

REPORT ON H.R. 3734, WELFARE
AND MEDICAID REFORM ACT OF
1996

Mr. KOLBE, from the Committee on the Budget, submitted a privileged report (Rept. No. 104-651) on the bill (H.R. 3734) to provide for reconciliation pursuant to section 201(a)(1) of the concurrent resolution on the budget for fiscal year 1997, which was referred to Union Calendar and ordered to be printed.

GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the further consideration of H.R. 3675 and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. LAHOOD). Is there objection to the request of the gentleman from Virginia? There was no objection.

DEPARTMENT OF TRANSPORTATION
AND RELATED AGENCIES
APPROPRIATIONS ACT, 1997

The SPEAKER pro tempore. Pursuant to House Resolution 456 and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 3675.

□ 2127

IN THE COMMITTEE OF THE WHOLE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 3675) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and for other purposes, with Mr. BEREUTER in the chair.

The Clerk read the title of the bill.

□ 2130

The CHAIRMAN. When the Committee of the Whole rose on Wednesday, June 26, 1996, all time for general debate had expired.

Pursuant to the rule, the bill shall be considered for amendment under the 5-minute rule.

The amendment printed in section 2 of House Resolution 460 is adopted.

During consideration of the bill for further amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The chairman of the Committee of the Whole may postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment and may reduce to not less than 5 minutes the time for voting by electronic device on any postponed question that immediately follows another vote by electronic device without intervening

business, provided that the time for voting by electronic device on the first in any series of questions shall not be less than 15 minutes.

After the reading of the final lines of the bill, a motion that the Committee of the Whole rise and report the bill to the House with such amendments as may have been adopted shall, if offered by the majority leader or a designee, have precedence over a motion to amend.

The Clerk will read.

The Clerk read as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$53,816,000, of which not to exceed \$40,000 shall be available as the Secretary may determine for allocation within the Department for official reception and representation expenses: *Provided*, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,000,000 in funds received in user fees established to support the electronic tariff filing system: *Provided further*, That none of the funds appropriated in this Act or otherwise made available may be used to maintain custody of airline tariffs that are already available for public and departmental access at no cost; to secure them against detection, alteration, or tampering; and open to inspection by the Department.

Mr. DAVIS. Mr. Chairman, I move to strike the last word.

Mr. CHAIRMAN. I have an amendment printed in the RECORD, which I will not offer if I can engage the chairman of the subcommittee in a colloquy.

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. DAVIS. I yield to the gentleman from Virginia.

Mr. WOLF. Mr. Chairman, I would be pleased to engage in a colloquy with my friend, the gentleman from Virginia.

Mr. DAVIS. I thank the chairman.

I would tell the gentleman, Mr. Chairman, I have received assurances from the administrator of the Federal Highway Administration that he intends to undertake, on behalf of the District of Columbia, a comprehensive transportation needs assessment for the District. Such a study is desperately needed by the District, and it would benefit the entire Washington area, because of the interconnection of all of our transportation systems. This study will be paid for with Federal funds.

The administration is willing to conduct this study for the District because of the serious impact on traffic of the closure of Pennsylvania Avenue. I seek assurance from the chairman of the committee that he will work with the

Federal Highway Administration to ensure that this study is conducted, that Congress and the District of Columbia government are consulted on the parameters of the study, that we are able to review the results before they are final, that it will be as comprehensive as necessary, and that it will be finished within a year.

Mr. WOLF. Mr. Chairman, I thank my colleague for his concern on this important matter. Indeed it is a matter of regional importance, and I share his interest. I want to commend him for bringing this to the committee's attention.

I will tell him and guarantee him that I will work with him, the District, the Federal Highway Administration, and anybody else we have to work with to make sure it is done. I understand the Federal Highway Administration may take anywhere from 6 to 12 months and it will cost up to \$1 million, but it is a great idea, and I am really glad the gentleman brought it to the attention of the committee.

Mr. DAVIS. I thank the chairman for his assurances. I too understand that this is a major undertaking that may take as much as a year and \$1 million to complete. That is why I wanted to raise this matter on the floor. Again, I thank the chairman of the committee for his assurances and assistance.

Mr. PORTER. Mr. Chairman, I move to strike the last word.

Mr. Chairman, I rise to enter into a colloquy with the subcommittee chairman.

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. PORTER. I yield to the gentleman from Virginia.

Mr. WOLF. Mr. Chairman, I would be happy to engage the gentleman from Illinois [Mr. PORTER] in a colloquy.

Mr. PORTER. Mr. Chairman, in the 1993 Congress we passed the Swift Rail Development Act, which directed the Secretary of Transportation to prescribe regulations regarding the sounding of train whistles or horns when trains approach and enter public highway-rail grade crossings. This authority has been delegated to the Federal Railroad Administration.

Mr. Chairman, railroad safety is of the utmost importance to me and to all Members of Congress. At the same time, it seems clear that the FRA is expected to take into consideration the quality of life concerns of affected communities in developing and implementing regulations.

Mr. WOLF. Yes, safety is of paramount importance to me as well, and we would expect the FRA to take such concerns into consideration.

Mr. PORTER. Mr. Chairman, this would include an expectation that the FRA would document the impact on communities of any new requirements for the sounding of train whistles or horns at highway-rail grade crossings, and that in exercising its statutory authority to provide for exceptions to the horn sounding requirement, the FRA