

AUTHORIZING THE CLERK TO MAKE TECHNICAL AND CONFORMING CHANGES IN ENGROSSMENT OF H.R. 1815, NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2006

Mr. HUNTER. Mr. Speaker, I ask unanimous consent that in the engrossment of the bill, H.R. 1815, the Clerk be authorized to correct section numbers, punctuation, cross-references, and the table of contents, and to make such other technical and conforming changes as may be necessary to reflect the actions of the House in amending the bill, and that the Clerk be authorized to make the additional technical corrections which are at the desk.

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

There was no objection.

GENERAL LEAVE

Mr. HUNTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 1815.

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

There was no objection.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Monahan, one of its clerks, announced that the Senate has passed with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 3. An act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

The message also announced that pursuant to Public Law 100-696, the Chair, on behalf of the President pro tempore, appoints the following individual as a member of the United States Capitol Preservation Commission:

The Senator from Colorado (Mr. ALLARD), vice the Senator from Utah (Mr. BENNETT).

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 2528, MILITARY QUALITY OF LIFE AND VETERANS AFFAIRS APPROPRIATIONS ACT, 2006

Mr. GINGREY, from the Committee on Rules, submitted a privileged report (Rept. No. 109-97) on the resolution (H. Res. 298) providing for consideration of the bill (H.R. 2528) making appropriations for military quality of life functions of the Department of Defense, military construction, the Department of Veterans Affairs, and related agencies for the fiscal year ending September 30, 2006, and for other purposes, which was referred to the House Calendar and ordered to be printed.

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 the motion 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.

Any record vote on the postponed question will be taken tomorrow.

SURFACE TRANSPORTATION EXTENSION ACT OF 2005

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2566) 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. 2566

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 2005".

SEC. 2. ADVANCES.

(a) IN GENERAL.—Section 2(a)(1) of the Surface Transportation Extension Act of 2004, Part V (23 U.S.C. 104 note; 118 Stat. 1144) is amended by striking "as amended by this section" and inserting "as amended by this Act and the Surface Transportation Extension Act of 2005".

(b) PROGRAMMATIC DISTRIBUTIONS.—

(1) ADMINISTRATION OF FUNDS.—Section 2(b)(3) of such Act (118 Stat. 1145) is amended by striking "the amendment made under subsection (d)" and inserting "section 1101(l) of the Transportation Equity Act for the 21st Century".

(2) SPECIAL RULES FOR MINIMUM GUARANTEE.—Section 2(b)(4) of such Act is amended by striking "\$1,866,666,667" and inserting "\$2,100,000,000".

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

(c) AUTHORIZATION OF CONTRACT AUTHORITY.—Section 1101(l)(1) of the Transportation Equity Act for the 21st Century (118 Stat. 1145) is amended by striking "\$22,685,936,000 for the period of October 1, 2004, through May 31, 2005" and inserting "\$25,521,678,000 for the period of October 1, 2004, through June 30, 2005".

(d) LIMITATION ON OBLIGATIONS.—Section 2(e) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1146) is amended to read as follows:

"(e) LIMITATION ON OBLIGATIONS.—

"(1) DISTRIBUTION OF OBLIGATION AUTHORITY.—Subject to paragraph (2), for the period of October 1, 2004, through June 30, 2005, the Secretary shall distribute the obligation limitation made available for Federal-aid highways and highway safety construction programs under the heading 'FEDERAL-AID HIGHWAYS' in title I of division H of the Consolidated Appropriations Act, 2005 (23 U.S.C. 104 note; 118 Stat. 3204), in accordance with section 110 of such title (23 U.S.C. 104 note; 118 Stat. 3209); except that the amount of obligation limitation to be distributed for such period for each program, project, and activ-

ity specified in sections 110(a)(1), 110(a)(2), 110(a)(4), and 110(a)(5) of such title shall equal the greater of—

"(A) the funding authorized for such program, project, or activity in this Act and the Surface Transportation Extension Act of 2005 (including any amendments made by this Act and such Act); or

"(B) 1/2 of the funding provided for or limitation set on such program, project, or activity in title I of division H of the Consolidated Appropriations Act, 2005.

"(2) LIMITATION ON TOTAL AMOUNT OF AUTHORITY DISTRIBUTED.—The total amount of obligation limitation distributed under paragraph (1) for the period of October 1, 2004, through June 30, 2005, shall not exceed \$26,025,000,000; except that this limitation shall not apply to \$479,250,000 in obligations for minimum guarantee for such period.

"(3) TIME PERIOD FOR OBLIGATIONS OF FUNDS.—After June 30, 2005, no funds shall be obligated for any Federal-aid highway program project until the date of enactment of a law reauthorizing the Federal-aid highway program.

"(4) TREATMENT OF OBLIGATIONS.—Any obligation of obligation authority distributed under this subsection shall be considered to be an obligation for Federal-aid highways and highway safety construction programs for fiscal year 2005 for the purposes of the matter under the heading 'FEDERAL-AID HIGHWAYS' in title I of division H of the Consolidated Appropriations Act, 2005 (23 U.S.C. 104 note; 118 Stat. 3204)."

SEC. 3. ADMINISTRATIVE EXPENSES.

Section 4(a) of the Surface Transportation Extension Act of 2004 (118 Stat. 1147) is amended by striking "\$234,682,667" and inserting "\$264,018,000".

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; 118 Stat. 1147) is amended—

(i) in the first sentence by striking "\$183,333,333 for the period of October 1, 2004, through May 31, 2005" and inserting "\$206,250,000 for the period of October 1, 2004, through June 30, 2005"; and

(ii) in the second sentence by striking "\$8,666,667" and inserting "\$9,750,000".

(B) PUBLIC LANDS HIGHWAYS.—Section 1101(a)(8)(B) of such Act (112 Stat. 112; 118 Stat. 1148) is amended by striking "\$164,000,000 for the period of October 1, 2004, through May 31, 2005" and inserting "\$184,500,000 for the period of October 1, 2004, through June 30, 2005".

(C) PARK ROADS AND PARKWAYS.—Section 1101(a)(8)(C) of such Act (112 Stat. 112; 118 Stat. 1148) is amended by striking "\$110,000,000 for the period of October 1, 2004, through May 31, 2005" and inserting "\$123,750,000 for the period of October 1, 2004, through June 30, 2005".

(D) REFUGE ROADS.—Section 1101(a)(8)(D) of such Act (112 Stat. 112; 118 Stat. 1148) is amended by striking "\$13,333,333 for the period of October 1, 2004, through May 31, 2005" and inserting "\$15,000,000 for the period of October 1, 2004, through June 30, 2005".

(2) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT AND COORDINATED BORDER INFRASTRUCTURE PROGRAMS.—Section 1101(a)(9) of such Act (112 Stat. 112; 118 Stat. 1148) is amended by striking "\$93,333,333 for the period of October 1, 2004, through May 31, 2005" and inserting "\$105,000,000 for the period of October 1, 2004, through June 30, 2005".

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

(A) IN GENERAL.—Section 1101(a)(10) of such Act (112 Stat. 113; 118 Stat. 1148) is amended by striking “\$25,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$28,500,000 for the period of October 1, 2004, through June 30, 2005”.

(B) SET ASIDE FOR ALASKA, NEW JERSEY, AND WASHINGTON.—Section 5(a)(3)(B) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1148) is amended—

(i) in clause (i) by striking “\$6,666,667” and inserting “\$7,500,000”;

(ii) in clause (ii) by striking “\$3,333,333” and inserting “\$3,750,000”; and

(iii) in clause (iii) by striking “\$3,333,333” and inserting “\$3,750,000”.

(4) NATIONAL SCENIC BYWAYS PROGRAM.—Section 1101(a)(11) of the Transportation Equity Act for the 21st Century (112 Stat. 113; 118 Stat. 1148) is amended by striking “2001,” and all that follows through “May 31, 2005” and inserting “2001, \$25,500,000 for fiscal year 2002, \$26,500,000 for each of fiscal years 2003 and 2004, and \$19,875,000 for the period of October 1, 2004, through June 30, 2005”.

(5) VALUE PRICING PILOT PROGRAM.—Section 1101(a)(12) of such Act (112 Stat. 113; 118 Stat. 1148) is amended by striking “\$7,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$8,250,000 for the period of October 1, 2004, through June 30, 2005”.

(6) HIGHWAY USE TAX EVASION PROJECTS.—Section 1101(a)(14) of such Act (112 Stat. 113; 118 Stat. 1148) is amended by striking “\$3,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$3,750,000 for the period of October 1, 2004, through June 30, 2005”.

(7) COMMONWEALTH OF PUERTO RICO HIGHWAY PROGRAM.—Section 1101(a)(15)(A) of such Act (112 Stat. 113; 118 Stat. 1149) is amended by striking “\$73,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$82,500,000 for the period of October 1, 2004, through June 30, 2005”.

(8) SAFETY GRANTS.—Section 1212(i)(1)(D) of such Act (23 U.S.C. 402 note; 112 Stat. 196; 112 Stat. 840; 118 Stat. 1149) is amended by striking “\$333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$375,000 for the period of October 1, 2004, through June 30, 2005”.

(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; 118 Stat. 1149) is amended by striking “\$16,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$18,750,000 for the period of October 1, 2004, through June 30, 2005”.

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

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

“(G) \$97,500,000 for the period of October 1, 2004, through June 30, 2005.”;

(B) in subsection (a)(2) by striking “\$1,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$1,500,000 for the period of October 1, 2004, through June 30, 2005”; and

(C) in the item relating to fiscal year 2005 in table contained in subsection (c) by striking “\$1,733,333,333” and inserting “\$1,950,000,000”.

(11) NATIONAL SCENIC BYWAYS CLEARINGHOUSE.—Section 1215(b)(3) of the Transportation Equity Act for the 21st Century (112 Stat. 210; 118 Stat. 1149) is amended—

(A) by striking “\$1,000,000” and inserting “\$1,125,000”; and

(B) by striking “May 31” and inserting “June 30”.

(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; 118 Stat. 1149) is amended by striking “\$68,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$77,250,000 for the period of October 1, 2004, through June 30, 2005”.

(2) TECHNOLOGY DEPLOYMENT PROGRAM.—Section 5001(a)(2) of such Act (112 Stat. 419; 118 Stat. 1149) is amended by striking “\$33,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$37,500,000 for the period of October 1, 2004, through June 30, 2005”.

(3) TRAINING AND EDUCATION.—Section 5001(a)(3) of such Act (112 Stat. 420; 118 Stat. 1150) is amended by striking “\$13,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$15,000,000 for the period of October 1, 2004, through June 30, 2005”.

(4) BUREAU OF TRANSPORTATION STATISTICS.—Section 5001(a)(4) of such Act (112 Stat. 420; 118 Stat. 1150) is amended by striking “\$20,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$23,250,000 for the period of October 1, 2004, through June 30, 2005”.

(5) ITS STANDARDS, RESEARCH, OPERATIONAL TESTS, AND DEVELOPMENT.—Section 5001(a)(5) of such Act (112 Stat. 420; 118 Stat. 1150) is amended by striking “\$73,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$82,500,000 for the period of October 1, 2004, through June 30, 2005”.

(6) ITS DEPLOYMENT.—Section 5001(a)(6) of such Act (112 Stat. 420; 118 Stat. 1150) is amended by striking “\$81,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$91,500,000 for the period of October 1, 2004, through June 30, 2005”.

(7) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5001(a)(7) of such Act (112 Stat. 420; 118 Stat. 1150) is amended by striking “\$17,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$19,875,000 for the period of October 1, 2004, through June 30, 2005”.

(c) METROPOLITAN PLANNING.—Section 5(c)(1) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1150) is amended by striking “\$145,000,000 for the period of October 1, 2004, through May 31, 2005” and inserting “\$163,125,000 for the period of October 1, 2004, through June 30, 2005”.

(d) TERRITORIES.—Section 1101(d)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 111; 118 Stat. 1150) is amended by striking “\$24,266,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$27,300,000 for the period of October 1, 2004, through June 30, 2005”.

(e) ALASKA HIGHWAY.—Section 1101(e)(1) of such Act (118 Stat. 1150) is amended by striking “\$12,533,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$14,100,000 for the period of October 1, 2004, through June 30, 2005”.

(f) OPERATION LIFESAVER.—Section 1101(f)(1) of such Act (118 Stat. 1151) is amended by striking “\$333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$375,000 for the period of October 1, 2004, through June 30, 2005”.

(g) BRIDGE DISCRETIONARY.—Section 1101(g)(1) of such Act (118 Stat. 1151) is amended—

(1) by striking “\$66,666,667” and inserting “\$75,000,000”; and

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

(h) INTERSTATE MAINTENANCE.—Section 1101(h)(1) of such Act (118 Stat. 1151) is amended—

(1) by striking “\$66,666,667” and inserting “\$75,000,000”; and

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

(i) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—Section 1101(i)(1) of such Act (118

Stat. 1151) is amended by striking “\$500,000 for the period of October 1, 2004, through May 31, 2005” and inserting “\$562,500 for the period of October 1, 2004, through June 30, 2005”.

(j) RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS.—Section 1101(j)(1) of such Act (118 Stat. 1151) is amended—

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

(2) by striking “\$166,667” and inserting “\$187,500”; and

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

(k) NONDISCRIMINATION.—Section 1101(k) of such Act (118 Stat. 1151) is amended—

(1) in paragraph (1) by striking “\$6,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$7,500,000 for the period of October 1, 2004, through June 30, 2005”; and

(2) in paragraph (2) by striking “\$6,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$7,500,000 for the period of October 1, 2004, through June 30, 2005”.

(l) ADMINISTRATION OF FUNDS.—Section 5(1) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1151) is amended—

(1) by inserting “and section 4 of the Surface Transportation Extension Act of 2005” after “this section” the first place it appears; and

(2) by inserting “or the amendment made by section 4(a)(1) of such Act” before the period at the end.

(m) REDUCTION OF ALLOCATED PROGRAMS.—Section 5(m) of such Act (118 Stat. 1151) is amended—

(1) by inserting “and section 4 of the Surface Transportation Extension Act of 2005” after “but for this section”;

(2) by striking “both”;

(3) by striking “and by this section” and inserting “, by this section, and by section 4 of such Act”; and

(4) by inserting “and by section 4 of such Act” before the period at the end.

(n) PROGRAM CATEGORY RECONCILIATION.—Section 5(n) of such Act (118 Stat. 1151) is amended by inserting “and section 4 of the Surface Transportation Extension Act of 2005” after “this section”.

SEC. 5. EXTENSION OF HIGHWAY SAFETY PROGRAMS.

(a) CHAPTER 1 HIGHWAY SAFETY PROGRAMS.—

(1) SEAT BELT SAFETY INCENTIVE GRANTS.—Section 157(g)(1) of title 23, United States Code, is amended by striking “\$74,666,667 for the period of October 1, 2004, through May 31, 2005” and inserting “\$84,000,000 for the period of October 1, 2004, through June 30, 2005”.

(2) PREVENTION OF INTOXICATED DRIVER INCENTIVE GRANTS.—Section 163(e)(1) of such title is amended by striking “\$73,333,333 for the period of October 1, 2004, through May 31, 2005” and inserting “\$82,500,000 for the period of October 1, 2004, through June 30, 2005”.

(b) CHAPTER 4 HIGHWAY SAFETY PROGRAMS.—Section 2009(a)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 337; 118 Stat. 1152) is amended by striking “\$110,000,000 for the period of October 1, 2004, through May 31, 2005” and inserting “\$123,750,000 for the period of October 1, 2004, through June 30, 2005”.

(c) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2009(a)(2) of such Act (112 Stat. 337; 118 Stat. 1152) is amended by striking “1998 through” and all that follows through “May 31, 2005” and inserting “1998 through 2004 and \$54,000,000 for the period of October 1, 2004, through June 30, 2005”.

(d) OCCUPANT PROTECTION INCENTIVE GRANTS.—Section 2009(a)(3) of such Act (112 Stat. 337; 118 Stat. 1152) is amended by striking “\$13,333,333 for the period of October 1,

2004, through May 31, 2005" and inserting "\$15,000,000 for the period of October 1, 2004, through June 30, 2005".

(e) ALCOHOL-IMPAIRED DRIVING COUNTER-MEASURES INCENTIVE GRANTS.—Section 2009(a)(4) of such Act (112 Stat. 337; 118 Stat. 1153) is amended by striking "\$26,666,667 for the period of October 1, 2004, through May 31, 2005" and inserting "\$30,000,000 for the period of October 1, 2004, through June 30, 2005".

(f) NATIONAL DRIVER REGISTER.—Section 2009(a)(6) of such Act (112 Stat. 338; 118 Stat. 1153) is amended by striking "\$2,400,000 for the period of October 1, 2004, through May 31, 2005" and inserting "\$2,700,000 for the period of October 1, 2004, through June 30, 2005".

SEC. 6. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAM.

(a) ADMINISTRATIVE EXPENSES.—Section 7(a)(1) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1153) is amended by striking "\$160,552,536 for the period of October 1, 2004, through May 31, 2005" and inserting "\$192,631,044 for the period October 1, 2004 through June 30, 2005".

(b) MOTOR CARRIER SAFETY ASSISTANCE PROGRAM.—Section 31104(a)(8) of title 49, United States Code, is amended to read as follows:

"(8) Not more than \$126,402,740 for the period of October 1, 2004, through June 30, 2005."

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

(1) AUTHORIZATION OF APPROPRIATION.—Section 31107(a)(6) of such title is amended to read as follows:

"(5) \$14,958,904 for the period of October 1, 2004, through June 30, 2005."

(2) EMERGENCY CDL GRANTS.—Section 7(c)(2) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1153) is amended—

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

(B) by striking "\$665,753" and inserting "\$747,945".

(d) CRASH CAUSATION STUDY.—Section 7(d) of such Act (118 Stat. 1154) is amended—

(1) by striking "\$665,753" and inserting "\$747,945"; and

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

SEC. 7. EXTENSION OF FEDERAL TRANSIT PROGRAMS.

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

(1) in the matter preceding subparagraph (A) of paragraph (1) by striking "May 31, 2005" and inserting "June 30, 2005";

(2) in paragraph (2)(B)(iii)—

(A) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(B) by striking "\$6,933,333" and inserting "\$7,800,000"; and

(C) by striking "May 31, 2005" and inserting "June 30, 2005";

(3) in paragraph (3)(B)—

(A) by striking "\$2,000,000" and inserting "\$2,250,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(4) in paragraph (3)(C)—

(A) by striking "\$33,333,333" and inserting "\$37,500,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005".

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

(1) in the heading to paragraph (2) by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in paragraph (2)(A)(vii)—

(A) by striking "\$2,201,760,000" and inserting "\$2,545,785,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005";

(3) in paragraph (2)(B)(vii) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(4) in paragraph (2)(C) by striking "May 31, 2005" and inserting "June 30, 2005".

(c) FORMULA GRANT FUNDS.—Section 8(d) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1155) is amended—

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in the matter preceding paragraph (1) by striking "May 31, 2005" and inserting "June 30, 2005";

(3) in paragraph (1) by striking "\$3,233,300" and inserting "\$3,637,462";

(4) in paragraph (2) by striking "\$33,333,333" and inserting "\$37,500,000";

(5) in paragraph (3) by striking "\$65,064,001" and inserting "\$73,197,001";

(6) in paragraph (4) by striking "\$172,690,702" and inserting "\$194,277,040";

(7) in paragraph (5) by striking "\$4,633,333" and inserting "\$5,212,500"; and

(8) in paragraph (6) by striking "\$2,473,245,331" and inserting "\$2,782,400,997".

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

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in subparagraph (A)(vii)—

(A) by striking "\$1,740,960,000" and inserting "\$2,012,985,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(3) in subparagraph (B)(vii) by striking "May 31, 2005" and inserting "June 30, 2005".

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

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in subparagraph (A)(vii)—

(A) by striking "\$41,813,334" and inserting "\$48,346,668"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(3) in subparagraph (B)(vii) by striking "May 31, 2005" and inserting "June 30, 2005".

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

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in subparagraph (A)(vii)—

(A) by striking "\$28,266,667" and inserting "\$32,683,333"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005";

(3) in subparagraph (B)(vii) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(4) in subparagraph (C) by striking "May 31, 2005" and inserting "June 30, 2005".

(g) ALLOCATION OF RESEARCH FUNDS.—Section 8(h) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1156) is amended—

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in the matter preceding paragraph (1) by striking "May 31, 2005" and inserting "June 30, 2005";

(3) in paragraph (1) by striking "\$3,500,000" and inserting "\$3,937,500";

(4) in paragraph (2) by striking "\$5,500,000" and inserting "\$6,187,500"; and

(5) in paragraph (3)—

(A) by striking "\$2,666,667" and inserting "\$3,000,000"; and

(B) by striking "\$666,667" and inserting "\$750,000".

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

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in subparagraph (A)—

(A) by striking "\$3,200,000" and inserting "\$3,700,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005";

(3) in subparagraph (B) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(4) in subparagraphs (C)(i) and (C)(iii) by striking "May 31, 2005" and inserting "June 30, 2005".

(i) ALLOCATION OF UNIVERSITY TRANSPORTATION RESEARCH FUNDS.—

(1) IN GENERAL.—Section 8(j) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1157) is amended—

(A) in the matter preceding subparagraph (A) of paragraph (1) by striking "May 31, 2005" and inserting "June 30, 2005";

(B) in paragraph (1)(A) by striking "\$1,333,333" and inserting "\$1,500,000";

(C) in paragraph (1)(B) by striking "\$1,333,333" and inserting "\$1,500,000"; and

(D) in paragraph (2) by striking "May 31, 2005" and inserting "June 30, 2005".

(2) CONFORMING AMENDMENT.—Section 3015(d)(2) of the Transportation Equity Act for the 21st Century (112 Stat. 857; 118 Stat. 1157) is amended by striking "May 31, 2005" and inserting "June 30, 2005".

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

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005";

(2) in subparagraph (A)(vii)—

(A) by striking "\$41,600,000" and inserting "\$48,100,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(3) in subparagraph (B)(vii) by striking "May 31, 2005" and inserting "June 30, 2005".

(k) JOB ACCESS AND REVERSE COMMUTE PROGRAM.—Section 3037(l) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5309 note; 112 Stat. 391; 118 Stat. 1157) is amended—

(1) in paragraph (1)(A)(vii)—

(A) by striking "\$80,000,000" and inserting "\$92,500,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005";

(2) in paragraph (1)(B)(vii) by striking "May 31, 2005" and inserting "June 30, 2005"; and

(3) in paragraph (2) by striking "May 31, 2005, not more than \$6,666,667" and inserting "June 30, 2005, not more than \$7,500,000".

(l) RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.—Section 3038(g) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note; 112 Stat. 393; 118 Stat. 1158) is amended—

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

"(G) \$3,937,500 for the period of October 1, 2004, through June 30, 2005"; and

(2) in paragraph (2)—

(A) by striking "\$1,133,333" and inserting "\$1,275,000"; and

(B) by striking "May 31, 2005" and inserting "June 30, 2005".

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

(1) in the heading by striking "MAY 31, 2005" and inserting "JUNE 30, 2005"; and

(2) in subparagraph (A) by striking "May 31, 2005" and inserting "June 30, 2005".

(n) OBLIGATION CEILING.—Section 3040(7) of the Transportation Equity Act for the 21st Century (112 Stat. 394; 118 Stat. 1158) is amended—

(1) by striking "\$5,172,000,000" and inserting "\$5,818,500,000"; and

(2) by striking "May 31, 2005" and inserting "June 30, 2005".

(o) FUEL CELL BUS AND BUS FACILITIES PROGRAM.—Section 3015(b) of the Transportation Equity Act for the 21st Century (112 Stat. 361; 118 Stat. 1158) is amended—

(1) by striking “May 31, 2005” and inserting “June 30, 2005”; and

(2) by striking “\$3,233,333” and inserting “\$3,637,500”.

(p) **ADVANCED TECHNOLOGY PILOT PROJECT.**—Section 3015(c)(2) of the Transportation Equity Act for the 21st Century (49 U.S.C. 322 note; 112 Stat. 361; 118 Stat. 1158) is amended—

(1) by striking “May 31, 2005,” and inserting “June 30, 2005”; and

(2) by striking “\$3,333,333” and inserting “\$3,750,000”.

(q) **PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.**—Subsections (a), (b), and (c)(1) of section 3030 of the Transportation Equity Act for the 21st Century (112 Stat. 373; 118 Stat. 1158) are amended by striking “May 31, 2005” and inserting “June 30, 2005”.

(r) **NEW JERSEY URBAN CORE PROJECT.**—Subparagraphs (A), (B), and (C) of section 3031(a)(3) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2122; 118 Stat. 1158) are amended by striking “May 31, 2005” and inserting “June 30, 2005”.

(s) **TREATMENT OF FUNDS.**—Amounts made available under the amendments made by this section shall be treated for purposes of section 1101(b) of the Transportation Equity Act for the 21st Century (23 U.S.C. 101 note) as amounts made available for programs under title III of such Act.

(t) **LOCAL SHARE.**—Section 3011(a) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 118 Stat. 1158) is amended by striking “May 31, 2005” and inserting “June 30, 2005”.

SEC. 8. SPORT FISHING AND BOATING SAFETY.

(a) **FUNDING FOR NATIONAL OUTREACH AND COMMUNICATIONS PROGRAM.**—Section 4(c)(7) of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c(c)(6)) is amended to read as follows:

“(6) \$7,499,997 for the period of October 1, 2004, through June 30, 2005.”

(b) **CLEAN VESSEL ACT FUNDING.**—Section 4(b)(4) of such Act (16 U.S.C. 777c(b)(4)) is amended to read as follows:

“(4) **FIRST 9 MONTHS OF FISCAL YEAR 2005.**—For the period of October 1, 2004, through June 30, 2005, of the balance of each annual appropriation remaining after making the distribution under subsection (a), an amount equal to \$61,499,997, reduced by 82 percent of the amount appropriated for that fiscal year from the Boat Safety Account of the Aquatic Resources Trust Fund established by section 9504 of the Internal Revenue Code of 1986 to carry out the purposes of section 13106(a) of title 46, United States Code, shall be used as follows:

“(A) \$7,499,997 shall be available to the Secretary of the Interior for 3 fiscal years for obligation for qualified projects under section 5604(c) of the Clean Vessel Act of 1992 (33 U.S.C. 1322 note).

“(B) \$6,000,000 shall be available to the Secretary of the Interior for 3 fiscal years for obligation for qualified projects under section 7404(d) of the Sportfishing and Boating Safety Act of 1998 (16 U.S.C. 777g-1(d)).

“(C) The balance remaining after the application of subparagraphs (A) and (B) shall be transferred to the Secretary of Transportation and shall be expended for State recreational boating safety programs under section 13106 of title 46, United States Code.”

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

(1) by striking “\$3,333,336” and inserting “\$3,750,003”; and

(2) by striking “\$1,333,336” and inserting “\$1,500,003”.

SEC. 9. 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 “June 1, 2005” and inserting “July 1, 2005”;

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

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

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

“(L) authorized to be paid out of the Highway Trust Fund under the Surface Transportation Extension Act of 2005.”; and

(E) in the matter after subparagraph (L), as added by this paragraph, by striking “Surface Transportation Extension Act of 2004, Part V” and inserting “Surface Transportation Extension Act of 2005”.

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

(A) in the matter before subparagraph (A), by striking “June 1, 2005” and inserting “July 1, 2005”;

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

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

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

“(J) the Surface Transportation Extension Act of 2005.”; and

(E) in the matter after subparagraph (J), as added by this paragraph, by striking “Surface Transportation Extension Act of 2004, Part V” and inserting “Surface Transportation Extension Act of 2005”.

(3) **EXCEPTION TO LIMITATION ON TRANSFERS.**—Subparagraph (B) of section 9503(b)(6) of such Code is amended by striking “June 1, 2005” and inserting “July 1, 2005”.

(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 V” each place it appears and inserting “Surface Transportation Extension Act of 2005”.

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

(A) by striking “June 1, 2005” and inserting “July 1, 2005”; and

(B) by striking “Surface Transportation Extension Act of 2004, Part V” and inserting “Surface Transportation Extension Act of 2005”.

(3) **EXCEPTION TO LIMITATION ON TRANSFERS.**—Paragraph (2) of section 9504(d) of such Code is amended by striking “June 1, 2005” and inserting “July 1, 2005”.

(c) **EXTENSION OF TAX, ETC., ON USE OF CERTAIN HEAVY VEHICLES.**—The following provisions of the Internal Revenue Code of 1986 are each amended by striking “2005” each place it appears and inserting “2006”:

(1) Section 4481(f).

(2) Section 4482(c)(4).

(3) Section 4482(d).

(4) Section 4483(h).

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

(e) **TEMPORARY RULE REGARDING ADJUSTMENTS.**—During the period beginning on the date of the enactment of the Surface Transportation Extension Act of 2003 and ending on June 30, 2005, 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 re-

ferred to in section 9503(d)(1)(B) of such Code, and

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

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

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

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 2566.

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

There was no objection.

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

Mr. Speaker, the bill will extend for 30 days our Nation's highway, transit and safety programs when the current program expires at the end of May. We need to take this action to give us some more time to get a long-term authorization in place. Conferees will soon be named so that we can get to work to complete a conference report on H.R. 3 by the time this extension has run its course.

I ask my colleagues to approve this extension with the clear intention that the next time we are on the floor, we will be here to ask for your vote for a conference report to extend these programs to the year 2009.

Mr. Speaker, H.R. 2566 will extend for 30 days our nation's highway, transit and safety programs. I am not pleased that we have to bring this bill before the House, but we must move this extension—and I trust this is the last time we will do so—in order to keep our transportation program functioning as we work to finalize a multi-year reauthorization bill.

As the members know, we worked to enact such a reauthorization bill last year, but with the pressure of election-year politics and the various demands placed on the program with not enough resources to meet them, we were unable to do so before the 108th Congress adjourned.

This year, the House passed H.R. 3 by an overwhelming 417 to 9 vote on March 10. But the other body passed its version of the reauthorization just last week. With the current program expiring at the end of May, we need to take this action to give us some more time to get a long-term authorization in place.

Having said that, I hope conferees will be named soon so that we can get to work to complete a conference report on H.R. 3 by the time this extension runs its course. I do not want to be here 30 days from now, saying once again that we need just a few more weeks to get to a final agreement.

But it is going to take some hard work and require some tough decisions being made on the part of the committees and the leadership on both sides of the Capitol.

We have to work with the White House. There are complicated policy issues and, whenever you are dealing with formulas to distribute money, there are sensitive funding issues to address. But we need to get it done—and get it done right.

So one more time I will ask my colleagues to approve this extension—with the clear intention that next time we are on the floor, we will be here to ask for your vote on a conference report to extend these programs through 2009.

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

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

Mr. Speaker, it was September 24, 2003, when this House was considering the first surface transportation extension bill that I said, “I am afraid we will be back here on this floor once again pleading for another extension of time to keep transportation programs from once again expiring. I do not want to be back on this floor saying again what I said 6 years ago. Time is running out.”

Well, what I said 20 months ago has been right again and again. Tonight we are here following six extensions of current law pleading for, once again, a temporary extension of authorization for highway construction, safety and public transportation funding. And what is discouraging is we are almost in the same position we were a year ago when both Houses passed legislation, met in conference to resolve our differences, but the unwillingness of the White House to agree to a level of investment the country really needs and which we all understand is needed prevented the conference from coming to a successful resolution. So here we are with extension number seven.

Like the six previous extensions, this bill provides for a clean extension of program funding authorization, which means that in the interim we have not been able to modify or update current surface transportation programs that need those adjustments.

The bill will provide \$3.14 billion in new contract authority for highway programs through June 30, 2005. I better say 2005, lest we get confused with the next year. For transit programs, the bill provides \$647 million for the month of June to allow programs to continue for one more month.

□ 2045

The best news about this bill is that the prospects look better than they have for the past 2 years. The chairman of our full committee, the gentleman from Alaska (Mr. YOUNG) has been designated, or will be designated and agreed upon to be the Chair of the conference. I think that indicates that we will move with expeditious resolve to get this legislation completed in the month allotted by this extension of time.

But let us not underestimate the problems lying ahead of us. They are enormous, and they are principally funding problems. We have passed

through our committee, through this House, in extraordinarily good time, early in this year, carrying our responsibility as we said we would do, to the transportation needs of America; but it has been the other body and the other branch of government that have not done their part.

Now, I am confident that when we get into conference, we could just take our bill, if the other body would simply accept it, we would get it passed, and we would meet the transportation needs of the country, but I suspect it is not going to be quite that simple. So it is reassuring that our chairman will be the conference chair, and that means that things will move along, I think, very expeditiously.

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

Mr. PETRI. Mr. Speaker, I continue to reserve my time.

Mr. OBERSTAR. Mr. Speaker, I yield such time as he may consume to the gentleman from Oregon (Mr. DEFAZIO), the ranking member on the Subcommittee on Surface Transportation.

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

I am pleased that we finally have a bill out of the Senate, and I am pleased that we are going to move forward to conference. At this point, given the tardy adoption of the legislation by the Senate, it is necessary that we have, hopefully, one last, final, temporary, 30-day extension.

We are now 20 months overdue on this essential piece of legislation. This is a bill that, if adequately funded, could provide tens of thousands of jobs, putting Americans to work at projects that are needed to improve the transportation infrastructure, failing bridges, roads, highways, congestion management, mass transit; to more efficiently move people to work, from work, about in their daily lives; to move goods to firms for just-in-time delivery. It could be a real boost for an economy that, in my opinion, is still sputtering, and dependent upon too much borrowing and not enough real investment.

This is real investment. This is money we do not have to borrow. We are borrowing \$1.3 billion a minute to run the government. We do not have to borrow a single penny to build and rebuild these roads, bridges, and highways and move Americans more efficiently about the country.

I have a letter from the American Association of State Highway and Transportation Officials, and I think they have said it well: “An uncertain funding stream has forced the States to slow down planning and design and to delay construction of critically needed highway and transit projects. Further delay in enacting a reauthorization bill continues to reduce the purchasing power of Federal transportation dollars and increase the costs of projects.”

I think that says it well.

So we should act with all dispatch to move forward to conference and resolve

the differences between the House and Senate, and adopt the most robust funding level possible, perhaps even having to challenge the White House on the numbers where they have drawn a line in the sand.

I have tremendous confidence in our chairman of the committee and of the conference, the gentleman from Alaska (Mr. YOUNG), and I know that the gentleman from Minnesota (Mr. OBERSTAR), of vast experience in a number of past reauthorizations, will lend all the support he can from our side of the aisle, and I will back him up as best as I can.

We need to adopt a permanent surface transportation reauthorization before or by the end of this next extension.

Mr. OBERSTAR. Mr. Speaker, I yield 3 minutes to the gentlewoman from Florida (Ms. CORRINE BROWN).

(Ms. CORRINE BROWN of Florida asked and was given permission to revise and extend her remarks.)

Ms. CORRINE BROWN of Florida. Mr. Speaker, I want to thank the gentleman from Alaska (Chairman YOUNG) and the gentleman from Wisconsin (Mr. PETRI) and the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Oregon (Mr. DEFAZIO) for their leadership on this issue.

This bill is almost 2 years overdue, and that is just not fair to the Nation—traveling public who deserve better from this Congress and this administration. If you have been watching the floor today, you will know that we are building the world’s largest embassy in Iraq, even though the Iraqi people do not want us there, and even though this will be the biggest target for terrorists in the world.

We are spending \$1 billion a week to destroy and rebuild Iraq’s infrastructure, while completely ignoring the infrastructure right here in America, the people who are paying the bills.

Transportation projects are a natural economic development tool which this Nation sorely needs. The Department of Transportation statistics show that every \$1 billion invested in transportation infrastructure creates 42,000 jobs. Let me repeat that: 42,000 jobs for every \$1 billion we invest, and \$2.1 billion in economic activities. It also saves 1,400 lives. We cannot argue with those statistics.

Transportation funding is a win-win for everyone involved. States get an improved transportation infrastructure that creates economic development, puts people back to work, enhances safety, and improves local communities.

Why the President is opposed to this bill that has the potential of creating millions of jobs is beyond me. The President’s own Highway Administration has stated that we need a minimum of \$375 billion just to maintain current infrastructure. By delaying the passage of this much-needed legislation, we are doing a disservice to the driving public and the Nation as a whole.

The States who are battling red ink want to see this bill passed, the construction companies who are laying off employees want to see this bill passed, and the citizens who are waiting in traffic jams want to see this bill passed.

Let us get serious about putting people back to work. Let us pass a bill that truly meets the needs of the traveling public and not the need for the President to seem fiscally responsible while he runs up the national debt.

Mr. OBERSTAR. Mr. Speaker, I yield 2 minutes to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON).

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, let me express my appreciation to the committee leadership and the entire committee. We were faced with the Department of Transportation saying that we need \$376 billion just to take care of the areas of crisis for safety and for travel; yet, we are still trying at this bill. It is unfortunate that we have to extend one more time, but I hope this is the last time that we have to extend before we get a permanent bill.

I appreciate all of the support that the committee has given. As a matter of fact, the committee is trying to cooperate with the Department of Transportation by even mentioning \$376 billion, and we did pass something that the President has agreed to, but now we go to conference. So to tide us over, because, yes, our communities are suffering, the persons who build are having to lay off people, things are becoming more expensive while we wait and debate the real bill of which we can start to work on the real problems in transportation in this country. Our environment is getting worse, the congestion in the cities is getting worse, as well as bridges falling.

It is time for us to think of the American people, put them to work, and give us the needed infrastructure improvement that we need in this country.

I urge everyone to vote for this extension and hope this is the last one.

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

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

Mr. OBERSTAR. Mr. Speaker, I would just say it was quite a coincidence that just as we began, or just before beginning consideration of this bill, the papers arrived from the other body, signaling that we are ready, perhaps tomorrow, to move to go to conference.

That is a good sign: Appoint conferees, and return from the Memorial Day recess ready to, well, I would not say roll up our sleeves, because it will be short-sleeve time by then, but to go to work on the conference report and bridge the differences, literally, between the two bodies and two versions of the bill with the least amount of interference from the executive branch of government.

Left to our own devices, the House and the Senate will come to agreement on the conference report and do what is good and necessary for the country in transportation.

Mr. Speaker, almost 20 months ago, on September 24, 2003, when this House was considering the first surface transportation extension bill, I stated: "I am afraid . . . we will be back here on this floor once again pleading for another extension of time to keep transportation programs from once again expiring . . . I do not want to be back on this floor saying again what I said six years ago, time is running out." What I predicted then has repeatedly proven correct—we have had six extensions since that day. And here we are today pleading once again for a temporary extension of authorizations for highway construction, highway safety, and public transportation funding.

What is even more discouraging is that we are almost at exactly the same position we were a year ago when both houses of Congress passed legislation and met in Conference Committee to resolve our differences. But the unwillingness of the Administration to agree to a level of investment that this country needs to meet its transportation requirements prevented the Conference from coming to a successful conclusion. So we are here today, trying to pass the 7th temporary extension to keep our federal surface transportation programs going.

It is time, in fact it is long overdue, for this Congress to realize that it is not a parliamentary body. The Constitution gives Congress the power to make laws. It is now up to the House and Senate to come together in Conference Committee and resolve their difference, including deciding the overall funding level of the bill. Too often the Republican Leadership in both bodies simply bows to the wishes of the Administration, which in this case has drawn an arbitrary line in the sand. In doing so, they abdicate their Constitutional duty to make laws and do a real disservice to the American people.

Delay in a long-term reauthorization of the federal surface transportation programs has been costly to our Nation. When the first extension was about to expire last year, the American Association of State Highway and Transportation Officials (AASHTO) estimated that failure to enact a long-term reauthorization would mean a \$2.1 billion increase in project cost and a loss of more than 90,000 jobs that could have been created. The uncertainty caused by Congress' failure to pass this bill has significantly limited the States' willingness to plan and budget for large, multi-year projects.

We must now finish the job that Congress should have completed 20 months ago. Now that the Other Body has passed its version of the transportation reauthorization bill last week, we should immediately begin the work of the Conference Committee to ensure that we reach agreement on a Conference Report before this extension expires at the end of next month. Continuing our federal surface transportation programs by temporarily extending their funding authorization is no way to do business, especially when we are dealing with costly, multi-year transportation projects that require long-term certainty in planning, development, and financing. The 2005 construction season is upon us. I can only imagine what

further damage and financial cost will be inflicted if another extension is needed to carry us to the promised land of a long-term transportation act.

Like the six previous extensions, H.R. 2566 provides for a "clean" extension of program funding authorization. As a result, Congress has not been able to modify or update current surface transportation programs that are in need of such adjustment.

Overall, this bill would provide \$3.14 billion in new contracts authority for highway programs for the month ending on June 30, 2005. For transit programs, this bill would provide \$647 million for the month of June. This funding will allow the programs to continue for one more month.

I hope we can complete the Conference Report during this time and will not have to come back here again to set new records for the number of temporary extensions and the length of time since the expiration of a regular long-term surface transportation act. I strongly urge my colleagues to support the bill.

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

Mr. PETRI. Mr. Speaker, I urge my colleagues to support this bill.

Mr. UDALL of Colorado. Mr. Speaker, I am voting for this bill because without enactment of such an extension the current transportation law will expire on May 31, 2005. It is critical that transportation programs and projects continue while Congress continues to work toward their long-term renewal.

With that being said I feel it important that Congress act swiftly and pass into law a long-term authorization for highway and mass transit programs. The number of continuing extensions passed by Congress have not provided state Departments of Transportations (DOT)s, Metropolitan Planning Organizations (MPO)s, cities and municipalities the certainty they need to plan for, manage and fund their transportation priorities.

I am hopeful Congress acts quickly to resolve the differences between the House and Senate version so that we can invest the needed long term resources to create jobs and address transportation challenges facing the Colorado and United States.

Mr. CUMMINGS. Mr. Speaker, today, we are poised to enact our seventh extension of the Transportation Equity Act for the 21st Century (TEA-21). This Act was originally set to expire in September 2003. Unfortunately, after nearly two years of consideration, Congress has been unable to pass a new reauthorization measure.

I truly hope that this is the last extension we have to pass. The transportation reauthorization guides all federal spending on highways and transit systems. The delay in enactment of this legislation has left states and transit systems uncertain about the funding they will have. As a result, they have delayed critical constructions projects—and good paying jobs have been lost.

State departments of transportation reported at the end of last year that collectively they had already delayed the implementation of more than \$2 billion worth of highway and transit projects, which has caused nearly 90,000 job opportunities to be lost.

The delay in implementation of transportation construction projects is also causing the traveling public to suffer. The new 2005 Urban Mobility Report published by the Texas Transportation Institute found that drivers now waste

nearly 4 billion hours and \$63 billion waiting in congestion.

The only way to reduce this congestion and to create new jobs is for states to build the new roads and transit projects they need—and states cannot do that until the federal government meets its responsibility and commits funding for these projects to the states.

There is an old saying: even if you are on the right track, you'll get run over if you just sit there. Right now, it is time to get moving—and to get our transportation system moving—by passing a transportation reauthorization.

Mrs. TAUSCHER. Mr. Speaker, here we go again. For the seventh time since the expiration of TEA 21 in September 2003, the House will adopt a temporary extension of highway, transit and highway safety programs.

Why can't we get this bill done? The House adopted the legislation on a 417–9 vote. The Senate adopted the legislation on an 89–11 vote. And yet, the President has threatened to veto the legislation.

Mr. Speaker, Americans are spending more time in traffic today than they ever have before. They're commuting hours to work, missing their children's soccer games, and losing their precious free time to traffic.

Commuters in my district in San Francisco's Bay Area are suffering in the second worst city in America for gridlock. They're losing a total of over \$2 million in wasted fuel and several hours each week, away from their offices and their families.

At the same time, our infrastructure is in need of repair. Our roads and highways are crumbling and we have limited funds to invest in new transit systems.

Mr. Speaker, the American people get it. They know that we need an infusion of federal funds to begin addressing our critical transportation infrastructure needs. They're tired of paying gas taxes at the pump and receiving nothing in return.

It's time to get this bill done. It's time for the President to put his veto stamp away and listen to the American people.

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

The SPEAKER pro tempore (Mr. LAHOOD). The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 2566.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

MILITARY APPRECIATION MONTH

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

Mrs. BLACKBURN. Mr. Speaker, we have just voted on a bill with many important elements for our troops, and I wanted to say a few words about our men and women in uniform.

Since taking office, I have had the chance to meet with our troops in Afghanistan, Iraq, and those here at home in my State of Tennessee, and I cannot describe a more patriotic, dedi-

cated, and courageous group of human beings.

In the face of adversity, tackling this enormous new war on terror, they have put on their game face and they have gotten to work. Their commitment to, as they like to call it, "the mission," inspires me, and it inspires all of us to be sure that we are working here to do everything we can to support their work.

So today, during Military Appreciation Month, I want to extend to our men and women in uniform the world over a great big thank-you from this American and from every other citizen whose freedom in life depends on their strength and conviction. May God bless all of them.

RAISING AWARENESS FOR PULMONARY HYPERTENSION

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

Ms. ROS-LEHTINEN. Mr. Speaker, I would like to commend the Pulmonary Hypertension Association for raising awareness and for creating a network of support for patients with pulmonary hypertension. I would especially like to recognize the dedication of my colleague, the gentleman from California (Mr. LANTOS) and his family, but especially the courage of his granddaughter, Charity Sunshine, who suffers from this rare, chronic, debilitating condition, which is characterized by increased pressure in the pulmonary vessels.

It is encouraging to note that significant advances have been made, enabling doctors to provide more effective medical therapies.

So please join me in thanking the Lantos family and the PHA for their unwavering commitment to finding a cure for pulmonary hypertension. My prayers are with all who are affected by this condition.

U.S. TRADE POLICY

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

Mr. BROWN of Ohio. Mr. Speaker, President Bush is asking this Congress to pass the Central American Free Trade Agreement, a dysfunctional cousin of the North American Free Trade Agreement, in spite of the fact that our trade policy has failed.

Twelve years ago, the U.S. had a \$38 billion trade deficit. After NAFTA, China and a host of other trade agreements, our trade deficit is now \$618 billion.

□ 2100

Mr. Speaker, someone defined insanity as if you do the same thing over and over and over again, you expect a different outcome. It is clear our trade policy has failed. The Central American Free Trade Agreement, an exten-

sion of NAFTA, will continue the failed trade policy. We should pass trade agreements that lift up standards around the world, create jobs, both in the developing world and in the United States and change the direction of our trade policy.

ADOPTION OF CUBAN POLITICAL PRISONER HECTOR FERNANDO MASEDA GUTIERREZ

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

Mr. MANZULLO. Mr. Speaker, today I stand in this great Chamber of democracy to adopt a Cuban political prisoner, Mr. Hector Fernando Maseda Gutierrez.

Mr. Gutierrez was arrested on March 18, 2003 during a regime crackdown on dissidents, sentenced to 20 years in prison for associating himself with the Florida International University, participating in Radio Marti programs, writing articles for foreign magazines and possessing a typewriter, fax machine, and books in his home.

I urge Fidel Castro to release him immediately.

The Cuban authorities are refusing to give Mr. Gutierrez the medicine he needs for a skin ailment and several allergies. He is 62 years old, and therefore his health problems are of great concern to his family.

Faced with crude living conditions and the possibility of merciless consequences to his family, Mr. Gutierrez is determined not to back down from his conviction for a free Cuba.

Let me finish by saying that I am grateful that my distinguished colleague, the gentlewoman from Florida (Ms. ROS-LEHTINEN), promoted this idea of adopting Cuban political prisoners.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. KUHL of New York). Under the Speaker's announced policy of January 4, 2005, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Minnesota (Mr. GUTKNECHT) is recognized for 5 minutes.

(Mr. GUTKNECHT addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

ORDER OF BUSINESS

Mr. GIBBONS. Mr. Speaker, I ask unanimous consent to take my Special Order at this time.

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

There was no objection.