

## RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 1 o'clock and 1 minute p.m.), the House stood in recess subject to the call of the Chair.

□ 1453

## AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. ROSS) at 2 o'clock and 53 minutes p.m.

PROVIDING FOR CONSIDERATION OF H.R. 2095, FEDERAL RAILROAD SAFETY IMPROVEMENT ACT OF 2007

Ms. MATSUI. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 724 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 724

*Resolved*, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 2095) to amend title 49, United States Code, to prevent railroad fatalities, injuries, and hazardous materials releases, to authorize the Federal Railroad Safety Administration, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived except those arising under clause 9 or 10 of rule XXI. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill. The committee amendment in the nature of a substitute shall be considered as read. All points of order against the committee amendment in the nature of a substitute are waived except those arising under clause 10 of rule XXI. Notwithstanding clause 11 of rule XVIII, no amendment to the committee amendment in the nature of a substitute shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments are waived except those arising under clause 9 or 10 of rule XXI. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such

amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

SEC. 2. During consideration in the House of H.R. 2095 pursuant to this resolution, notwithstanding the operation of the previous question, the Chair may postpone further consideration of the bill to such time as may be designated by the Speaker.

The SPEAKER pro tempore. The gentlewoman from California is recognized for 1 hour.

Ms. MATSUI. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Florida (Mr. LINCOLN DIAZ-BALART). All time yielded during consideration of the rule is for debate only.

## GENERAL LEAVE

Ms. MATSUI. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to insert extraneous materials into the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. MATSUI. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H. Res. 724 provides a structured rule for consideration of H.R. 2095, the Federal Railroad Safety Improvement Act of 2007. The resolution provides 1 hour of general debate equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. The rule makes four amendments in order. The rule waives all points of order against consideration of the bill except clauses 9 and 10 of rule XXI.

As the debate in the Rules Committee demonstrated, Members on both sides of the aisle are focused on getting this bill to conference and onto the President's desk, and this rule reflects that consensus.

I want to thank Chairman OBERSTAR and Chairwoman BROWN for their leadership in addressing rail safety issues. Attention and investment to the safety of our rail infrastructure and workers is needed.

Congress last reauthorized the Federal Railroad Administration, also known as FRA, rail safety programs in 1994 and that authorization lapsed in 1998. In the time since Congress last took a comprehensive look at railroad safety, much has changed with our Nation's freight and passenger rail infrastructure. The amount of goods transported by rail has increased dramatically and more often our population is turning to rail as an alternative to getting into their cars. This is creating a greater demand on our rail infrastructure.

The bill before us today, the Federal Railroad Safety Improvement Act of 2007, would authorize our Federal rail safety programs at \$1.2 billion over 4 years. This bill makes important investments in our current rail safety programs and creates new grant programs for grade crossing safety and train control technology.

Additionally, the importance of safety will be reflected in the renaming of the FRA to the Federal Railroad Safety Administration. This is significant because a new name would emphasize the Federal role in the safety of rail transportation.

A fresh look at rail safety is long overdue. Over the next 20 years, the demand for freight and passenger rail is expected to grow and continue to play an important role in our economy and in our communities. Now is the time to make an investment in the safety of our rail infrastructure, as well as the training of the men and women who work on the rail lines. This way we can embrace the growth of our Nation's infrastructure and face it in a responsible way.

For example, the Department of Transportation has estimated that the amount of freight moved on rail will increase by 50 percent from 1998 to 2020. If you live in a community with a rail line, you are already experiencing this growth firsthand. In my district of Sacramento, there are two freight lines, and the largest railroad switching yard west of the Mississippi lies just outside of my district in Roseville. I understand how big a role freight lines play in a community. When something goes wrong with a freight line, the community knows about it immediately. Freight carried by these rail lines must be transported safely and securely, particularly when it travels through densely populated urban areas.

As the freight rail industry continues to grow, it will need a well-trained and safe workforce. Addressing safety and training issues now will benefit all our communities and our national economy in future years.

□ 1500

This bill makes that investment and nearly doubles the number of FRA inspectors from 440 to 800.

Safety on our passenger rail lines is equally important. In fiscal year 2007, close to 26 million passengers chose to take trains. This is a 6.3 percent increase from the previous year. We can only expect these ridership numbers to increase as Americans seek travel alternatives in an attempt to turn away from congested highways and overstressed airlines.

In northern California, the Capital Corridor line has shown incredible increases in ridership. In 1998, 544,000 passengers traveled on the Capital Corridor line. In 2007, the Capital Corridor ridership has almost tripled to almost 1.5 million passengers.

In 2007, throughout the entire State of California, 5 million passengers rode