

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

Mr. OBEY. Mr. Speaker, I yield myself 2 minutes.

Mr. Speaker, in closing, I just want to congratulate the gentleman from California for doing his dead-level best to fulfill his duties in getting all of these bills through, even though he received precious little cooperation from many other key players on Capitol Hill. I would simply point out that it is not his fault that the budget resolution which was adopted by the majority party was so highly unrealistic that, in the end, the majority party in this House could not convince their Senate brethren to vote for the same legislation that was required by that budget resolution. And I want to simply say that I think the Record demonstrates that both of us on both sides of the aisle did everything that we could procedurally to get these bills through the House. We reached time agreements on amendment after amendment, on bill after bill. Sometimes time agreements were so tight that Members were significantly angered by how little time they had to debate these bills. But even though we often opposed the content of the bills, we worked together to move them because we recognized that we had a responsibility to make decisions and to finish the job, whether we won or lost. Unfortunately, the gentleman did not have enough allies on his side of the aisle, and so we are stuck with this leftover mess. We will do our best in January and February to clean it up, but it is not going to be a very pleasant couple of months.

Mr. OBERSTAR. Mr. Speaker, when Congress passed SAFETEA-LU—the legislation that reauthorizes the Federal surface transportation programs—in 2005, it recognized the need to significantly increase Federal investment for highway, highway safety, and transit programs. In fact, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, increased the overall investment in surface transportation programs by more than 40 percent, with a significant part of that increase guaranteed to take effect in fiscal year 2007.

Earlier this year, the House passed H.R. 5576, the Transportation, Treasury, and Housing and Urban Development, TTHUD, appropriations bill, which meets SAFETEA-LU's funding guarantees. It provides an increase of \$3.4 billion for the Federal-aid highway programs and an additional \$474 million for the transit programs over the fiscal year 2006 SAFETEA-LU funding levels.

It is now more than 2 months since the start of fiscal year 2007, and the Republican-led Congress has not enacted the TTHUD appropriations bill. Instead, H.J. Res. 102 provides funding for the highway, highway safety, and transit programs through February 15, 2007. The resolution funds these programs at the fiscal year 2006 level. Thus, all of the highway and transit investment increases guaranteed by SAFETEA-LU are put on hold. If this approach is continued and the continuing resolution is extended through fiscal year 2007, SAFETEA-LU's guaranteed highway funding will be cut by \$3.4 billion and its transit investment slashed by \$474 million.

Under a long-term continuing resolution, the National Highway Traffic Safety Administration, NHTSA, and the Federal Motor Carrier Safety Administration, FMCSA, safety programs will be funded at substantially lower levels than guaranteed in SAFETEA-LU. NHTSA stands to lose up to \$21.7 million. At a time when more than 43,000 people are dying in roadway crashes each year, we simply cannot afford to shortchange an agency tasked with making our roadways safer. Likewise, FMCSA could lose almost \$27 million that would be spent on motor carrier safety programs and grants. It is essential that we properly fund these critical programs.

The highway, highway safety, and transit programs differ from most other Federal programs in that they are supported by user fees. Motorists who drive on our highways pay the fees when they pump gas. They willingly pay the fees because they rely on a commitment by the Federal Government to use the money so collected to finance our highway and transit programs. In other words, users have already paid for the investments authorized in SAFETEA-LU and funded in the House-passed TTHUD appropriations bill. However, the Republican-led Congress's failure to enact this legislation in a timely manner will shortchange funding for critical transportation projects.

Transportation projects are usually high-cost undertakings that take several years to complete. Certainty in funding—especially Federal funding—is critical to their success. Relying on short-term, stopgap measures, such as continuing resolutions, does not provide the certainty that State departments of transportation need to plan for their construction projects in the upcoming season. And for northern-tier States, where construction seasons are short, delays in providing adequate Federal funding can severely disrupt their process for contract bidding, directly affecting next year's construction season.

Continuing resolutions also provide great uncertainty for transit programs. The Federal Transit Administration, FTA, has delayed the release of transit formula apportionments and other new grants until a final TTHUD appropriations act is enacted. The continuing resolution, coupled with FTA's policy, is resulting in many transit agencies being unable to advance badly needed transit projects.

According to the Federal Reserve, housing construction is currently very weak throughout the country. Congress should do everything within its power to ensure that transportation infrastructure investment is not disrupted through congressional inaction, placing an additional burden on this sector of the economy. Hundreds of our small businesses and thousands of our workers could be put at risk as a result. I urge Congress to fulfill its responsibilities in passing appropriations acts and to honor the funding guarantees established in SAFETEA-LU.

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

Mr. LEWIS of California. Mr. Speaker, I yield back the balance of my time. The SPEAKER pro tempore (Mr. HAYES). All time for debate has expired.

The joint resolution is considered read for amendment, and pursuant to House Resolution 1105, the previous question is ordered.

The question is on the engrossment and third reading of the joint resolution.

The joint resolution was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the joint resolution.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

PROVIDING FOR PRINTING OF REVISED RULES AND MANUAL OF HOUSE OF REPRESENTATIVES

Mr. GUTKNECHT. Mr. Speaker, I offer a resolution (H. Res. 1107) providing for the printing of a revised edition of the Rules and Manual of the House of Representatives for the One Hundred Tenth Congress, and ask unanimous consent for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1107

Resolved, That a revised edition of the Rules and Manual of the House of Representatives for the One Hundred Tenth Congress be printed as a House document, and that three thousand additional copies shall be printed and bound for the use of the House of Representatives, of which nine hundred copies shall be bound in leather with thumb index and delivered as may be directed by the Parliamentarian of the House.

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

There was no objection.

The resolution was agreed to.

A motion to reconsider was laid on the table.

PROVIDING FOR SINE DIE ADJOURNMENT OF THE TWO HOUSES

Mr. GUTKNECHT. Mr. Speaker, I offer a privileged concurrent resolution (H. Con. Res. 503) and ask for its immediate consideration.

The SPEAKER pro tempore. The Clerk will report the concurrent resolution.

The Clerk read as follows:

H. CON. RES. 503

Resolved by the House of Representatives (the Senate concurring), That when the House adjourns on the legislative day of Friday, December 8, 2006, or Saturday, December 9, 2006, on a motion offered pursuant to this concurrent resolution by its Majority Leader or his designee, it stand adjourned sine die, or until the time of any reassembly pursuant to section 2 of this concurrent resolution; and that when the Senate adjourns on any day from Friday, December 8, 2006, through Wednesday, December 13, 2006, on a motion offered pursuant to this concurrent resolution by its