had no one to claim them. She was active in the community, and as a quiet force demonstrated her trailblazing tendencies by founding the Palm Springs chapter of the NAACP and joining as a founding member of the First Baptist Church. She was a life member of the NAACP.

As an elder stateswoman she enjoyed accompanying Willis to the White House during the Clinton and Bush Administrations, and attended two Congressional Gold Medal ceremonies (Rosa Parks and Dorothy Height), NAACP national conventions, Congressional Black Caucus weekends, NAACP Image Awards, and numerous awards and community service events.

Aunita T. Hudson-Edwards departed this life July 19, 2004. She is preceded in death by her husband, Frank, her sister, Nelva J. Thomas and brother, Hodges Hudson, both of Kansas City, MO and her son Edward Earl. She leaves to cherish her memory, a son, Willis Edwards of Los Angeles, CA; a daughter, Brenda Joe Pine of Palm Springs, CA; a son Frank Edwards of Northridge, CA; grandchildren: Kisha Dixon, Zachary Clayton, Renita Pine, Natalie Edwards, Antoinette Pine, Charlotte Pine, Derrick Pine, Teresa (Kent) Taylor, Tanya (Kenneth) Molinelli, Karon (Lennard) Lehman, and Sharon Edwards; great-grandchildren: Devian, Fanasha, David, Demaria, Kadisha, Eric, Sierra, Alonzo, Jr., Demitra, Tony, Alonzo, Jason, Jr., Jordan, Deshaun, Delawn, Derrian, Armani, Sherlita, Juan, Viviana, Derrick Jordan, DeMond, Jade, Arika, Eleana, Suamana (Bright), Mattias, Christian, Michelle, Heather, and Thomas; a nephew, Perry C. Daniels of Longview, TX; a niece, Gwendolyn C. Moore of Miami, FL; niece, Jacquetta J. West of Kansas City, MO; brother-in-law, Dr. Jackson Thomas of Kansas City, MO. She also leaves a host of nieces and nephews in addition to the many relatives and friends in California and Texas.

Aunita TriDoris Hudson-Edwards made herself available to be used by God. Because of her, young people were rescued, communities were activated, churches fulfilled their ministries, and her family was blessed.

Thank you, Mother Aunita, for giving us so much—We pledge to honor your legacy of humble service with the establishment of a computer lab for senior citizens at the First Baptist Church of Palm Springs sponsored by the Tavis Smiley Foundation and the Aunita TriDoris Hudson-Edwards Scholarship Fund in your name. Until we meet again!

JULY 21, 2004.

HOME GOING SERVICES FOR WILLIS EDWARDS' MOM

We mourn not because she is lost, for God has taken her home, but because we will miss her. Yet, we are assured that if we are faithful, that parting will be only for a short while. We thank God that Mother Edwards

came our way and loved us. Willis Edwards has asked that you, his extended family and friends know of the Homegoing Services for his Mom—

AUNITA TRIDORIS HUDSON-EDWARDS

Service in Los Angeles, Saturday, July 24, 2004, 11:00 AM, Ward AME Church, 1177 W. 25th Street, Los Angeles, CA.

Rev. Norman D. Copeland, Pastor and Officiant, Bishop Carolyn Tyler-Guidry, Eulogist.

Service in Palm Springs, Tuesday, July 27, 2004, 11:00 AM, First Baptist Church, 588 Las Vegas Road, Palm Springs, CA.

Rev. Rodney S. Croom, Officiant/Pastor.

Services conducted by: Agape Funeral Home—4250 South Central Avenue—Los Angeles, CA.

For those who have inquired, in lieu of flowers you may want to make a contribution to the Aunita Tridoris Hudson-Edwards Scholarship Fund to provide assistance to young people pursuing college and/or graduate degrees.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 9 o'clock and 35 minutes p.m.), the House stood in recess subject to the call of the Chair.

□ 2225

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. SIMPSON) at 10 o'clock and 25 minutes p.m.

SURFACE TRANSPORTATION EXTENSION ACT OF 2004, PART IV

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that the Committee on Transportation and Infrastructure, the Committee on Ways and Means, the Committee on Science, and the Committee on Resources be discharged from further consideration of the bill (H.R. 4916) 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, and ask for its immediate consideration.

The Clerk read the title of the bill.

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

Mr. OBERSTAR. Mr. Speaker, reserving the right to object, I regret that, for a record fifth time, we are again on this floor to extend the highway transit and highway safety programs. Our last extension was 2 months ago, amidst high hopes that we would be able to conclude a conference on the TEA-LU bill that the House passed and the companion bill passed in the other body.

The committee of conference, as we quaintly say in the language of the House, has come to no resolution

thereon, but there were signs of progress today. Members of both parties and both Houses have worked diligently and in great earnest to reach an agreement with the White House, but we have not been able to reach a meeting of the minds.

We have agreed to extend current law to continue the vitally important work of our highway transit and highway safety programs. Tonight we move forward with that effort.

To explain the measure pending before us, I yield to the chairman of our committee, the distinguished gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Speaker, it is my understanding that this is a resolution continuing present law until September 24 for highways and until the end of the month of September for transit and other activities under present law. That is my understanding.

We must do this, as the gentleman is well aware, because, if we do not, then the ongoing activities of States across this Nation will be brought to a halt. We have high hopes that by the 24th of September, as the gentleman mentioned, we will have a meeting of the minds on what we call the total bill and there will be no longer any need for a continuing resolution. That is the hope of this chairman, and I am sure it is the hope of the gentleman also.

Basically, that is what this resolution does.

Mr. OBERSTAR. Mr. Speaker, continuing my reservation, I thank the distinguished chairman for his explanation. He has worked diligently on this, put his heart and soul into this initiative. We are very hopeful. I join the chairman in the hope that over the ensuing weeks of August there will be a prayerful resolution to the matters and prayerful successful outcome to our negotiations.

Mr. Speaker, I yield to the distinguished gentleman from Wisconsin (Mr. PETRI), the chairman of the subcommittee.

(Mr. PETRI asked and was given permission to revise and extend his remarks.)

Mr. PETRI. Mr. Speaker, we are here once again to extend funding for our nation's highway, transit and safety programs. This bill will complete funding for the fiscal year and ensure that state transportation programs continue to receive the necessary federal funds to maintain and build our Nation's critical infrastructure.

We are here today because we still are unable to reach an agreement on a level of spending that will meet the various demands that have been placed on us: Provide growth in funding for all states; improve the rate of return for donor states; ensure that donee states do not take too much of a hit; provide significant funding to build new corridors to meet emerging trade traffic; provide help to states that are overwhelmed by massive but critical projects that each can reach up to \$1 billion in costs; and produce a conference report that will be signed by the President.

This seems to be an impossible situation, but I believe House and Senate conferees

have been making a good faith effort to resolve this impasse—but we are not there yet.

I know that there is strong support in the Congress for a good, robust transportation program.

We know that transportation spending from the Highway Trust Fund is a good investment that is necessary in order to maintain and build a first-class transportation network. This is investment that leads to economic growth and prosperity, that provides needed jobs, that assists in the development of transit projects that moves millions of people each day, and that improves unsafe conditions on our highways—thereby saving thousands of lives.

So I urge passage of this bill so that States will continue to receive funds as we here in Washington press on in our efforts to ensure that we have a long-term program that meets our Nation's transportation needs.

Mr. OBERSTAR. Mr. Speaker, reclaiming my time, I earnestly support the extension of the current law as embodied in the pending legislation.

Mr. Speaker, I rise in support of H.R. 4916, the Surface Transportation Extension Act of 2004, Part IV, but I regret that we are forced, for the fifth time, to temporarily extend the highway, transit, and highway safety programs.

Since our last extension two months ago, there has been some progress on the TEA 21 reauthorization. Nevertheless, the Committee on Conference has come to no resolution on the appropriate funding level for successor legislation to TEA 21. Members of both parties of both Houses have worked diligently and in great earnest with each other and the White House, but have been unable to reach a meeting of the minds.

We agreed to extend current law to continue the vitally important work of our highway, transit, and highway safety programs. Tonight, we move forward with that effort.

However, I regret that, because of certain objections from Members of the other side of the aisle and the Other Body, this extension bill does not continue two critical elements of TEA 21. First, the bill does not ensure that every State receive a 90.5 percent minimum guarantee return. Second, the bill does not continue TEA 21's High Priority Projects program.

With regard to minimum guarantee, the Committee, under the leadership of Chairman YOUNG and on a bipartisan basis, introduced a bill (H.R. 4864) earlier this week that would have ensured that each State received a 90.5 percent return. Regrettably, I understand that the Budget Committee Chairman and others objected to H.R. 4864 because it would have increased the bill's highway allocation by one percent. As a result, this bill does not ensure that each State receives 90.5 percent and, as a result, some States lose an enormous amount of highway construction funding. California loses \$34 million; Florida \$36 million; Ohio \$30 million; Oklahoma \$13 million; and Texas loses \$115 million; to name just a few. I don't think that outcome is fair. If we are truly extending TEA 21, we should ensure that each state receives the guaranteed 90.5 percent minimum set forth in that legislation. I am hopeful that we will remedy this situation when we return in September, but I realize that the same objections we face to remedying this problem tonight will still be there in September.

Mr. Speaker, I support passage of this fifth extension. Our Nation's highway, transit, and highway safety programs are simply too important to shut down. I believe this bill could be better, and I urge this Body to do better when we are back in September.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I ask unanimous consent to revise and extend my remarks.

Mr. Speaker, every day, our Nation's transportation system carries goods and products to stores, brings children to school, delivers employees to work and provides access to health care, education and entertainment.

Simply put, our Nation's transportation system is the backbone of our economy and way of life and we can not afford to shortchange either.

I have heard from local, state, and industry representatives, and they all concur that our transportation needs will only be met by passing a fully-funded, long-term bill at no less than a three hundred eighteen billion dollar level.

The continued stalling does nothing to address our Nation's crumbling infrastructure, and jeopardizes 1.7 million new jobs in our country.

Reports of bridges collapsing are increasing in news reports. In my district alone, there are seventeen structurally deficient bridges.

In the State of Texas, construction employment fell by two thousand one-hundred jobs in the month of June alone.

When I return home, the unemployed don't want to here about bureaucratic infighting.

They want to hear about a jobs bill that's going to put them back to work on family-wage jobs.

Mr. Speaker, the eyes of the Nation are upon us. Our constituents are counting on us to do what we know is the right thing. We can not let them down.

We must reject the notion of continuous, short-term extensions.

There is no better economic stimulus package than a fully funded public works bill—plain and simple.

Mr. OBERSTAR. Mr. Speaker, I withdraw my reservation of objection.

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

There was no objection.

The Clerk read the bill, as follows:

H.R. 4916

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 IV".

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; 118 Stat. 698) is amended by striking "and the Surface Transportation Extension Act of 2004, Part III" and inserting "the Surface Transportation Extension Act of 2004, Part III, and the Surface Transportation Extension Act of 2004, Part IV".

(b) PROGRAMMATIC DISTRIBUTIONS.—

(1) SPECIAL RULES FOR MINIMUM GUARANTEE.—Section 2(b)(4) of such Act is amended by striking "\$2,333,333,333" and inserting "\$2,800,000,000".

(2) EXTENSION OF OFF-SYSTEM BRIDGE SET-ASIDE.—Section 144(g)(3) of title 23, United

States Code, is amended by striking “2003 and in the period of October 1, 2003, through July 31, 2004,” and inserting “2004”.

(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; 118 Stat. 698) is amended by striking “\$26,998,288,667 for the period of October 1, 2003, through July 31, 2004” and inserting “\$30,469,806,615 for the period of October 1, 2003, through September 24, 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 “July 31” and inserting “September 24”;

(2) in paragraph (1)(A)—

(A) by striking “Part II, and” and inserting “Part II.”; and

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

(3) in paragraph (1)(B) by striking “¹⁰/₁₂” and inserting “⁴⁹/₅₂”;

(4) in paragraph (2)—

(A) by striking “July 31” and inserting “September 24”;

(B) by striking “\$28,202,500,000” and inserting “\$31,890,519,230”; and

(C) by striking “\$532,500,000” and inserting “\$602,134,615”;

(5) in paragraph (3) by striking “July 31” and inserting “September 24”; and

(6) by adding at the end the following:

“(5) **CALCULATION OF RATIO.**—For purposes of the calculation of the ratio under section 110(a)(3) of the Transportation, Treasury, and Independent Agencies Appropriations Act, 2004 (division F of Public Law 108-199; 118 Stat. 291; 23 U.S.C. 104 note)—

“(A) the obligation limitation for Federal-aid Highways referred to in section 110(a)(3)(A) of such Act shall be deemed to be the obligation limitation for Federal-aid highways and highway safety construction programs for fiscal year 2004 identified under the heading ‘FEDERAL-AID HIGHWAYS’ in such Act (118 Stat. 290); and

“(B) the total of sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of section 110(b) of such Act and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection 110(b)(8) of such Act) for such fiscal year, referred to in section 110(a)(3)(B) of such Act, shall be deemed to be \$34,606,000,000, less the aggregate of the amounts not distributed under section 110(a)(1) of such Act.”.

SEC. 3. REPAYMENT FROM FUTURE APPORTIONMENTS.

Section 2(c) of the Surface Transportation Extension Act of 2003 (117 Stat. 1111) is amended—

(1) in paragraph (1) by striking “a law reauthorizing the Federal-aid highway program enacted after the date of enactment of this Act” and inserting “the Surface Transportation Extension Act of 2004, Part IV”; and

(2) in paragraph (2) by striking “a law described in paragraph (1)” and inserting “the Surface Transportation Extension Act of 2004, Part IV”.

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; 118 Stat. 699) is amended—

(i) in the first sentence by striking “2003 and \$229,166,667 for the period of October 1, 2003, through July 31.”; and

(ii) by striking the second sentence.

(B) **PUBLIC LANDS HIGHWAYS.**—Section 1101(a)(8)(B) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480; 118 Stat. 628; 118 Stat. 699) is amended by striking “2003 and \$205,000,000 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 699) is amended by striking “2003 and \$137,500,000 for the period of October 1, 2003, through July 31.”.

(D) **REFUGE ROADS.**—Section 1101(a)(8)(D) of such Act (112 Stat. 112; 117 Stat. 1113; 118 Stat. 480; 118 Stat. 628; 118 Stat. 699) is amended by striking “2003 and \$16,666,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 699) is amended by striking “2003 and \$116,666,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 699) is amended by striking “2003 and \$31,666,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 700) is amended—

(i) in clause (i) by striking “\$8,333,333” and inserting “\$10,000,000”;

(ii) in clause (ii) by striking “\$4,166,667” and inserting “\$5,000,000”; and

(iii) in clause (iii) by striking “\$4,166,667” and inserting “\$5,000,000”.

(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; 118 Stat. 629; 118 Stat. 700) is amended by striking “fiscal year 2003, and \$22,916,667 for the period of October 1, 2003, through July 31, 2004” and inserting “fiscal years 2003 and 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; 118 Stat. 700) is amended by striking “2003 and \$9,166,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 700) is amended by striking “2003 and \$4,166,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 700) is amended by striking “2003 and \$91,666,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 700) is amended by striking “2003 and \$416,667 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 629; 118 Stat. 700) is amended by strik-

ing “2003 and \$20,833,333 for the period of October 1, 2003, through July 31.”.

(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) \$130,000,000 for fiscal year 2004.”;

(B) in subsection (a)(2) by striking “2003 and \$1,666,667 for the period of October 1, 2003, through July 31.”; and

(C) in the item relating to fiscal year 2004 in the table contained in subsection (c) by striking “\$2,166,666,667” and inserting “\$2,600,000,000”.

(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; 118 Stat. 630; 118 Stat. 701) is amended by striking “\$87,500,000 for the period of October 1, 2003, through July 31, 2004” and inserting “\$103,000,000 for fiscal year 2004”.

(2) **TECHNOLOGY DEPLOYMENT PROGRAM.**—Section 5001(a)(2) of such Act (112 Stat. 419; 117 Stat. 1115; 118 Stat. 481; 118 Stat. 630; 118 Stat. 701) is amended by striking “\$45,833,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$50,000,000 for fiscal year 2004”.

(3) **TRAINING AND EDUCATION.**—Section 5001(a)(3) of such Act (112 Stat. 420; 117 Stat. 1115; 118 Stat. 481; 118 Stat. 630; 118 Stat. 701) is amended by striking “\$17,500,000 for the period of October 1, 2003, through July 31, 2004” and inserting “\$20,000,000 for fiscal year 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; 118 Stat. 701) is amended by striking “2003 and \$25,833,333 for the period of October 1, 2003, through July 31.”.

(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; 118 Stat. 701) is amended by striking “\$95,833,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$110,000,000 for fiscal year 2004”.

(6) **ITS DEPLOYMENT.**—Section 5001(a)(6) of such Act (112 Stat. 420; 117 Stat. 1116; 118 Stat. 482; 118 Stat. 630; 118 Stat. 701) is amended by striking “\$103,333,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$122,000,000 for fiscal year 2004”.

(7) **UNIVERSITY TRANSPORTATION RESEARCH.**—Section 5001(a)(7) of such Act (112 Stat. 420; 117 Stat. 1116; 118 Stat. 482; 118 Stat. 630; 118 Stat. 701) is amended by striking “\$22,500,000 for the period of October 1, 2003, through July 31, 2004” and inserting “\$26,500,000 for fiscal year 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; 118 Stat. 701) is amended by striking “\$200,000,000 for the period of October 1, 2003, through July 31, 2004” and inserting “\$240,000,000 for fiscal year 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; 118 Stat. 702) is amended by striking “\$30,333,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$36,400,000 for fiscal year 2004”.

(e) **ALASKA HIGHWAY.**—Section 1101(e)(1) of such Act (117 Stat. 1116; 118 Stat. 482; 118 Stat. 630; 118 Stat. 702) is amended by striking “\$15,666,667 for the period of October 1, 2003, through July 31, 2004” and inserting “\$18,800,000 for fiscal year 2004”.

(f) **OPERATION LIFESAVER.**—Section 1101(f)(1) of such Act (117 Stat. 1117; 118 Stat.

482; 118 Stat. 631; 118 Stat. 702) is amended by striking “\$416,667 for the period of October 1, 2003, through July 31, 2004” and inserting “\$500,000 for fiscal year 2004”.

(g) BRIDGE DISCRETIONARY.—Section 1101(g)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631; 108 Stat. 702) is amended—

(1) by striking “\$83,333,333” and inserting “\$100,000,000”; and

(2) by striking “the period of October 1, 2003 through July 31,” and inserting “fiscal year”.

(h) INTERSTATE MAINTENANCE.—Section 1101(h)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631; 118 Stat. 702) is amended—

(1) by striking “\$83,333,333” and inserting “\$100,000,000”; and

(2) by striking “the period of October 1, 2003, through July 31,” and inserting “fiscal year”.

(i) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—Section 1101(i)(1) of such Act (117 Stat. 1117; 118 Stat. 482; 118 Stat. 631; 118 Stat. 702) is amended by striking “\$625,000 for the period of October 1, 2003, through July 31, 2004” and inserting “\$750,000 for fiscal year 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; 118 Stat. 702) is amended—

(1) by striking “\$4,375,000” and inserting “\$5,250,000”;

(2) by striking “\$208,833 instead of”; and

(3) by striking “the period of October 1, 2003, through July 31, 2004” each place it appears and inserting “fiscal year 2004”; and

(4) by striking the comma preceding “for eligible”.

(k) NONDISCRIMINATION.—Section 1101(k) of such Act (117 Stat. 1118; 118 Stat. 482; 118 Stat. 631; 118 Stat. 702) is amended—

(1) in paragraph (1) by striking “\$8,333,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$10,000,000 for fiscal year 2004”; and

(2) in paragraph (2) by striking “\$8,333,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$10,000,000 for fiscal year 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; 118 Stat. 702) is amended—

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

(2) by striking “the amendment made by section 4(a)(1) of the Surface Transportation Extension Act, Part II” and all that follows before the period at the end and inserting “the amendment made by section 4(a)(1) of the Surface Transportation Extension Act of 2004, Part II, the amendment made by section 4(a)(1) of the Surface Transportation Extension Act of 2004, Part III, or the amendment made by section 4(a)(1) of the Surface Transportation Extension Act of 2004, Part IV”.

(m) REDUCTION OF ALLOCATED PROGRAMS.—Section 5(m) of such Act (117 Stat. 1119; 118 Stat. 483; 118 Stat. 632; 118 Stat. 703) is amended—

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

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

by section 4 of the Surface Transportation Extension Act of 2004, Part IV”.

(n) PROGRAM CATEGORY RECONCILIATION.—Section 5(n) of such Act (117 Stat. 1119; 118 Stat. 483; 118 Stat. 632; 118 Stat. 703) is amended by striking “and section 4 of the Surface Transportation Extension Act of 2004, Part III” and inserting “section 4 of the Surface Transportation Extension Act of 2004, Part III, and section 4 of the Surface Transportation Extension Act of 2004, Part IV”.

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 “\$93,333,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$112,000,000 for fiscal year 2004”.

(b) PREVENTION OF INTOXICATED DRIVER INCENTIVE GRANTS.—Section 163(e)(1) of such title is amended by striking “\$100,000,000 for the period of October 1, 2003, through July 31, 2004” and inserting “\$110,000,000 for fiscal year 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) \$10,000,000 for fiscal year 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 “FIRST 9 MONTHS OF”;

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

(A) by striking “the period of October 1, 2003, through July 31, 2004” and inserting “fiscal year 2004”; and

(B) by striking “\$68,333,332” and inserting “\$82,000,000”;

(3) in subparagraph (A) by striking “\$8,333,332” and inserting “\$10,000,000”; and

(4) in subparagraph (B) by striking “\$6,666,668” and inserting “\$8,000,000”.

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

(1) by striking “\$4,166,668” and inserting “\$5,000,000”; and

(2) by striking “\$1,666,668” and inserting “\$2,000,000”.

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) in the matter preceding subparagraph (A) by striking “2003 and for the period of October 1, 2003, through July 31,”;

(B) in subparagraph (A) by striking “, except” and all that follows before the semicolon and inserting “, except for fiscal year 2004 during which \$1,206,506,000 will be available”;

(C) in subparagraph (B) by striking “, except” and all that follows before the semicolon and inserting “, except for fiscal year 2004 during which \$1,323,794,000 will be available”; and

(D) in subparagraph (C) by striking “, except” and all that follows before the period and inserting “, except for fiscal year 2004 during which \$607,200,000 will be available”;

(2) in paragraph (2)(B)—

(A) in clause (i) by striking “2003” and inserting “2004”; and

(B) by striking clause (iii);

(3) in paragraph (3)(B) by striking “2003 (and \$2,485,250 shall be available for the period October 1, 2003, through July 31, 2004)” and inserting “2004”; and

(4) in paragraph (3)(C)—

(A) by striking “1999 through 2003” and inserting “1999 through 2004”;

(B) by striking “\$41,420,833” and inserting “\$50,000,000”; and

(C) by striking “the period October 1, 2003, through July 31, 2004” and inserting “fiscal year 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 repealed.

(c) FORMULA GRANTS AUTHORIZATIONS.—Section 5338(a)(2) of title 49, United States Code, is amended—

(1) in the paragraph heading by striking “2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31,”;

(2) by striking subparagraph (A)(vi) and inserting the following:

“(vi) \$3,071,200,000 for fiscal year 2004.”;

(3) by striking subparagraph (B)(vi) and inserting the following:

“(vi) \$767,800,000 for fiscal year 2004.”; and

(4) in subparagraph (C) by striking “a fiscal year (other than for the period of October 1, 2003, through July 31, 2004)” and inserting “each of fiscal years 1999 through 2003”.

(d) FORMULA GRANT FUNDS.—Section 8(d) of the Surface Transportation Extension Act of 2003 (118 Stat. 633; 118 Stat. 705) is amended to read as follows:

“(d) ALLOCATION OF FORMULA GRANT FUNDS FOR FISCAL YEAR 2004.—Of the aggregate of amounts made available by or appropriated under section 5338(a)(2) of title 49, United States Code, for fiscal year 2004—

“(1) \$4,849,950 shall be available to the Alaska Railroad for improvements to its passenger operations under section 5307 of such title;

“(2) \$50,000,000 shall be available for bus and bus facilities grants under section 5309 of such title;

“(3) \$90,652,801 shall be available to provide transportation services to elderly individuals and individuals with disabilities under section 5310 of such title;

“(4) \$240,607,643 shall be available to provide financial assistance for other than urbanized areas under section 5311 of such title;

“(5) \$6,950,000 shall be available to provide financial assistance in accordance with section 3038(g) of the Transportation Equity Act for the 21st Century; and

“(6) \$3,445,939,606 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 paragraph heading by striking “2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31,”;

(2) by striking subparagraph (A)(vi) and inserting the following:

“(vi) \$2,510,000,000 for fiscal year 2004.”; and

(3) by striking subparagraph (B)(vi) and inserting the following:

“(vi) \$627,500,000 for fiscal year 2004.”.

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

(1) in the paragraph heading by striking “2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31,”;

(2) by striking subparagraph (A)(vi) and inserting the following:

“(vi) \$58,600,000 for fiscal year 2004.”;

(3) by striking subparagraph (B)(vi) and inserting the following:

“(vi) \$14,400,000 for fiscal year 2004.”; and

(4) in subparagraph (C) by striking “or any portion of a fiscal year”.

(g) RESEARCH AUTHORIZATIONS.—Section 5338(d)(2) of such title is amended—

(1) in the paragraph heading by striking “2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31,”;

(2) by striking subparagraph (A)(vi) and inserting the following:

“(vi) \$42,200,000 for fiscal year 2004.”;

(3) by striking subparagraph (B)(vi) and inserting the following:

“(vi) \$10,800,000 for fiscal year 2004.”; and

(4) in subparagraph (C) by striking “(other than for the period of October 1, 2003, through July 31, 2004)”.

(h) RESEARCH FUNDS.—Section 8(h) of the Surface Transportation Extension Act of 2003 (118 Stat. 635; 118 Stat. 706) is repealed.

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

(1) in the paragraph heading by striking “2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31,”;

(2) in subparagraph (A) by striking “2003 and \$3,976,400 for the period of October 1, 2003, through July 31,”;

(3) in subparagraph (B) by striking “2003 and \$994,100 for the period of October 1, 2003, through July 31,”; and

(4) in each of subparagraphs (C)(i) and (C)(iii) by striking “(other than for the period of October 1, 2003, through 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; 118 Stat. 706) is repealed.

(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; 118 Stat. 707) is amended by striking “or 2003 and in the period October 31, 2003, through July 31, 2004” and inserting “, 2003, or 2004”.

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

(1) in the paragraph heading by striking “2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31,”;

(2) by striking subparagraph (A)(vi) and inserting the following:

“(vi) \$60,400,000 for fiscal year 2004.”; and

(3) by striking subparagraph (B)(vi) and inserting the following:

(vi) \$15,100,000 for fiscal year 2004.”.

(l) JOB ACCESS AND REVERSE COMMUTE PROGRAM.—Section 3037(1) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5309 note) is amended—

(1) by striking paragraph (1)(A)(vi) and inserting the following:

“(vi) \$100,000,000 for fiscal year 2004.”;

(2) by striking paragraph (1)(B)(vi) and inserting the following:

“(vi) \$25,000,000 for fiscal year 2004.”;

(3) in paragraph (2) by striking “, except that” and all that follows before the period at the end; and

(4) in paragraph (4) by striking “\$16,568,333” and inserting “\$20,000,000”.

(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) by striking paragraph (1)(F) and inserting after paragraph (1)(E) the following:

“(F) \$5,250,000 for fiscal year 2004.”; and

(2) in paragraph (2) by striking “\$6,800,000” and all that follows through “July 31, 2004” and inserting “\$1,700,000 shall be available for each of fiscal years 2000 through 2004”.

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

(1) in the paragraph heading by striking “FISCAL YEAR 2003 AND FOR THE PERIOD OF OCTOBER 1, 2003, THROUGH JULY 31, 2004” and inserting “FISCAL YEARS 2003 AND 2004”; and

(2) in subparagraph (A) by striking “fiscal year 2003, and for the period of October 1, 2003, through July 31, 2004” and inserting “fiscal years 2003 and 2004”.

(o) OBLIGATION CEILING.—Section 3040 of the Transportation Equity Act for the 21st

Century (112 Stat. 394; 118 Stat. 637; 118 Stat. 708) is amended by striking paragraph (6) and inserting the following:

“(6) \$7,309,000,000 in fiscal year 2004.”.

(p) FUEL CELL BUS AND BUS FACILITIES PROGRAM.—Section 3015(b) of the Transportation Equity Act for the 21st Century (112 Stat. 361; 118 Stat. 637; 118 Stat. 708) is amended by striking “(or, in the case of the period of October 1, 2003, through July 31, 2004 \$4,017,821)”.

(q) ADVANCED TECHNOLOGY PILOT PROJECT.—Section 3015(c)(2) of the Transportation Equity Act for the 21st Century (49 U.S.C. 322 note; 118 Stat. 637; 118 Stat. 708) is amended by striking “2003, and for the period of October 1, 2003, through July 31, 2004 \$5,000,000 per fiscal year and \$4,142,083 for such period” and inserting “2004, \$5,000,000 per fiscal year”.

(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; 118 Stat. 708) is amended—

(1) by striking “2003 and for the period of October 1, 2003, through July 31, 2004,” each place it appears and inserting “2004”; and

(2) in subsection (d)(3) by redesignating the second subparagraph (D), relating to the Memphis-Shelby International Airport intermodal facility, as subparagraph (H) and aligning the margin of such subparagraph with subparagraph (G).

(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; 118 Stat. 708) is amended by striking “2003, and for the period of October 1, 2003, through July 31,” each place it appears.

(t) TREATMENT OF FUNDS.—Section 8(t) of the Surface Transportation Extension Act of 2003 (23 U.S.C. 101 note; 118 Stat. 637; 118 Stat. 708) is amended—

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

(2) in paragraph (2) by striking “, except that” and all that follows before the period at the end.

(u) LOCAL SHARE.—Section 3011(a) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 118 Stat. 637; 118 Stat. 708) is amended by striking “2003, and for the period of October 1, 2003 through 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; 118 Stat. 709) is amended by striking “\$136,688,750 for the period of October 1, 2003, through July 31, 2004” and inserting “\$165,000,000 for fiscal year 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; 118 Stat. 709) is amended by striking “2003 and \$59,646,000 for the period of October 1, 2003, through July 31,”.

(c) OCCUPANT PROTECTION INCENTIVE GRANTS.—Section 2009(a)(3) of such Act (112 Stat. 337; 117 Stat. 1120; 118 Stat. 489; 118 Stat. 638; 118 Stat. 709) is amended by striking “\$16,568,333 for the period of October 1, 2003, through July 31, 2004” and inserting “\$20,000,000 for fiscal year 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; 118 Stat. 709) is amended by striking “\$33,136,667 for the period of October 1, 2003, through July 31, 2004” and inserting “\$40,000,000 for fiscal year 2004”.

(e) NATIONAL DRIVER REGISTER.—Section 2009(a)(6) of such Act (112 Stat. 338; 117 Stat. 1120; 118 Stat. 638; 118 Stat. 709) is amended by striking “\$2,982,300 for the period of October 1, 2003, through July 31, 2004” and inserting “\$3,600,000 for fiscal year 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; 118 Stat. 709) is amended by striking “\$146,725,000 for the period October 1, 2003, through July 31, 2004” and inserting “\$176,070,000 for fiscal year 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 \$169,000,000 for fiscal year 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) \$20,000,000 for the fiscal year 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; 118 Stat. 709) is amended—

(A) by striking “the period of October 1, 2003 through June 30,” and inserting “fiscal year”; and

(B) by striking “\$833,333” and inserting “\$1,000,000”.

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

(1) by striking “\$833,333” and inserting “\$1,000,000”; and

(2) by striking “the period of October 1, 2003 through July 31,” and inserting “fiscal year”.

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 “August 1, 2004” and inserting “October 1, 2004”;

(B) by striking “or” at the end of subparagraph (H),

(C) by striking the period at the end of subparagraph (I) and inserting “, or”,

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

“(J) authorized to be paid out of the Highway Trust Fund under the Surface Transportation Extension Act of 2004, Part IV.”, and

(E) in the matter after subparagraph (J), as added by this paragraph, by striking “Surface Transportation Extension Act of 2004, Part III” and inserting “Surface Transportation Extension Act of 2004, Part IV”.

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

(A) in the matter before subparagraph (A), by striking “August 1, 2004” and inserting “October 1, 2004”;

(B) in subparagraph (F), by striking “or” at the end of such subparagraph,

(C) in subparagraph (G), by inserting “or” at the end of such subparagraph,

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

“(H) the Surface Transportation Extension Act of 2004, Part IV.”, and

(E) in the matter after subparagraph (H), as added by this paragraph, by striking

"Surface Transportation Extension Act of 2004, Part III" and inserting "Surface Transportation Extension Act of 2004, Part IV".

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

(4) SPECIAL RULE FOR CORE HIGHWAY PROGRAMS.—

(A) IN GENERAL.—In the case of a core highway program, subsections (b)(5) and (c)(1) of section 9503 of such Code shall be applied by substituting "September 25, 2004" for "October 1, 2004".

(B) CORE HIGHWAY PROGRAM.—For purposes of subparagraph (A), the term "core highway program" means any program (other than any program carried out by the National Highway Traffic Safety Administration and any program carried out by the Federal Motor Carrier Administration) funded from the Highway Trust Fund (other than the Mass Transit Account).

(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 III" each place it appears and inserting "Surface Transportation Extension Act of 2004, Part IV".

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

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

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

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Paragraph (2) of section 9504(d) of such Code is amended by striking "August 1, 2004" and inserting "October 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 September 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 bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

EXPRESSING DISMAY OVER ALLEGED CRIMINAL ACTIVITIES OF FORMER NATIONAL SECURITY ADVISOR SANDY BERGER

(Mr. GIBBONS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GIBBONS. Mr. Speaker, I rise today to express my profound dismay

over the allegedly criminal activities of former National Security Adviser Sandy Berger and his apparent theft of classified terrorism-related documents from the National Archives.

As a former Air Force officer and current subcommittee chairman on the Permanent Select Committee on Intelligence, I am used to dealing with and protecting highly classified materials. I would have presumed that Mr. Berger was also.

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Yet, it appears that Mr. Berger smuggled his stolen documents out of a secure area in his socks and down his pants. That is correct, in his socks and down his pants, Mr. Speaker. If it was not so serious, it would be comical.

Are we expected to believe that this was all some sort of innocent mistake? The Wall Street Journal likened such a pitiful excuse to the old "the dog ate my homework" routine.

Mr. Speaker, there are two critical concerns here. First is the apparent premeditated theft of highly classified material, presumably to be withheld from the 9/11 Commission and; second, what was in these stolen documents that would cause a former National Security Adviser to risk his reputation and potential jail time to cover up. I want to know the answers to these questions, and I want Mr. Berger to be held accountable for his actions. I suspect the American people do as well.

DISPENSING WITH CALENDAR WEDNESDAY BUSINESS ON WEDNESDAY, SEPTEMBER 8, 2004

Mr. THOMAS. Mr. Speaker, I ask unanimous consent that the business in order under the Calendar Wednesday rule be dispensed with on Wednesday, September 8, 2004.

The SPEAKER pro tempore (Mr. SIMPSON). Is there objection to the request of the gentleman from California?

There was no objection.

CONDITIONAL ADJOURNMENT TO MONDAY, JULY 26, 2004

Mr. THOMAS. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 4 p.m. on Monday, July 26, 2004, unless it sooner has received a message from the Senate transmitting its concurrence in House Concurrent Resolution 479, in which case the House shall stand adjourned pursuant to that concurrent resolution.

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

There was no objection.

APPOINTMENT OF HON. FRANK R. WOLF OR HON. TOM DAVIS OF VIRGINIA TO ACT AS SPEAKER PRO TEMPORE TO SIGN ENROLLED BILLS AND JOINT RESOLUTIONS THROUGH SEPTEMBER 7, 2004

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

HOUSE OF REPRESENTATIVES,

Washington, DC, July 22, 2004.

I hereby appoint the Honorable FRANK R. WOLF or, if he is not available to perform this duty, the Honorable TOM DAVIS to act as Speaker pro tempore to sign enrolled bills and joint resolutions through September 7, 2004.

J. DENNIS HASTERT,

Speaker of the House of Representatives.

The SPEAKER pro tempore. Without objection, the appointment is approved.

There was no objection.

POLYGAMY IN ELDORADO, TEXAS

(Mr. BURGESS asked and was given permission to address the House for 1 minute and to revise and extend his remarks and include therein extraneous material.)

Mr. BURGESS. Mr. Speaker, I would just point out in the gentleman from Washington's comments, Sandy Berger is not the issue. Why was he fired by the Kerry campaign?

I am really here this morning to talk about H.R. 3313, the Marriage Protection Act, and I wanted to bring to the House's attention an article that appeared in one of my hometown papers, the Fort Worth-Star Telegram earlier this month.

This article dealt with a polygamy sect that is taking over the town of Eldorado, Texas, and their lawyer Rodney Parker disputes the allegation of abuse, saying that detractors had taken beliefs out of context. He went on to say marriages of 16-year-olds and occasionally younger happen, but they are not commonplace, his words. None of these girls is being held prisoner.

He went on to say, I think polygamy is constitutionally permitted. He said all manner of sexual relationships are now permitted. To somehow single this one out and say it is illegal does not make sense.

Mr. Speaker, I would submit that our efforts today to protect the Defense of Marriage Act that was passed in 1996 are right on target and worthy of the support of everyone in this House.

I will include the article I referred to earlier for the RECORD at this point.

[From the Fort Worth Star-Telegram, July 6, 2004]

ELDORADO.—First it was going to be a hunting lodge.

Then a retreat.

But as each new dormitory-style building goes up, residents here become a little more apprehensive as a secretive polygamist sect prepares to occupy a ranch four miles outside Eldorado.

Locals say they have good reasons for feeling uneasy about their new neighbors.