

Additionally, I am pleased that the underlying bill makes available \$2 million in continuing appropriations for the Rochester Genesee Regional Transportation Authority bus terminal project. This type of project reinforces our commitment to safe and adequate public transportation.

Mr. Speaker, safety should remain the Federal Government's highest responsibility in the transportation area, and, clearly, this bill addresses those needs and concerns.

In conclusion, I would like to commend the gentleman from Florida (Mr. YOUNG), chairman of the Committee on Appropriations, and the gentleman from Wisconsin (Mr. OBEY), the ranking member, for bringing this measure before the House today.

I would also like to commend the chairman of the Subcommittee on Transportation, the gentleman from Virginia (Mr. WOLF), and the ranking member, the gentleman from Minnesota (Mr. SABO), for their hard work and leadership on this measure.

Mr. Speaker, I urge my colleagues to support this completely fair and open rule and the underlying measure.

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

Mr. HALL of Ohio. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to thank the gentleman from New York (Mr. REYNOLDS) for yielding me the time. This is an open rule. It will allow for the bill that makes appropriations for the Department of Transportation and related agencies.

As my colleague from New York has explained, this rule provides for one hour of general debate, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. Under this rule, amendments will be allowed under the 5-minute rule, which is the normal amending process in the House. All Members on both sides of the aisle will have their chance, their opportunity, to offer amendments which are germane and which follow the rules for appropriation bills.

This bill funds construction of highways and airport facilities and transit systems. It supports Amtrak, Federal rail programs, the air traffic control system, and transportation safety and research for all modes.

It is no exaggeration to say that the transportation appropriation bill keeps the country moving. I am very pleased with the generous amounts of funding for public transit provided in this bill. This demonstrates the commitment of the Federal Government to provide transportation options for all Americans, including those in the urban core.

I am also pleased with the bill's support for the Centennial of Flight Commission. This is a national commission assisting the country's celebration of the centennial of the Wright Brothers' first flight, an anniversary which will take place in the year 2003.

I want to commend the chairman of the subcommittee, the gentleman from Virginia (Mr. WOLF) and ranking minority member, the gentleman from Minnesota (Mr. SABO), for their work in crafting this bill and bringing it to the floor. The bill was approved by the Committee on Appropriations by a voice vote and it has support on both sides of the aisle.

Finally, I draw to the attention of my colleagues that this is the last transportation appropriation bill under the gentleman from Virginia (Mr. WOLF) as chairman of the Subcommittee on Transportation of the Committee on Appropriations. The gentleman will be stepping down from the position in the next Congress. He has been an outstanding chairman, who led his committee in a bipartisan fashion. During his tenure, he has successfully guided it through dramatic changes in our Federal transportation laws. The gentleman from Virginia (Mr. WOLF) has balanced his role as chairman of the subcommittee with his other roles as a protector of his Virginia constituents and as fighter for humanitarian rights around the world. It is a difficult balancing act, but he has carried it off with grace and ability.

Mr. Speaker, this rule is an open rule, and it was adopted by a voice vote of the Committee on Rules. I support the rule and the bill. I urge its adoption.

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

Mr. REYNOLDS. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 4475, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. BARRETT of Nebraska). Is there objection to the request of the gentleman from Virginia?

There was no objection.

#### DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

The SPEAKER pro tempore (Mr. REYNOLDS). Pursuant to House Resolution 505 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 4475.

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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 consideration of the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes, with Mr. BARRETT of Nebraska in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Chairman, today the Committee on Appropriations presents the second fiscal year 2001 appropriations bill to the House. H.R. 4475 provides appropriations for the fiscal year 2000 for the Department of Transportation and related agencies appropriations.

The bill that the committee presents to the House is a good and balanced bill. The committee has increased funding for some agencies which have been hard hit over the past few years, like the Coast Guard, while cutting out areas of unnecessary spending.

The bill meets fully the Congressional commitment to highway, transit and aviation spending in TEA-21 and AIR-21, and fully funds Amtrak's Congressionally-mandated glidepath to operational self-sufficiency.

Briefly, the bill includes \$30.7 billion for highways, an increase of nearly \$2 billion; \$12 billion for the FAA, an increase of 25 percent, including \$3.2 billion for airport grants programs; \$6.3 billion for transit programs, an increase of almost \$500 million; \$521 million for Amtrak; and \$4.6 billion for the Coast Guard, an increase of almost \$600 million over last year, including almost \$560 million for drug interdiction.

I might just say, this is an opportunity for the Coast Guard with this money to really deal with the issue of drug interdiction and open fire on the drug runners coming out of South America. When we see a fast boat coming, heading out, and we know it is containing drugs, the opportunity is for the Coast Guard to hover over and give a warning, and, if it does not stop, to fire on the boat and to sink the boat, because there is basically a war on drugs, if you want to call it that. Now the Coast Guard has the capability to do this, and next year we will see how successful they have been.

This bill has been developed in consultation with the gentleman from Minnesota (Mr. SABO) and the minority staff, and was passed in subcommittee and full committee unanimously with only a few amendments. The committee has worked carefully with all Members on both sides of the aisle to