

phone number. The rural, local transportation of agrichemicals under these exceptions has allowed agribusinesses and farmers to move product efficiently and safely during the farming season. In fact, most of these chemicals are transferred during a short 2 to 4 week period.

Without the same exceptions that have been granted for the industry in the transfer of such chemicals in the past, farmers will have to abide by time consuming, burdensome, and costly regulations. Such regulations will not make our rural roads safer, but only increase the cost of doing business, cause confusion, and require farmers to complete useless paperwork. The penalty for not abiding by the regulations can run \$2,500 to \$10,000 per violation.

Our bipartisan effort believes the one-size-fits-all approach fails to recognize the unique seasonal and rural nature of this business. Second, by States already allowing such exceptions, they have weighed the concerns and found the risks to be minimal. Finally, the goal of these efforts has been to allow States the right to continue to provide exceptions for the transfer of such chemicals from retail-to-farm and from farm-to-farm if they so decide.

To farmers, this proposed regulation represents another heavyhanded Federal regulation that is not needed, but inhibits farmers' ability to produce food for our Nation and the world. To me this is bigger—more intrusive—government. This is a perfect example of Washington bureaucrats not following the intent of Congress. When bureaucrats who have most likely never worked on a farm make rules that affect the industry the result is often bad policy.

Madam Speaker, at every step, this effort has gotten stronger and stronger. Last week, Congressmen EWING, POSHARD, BARCIA, and I introduced H.R. 4102 which is legislation that is more narrow than the original bill, H.R. 3799. Today, the language included in H.R. 3153 is a giant step in the right direction. Specifically, this bill would prohibit the final rule by the Department of Transportation under the rulemaking proceedings from prohibiting States from granting exceptions for farmers and farm-related service industries before the enactment of HAZMAT reauthorization or until the 180th day following the effective date of the final rule.

This bill provides Congress the opportunity to address this matter when Congress reauthorizes the HAZMAT during the 105th Congress, thus, allowing Congress to write responsible legislation while prohibiting the DOT from prohibiting farmers and those in the agricultural industry from transporting such chemicals if their respective States allow.

Again, I thank all those who participated in this bipartisan effort.

Mr. OBERSTAR. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

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

The SPEAKER pro tempore. Pursuant to the rule, the previous question is ordered on the committee amendment in the nature of a substitute and on the bill.

The question is on the amendment in the nature of a substitute offered by the gentleman from Wisconsin [Mr. PETRI].

The amendment in the nature of a substitute was agreed to.

The SPEAKER pro tempore. The question is on engrossment and third reading of the bill.

The bill 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 bill.

The question was taken; and (three-fifths having voted in favor thereof) the bill was passed.

The title of the bill was amended so as to read: "A bill to direct the Secretary of Transportation to issue a final rule relating to materials of trade exceptions from hazardous materials transportation requirements."

A motion to reconsider was laid on the table.

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 insert extraneous material in the RECORD on H.R. 3153.

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

There was no objection.

TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS

The Clerk called the bill (H.R. 2988), to amend the Clean Air Act to provide that traffic signal synchronization projects are exempt from certain requirements of Environmental Protection Agency rules.

The Clerk read the bill, as follows:

H.R. 2988

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION. 1. TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS.

Section 176(c)(4) of the Clean Air Act is amended by adding the following at the end thereof:

"(D) Traffic signal synchronization projects shall be exempt from regional emissions analysis requirements and from requirements under rules of the Administrator for determining the conformity to State or Federal implementation plans of transportation plans, programs, and projects funded or approved under title 23 of the United States Code or the Federal Transit Act."

COMMITTEE AMENDMENT IN THE NATURE OF A SUBSTITUTE.

The SPEAKER pro tempore. The Clerk will report the committee amendment in the nature of a substitute.

The Clerk read as follows:

Committee amendment in the nature of a substitute: strike out all after the enacting clause and insert:

SECTION. 1. TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS.

Section 176(c)(4) (42 U.S.C. 7506(c)(4)) of the Clean Air Act is amended by adding the following at the end thereof:

"(D) Compliance with the rules of the Administrator for determining the conformity

of transportation plans, programs, and projects funded or approved under title 23 of the United States Code or the Federal Transit Act to State or Federal implementation plans shall not be required for traffic signal synchronization projects prior to the funding, approval or implementation of such projects. The supporting regional emissions analysis for any conformity determination made with respect to a transportation plan, program, or project shall consider the effect on emissions of any such project funded, approved, or implemented prior to the conformity determination."

Mr. SCHAEFER (during the reading). Madam Speaker, I ask unanimous consent that the committee amendment in the nature of a substitute be considered as read and printed in the RECORD.

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

There was no objection.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Colorado [Mr. SCHAEFER] and the gentleman from California [Mr. WAXMAN] will each control 30 minutes.

The Chair recognizes the gentleman from Colorado [Mr. SCHAEFER].

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

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

Mr. SCHAEFER. Madam Speaker, H.R. 2988 was introduced by the gentleman from California, Congressman MCKEON, and has been endorsed by the Bipartisan Speaker's Advisory Group on Corrections. It has the support of both the majority and minority of the House Commerce Committee, and was passed out of the committee on a voice vote.

I would like to thank Mr. MCKEON for bringing this issue to the committee's attention, as well as the Speaker's Advisory Group and the minority for its work on this issue.

The issue that H.R. 2988 seeks to address is narrow, but nonetheless important. Currently, EPA requires that nearly all transportation projects be reviewed to determine if they "conform" to the State's implementation plan for compliance with the Clean Air Act. This includes traffic synchronization projects, even though most, if not all, synchronization projects lower vehicle emissions. By requiring that these projects be reviewed before they can be implemented, some projects may be delayed by a year or more, resulting in an increase in vehicle emissions.

H.R. 2988 would allow synchronization projects to proceed as soon as they are approved and funded, before conformity determinations are made. Nothing in this bill, however, would relieve a jurisdiction from its responsibility to conduct a regional emissions analysis at a later date, if one is deemed necessary by EPA.

H.R. 2988 will streamline the approval process for traffic synchronization projects and act to speed up