

I urge support for this amendment.

HIGH-RISK NON-PROFIT SECURITY ENHANCEMENT ACT

(Mr. NETHERCUTT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. NETHERCUTT. Mr. Speaker, this morning I will be joining with my colleagues, the gentleman from New York (Mr. NADLER), the gentleman from Connecticut (Mr. SHAYS), and the gentleman from Indiana (Mr. PENCE), to introduce the High-risk Non-profit Security Enhancement Act.

Our legislation has three key components. It directs the Department of Homeland Security to provide \$100 million in grants and loan guarantees for security enhancements at non-profit organizations that are at high risk of international terrorism. It assists local law enforcement agencies that provide security for regions with high concentrations of non-profits with \$50 million in grants. And the bill establishes an Office of Community Relations and Civic Affairs at the Department of Homeland Security to facilitate this program.

Since September 11, the Federal Government has dedicated significant resources to improving the security of government facilities. We have successfully deterred attacks for more than 2 years, but we must remain vigilant and continue to devote resources to potential targets.

As government facilities have fortified against the threat of terrorism, terrorists may turn their attention to less fortified, but equally symbolic, targets. Leading non-profit organizations may become targets as an unintended consequence of our efforts. They represent the heart and soul of our communities, and the forces that want to destroy America understand their value. They believe they understand the importance of these organizations in our culture and our society.

This legislation will protect non-profit organizations throughout America, and I urge my colleagues to support this very important legislation.

GENERAL LEAVE

Mr. YOUNG of Alaska. 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. 3550.

The SPEAKER pro tempore (Mr. NETHERCUTT). Is there objection to the request of the gentleman from Alaska?

There was no objection.

TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

The SPEAKER pro tempore. Pursuant to the order of the House of Tuesday, March 30, 2004, 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. 3550.

□ 1027

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. 3550) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, with Mr. SHAW in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the order of the House of Tuesday, March 30, 2004, the bill is considered as read the first time.

General debate shall not exceed 2 hours and 40 minutes with 2 hours and 10 minutes equally divided and controlled by the chairman and ranking member of the Committee on Transportation and Infrastructure including a final period of 10 minutes following consideration of the bill for amendment and 30 minutes equally divided and controlled by the chairman and ranking member of the Committee on Ways and Means.

The Chair now recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I feel somewhat like the sinner appearing before the bishop when Your Honorable is in the Chair; but with all due respect, I do relish this moment. We are here today to support H.R. 3550, the Transportation Equity Act: A Legacy for Users, known as TEA LU.

This bill is a result of a great deal of hard work and cooperation by the Members of the Committee on Transportation and Infrastructure on a bipartisan basis.

I want to first thank the ranking minority member of our committee, my good friend, the gentleman from Minnesota (Mr. OBERSTAR). He has been a real champion of transportation, working with me to craft this legislation.

I also want to thank the chairman of the Subcommittee of Highways, Transit and Pipelines, the gentleman from Wisconsin (Mr. PETRI). His leadership and dedication contributed greatly to bringing this bill to the floor today.

□ 1030

He has traveled many, many miles to try to bring the information and gather the information from the citizens of this great Nation.

In addition, I appreciate the support and cooperation of the gentleman from Illinois (Mr. LIPINSKI), ranking minority member of the subcommittee. This effort demonstrates that, through bipartisanship, working together in cooperation, we can achieve I believe great things and legislate great things in this body.

I particularly want to thank our Speaker, the gentleman from Illinois

(Mr. HASTERT), for his leadership in moving this important legislation along. He has ensured that this body will be able to work its will and proceed as an independent branch of our government under our Constitution, and I do deeply appreciate his support.

In addition, we could not have brought this bill to the floor today without the support and assistance of the gentleman from California (Mr. THOMAS) from the Committee on Ways and Means. Chairman THOMAS is proposing some changes to existing law that will provide additional revenues into the Highway Trust Fund. His proposal makes it possible to achieve a better bill, and I appreciate his advice and counsel.

Lastly, I want to thank the gentleman from Iowa (Chairman NUSSLE) of the Committee on the Budget. He and his staff have been invaluable in ensuring that we continue the principles contained in TEA 21 that guarantee that highway trust funds will be spent on transportation, as promised to the American people. We have worked closely together to reach an agreement that meets both our needs at this point in time.

We have worked with other committee chairmen on provisions contained in the bill; and, without their help, we would not have been able to bring this bill to the floor today. We will continue to work with other committees in a cooperative fashion as we proceed to conference.

Mr. Chairman, traffic congestion, poor roads and hazardous highways are not Republican or Democrat problems. These are problems shared by all Americans, from all walks of life or economic conditions and all political parties.

Today, congestion on our highways is greatly reducing the quality of life for American families. Congestion, congestion, congestion causes over \$67 billion in lost productivity and wasted fuels, \$67 billion lost that produces nothing. It costs the average driver \$1,160 a year and more than a week and a half spent stuck in traffic. I want to stress that again. Average driver, \$1,160 a year and more than a week and a half spent stuck in traffic.

H.R. 3550 provides a new emphasis and a new program to relieve congestion, maximize roadway capacity and remove bottlenecks. In addition, more than 42,000 Americans are killed and 3.3 million are seriously injured each year on our highways. Nearly a third of the fatal crashes are caused by poor roads and roadside hazards. These fatalities are totally preventable.

H.R. 3550 creates a new core program for highway safety infrastructure improvements, a new high-risk rural road safety program and supports a number of safety programs aimed at human factors that contribute to accidents.

Mr. Chairman, we live in a global economy. Moving freight quickly and on time is absolutely essential to remain competitive and to retaining our