

minute and to revise and extend his remarks.)

Mr. BURNS. Mr. Speaker, I rise today to pay tribute to a true patriot. Yesterday America lost a man who will always be remembered as a hero. General Ray Davis lived a life of service and devotion to his country. Graduating from Georgia Tech as a naval officer candidate, General Davis served in World War II, Korea and Vietnam before retiring as a four-star general in 1972.

General Davis earned the Congressional Medal of Honor for his leadership in the Korean War, in which he led a daring battle against an enemy which vastly outnumbered his Marines. General Davis and his men rescued two regiments that had been trapped for 5 days and then fought their way across 14 miles of enemy territory over 3 days to return to safety.

His heroism earned him medals, but it is his devotion to his country, the military, and his fellow veterans that we will remember most. General Davis was instrumental in the establishment of the Korean War Memorial and stayed involved in issues important to veterans and current military personnel.

On behalf of all Georgians in the Twelfth District, I offer my deepest sympathy to General Davis' family. He was indeed a true American hero.

#### REAUTHORIZING TEA-21

(Mrs. MUSGRAVE asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. MUSGRAVE. Mr. Speaker, I rise today to address one of the most important issues we will debate during the 108th Congress, the reauthorization of TEA-21.

TEA-21 funding ends on September 30, 2003, less than 30 days from now. So far, this Congress has failed to even introduce a reauthorization bill. As our highways, bridges, and city streets fall apart, this House has failed to act, and time is running out.

Tragically, instead of seeking out creative transportation reforms, it seems that many in this body have decided that raising taxes and indexing them to inflation is the best way to be good stewards of taxpayers' money. This idea is not only counter to our Republican ideals, but it also is irresponsible, regressive, and counter-productive to our efforts to pass meaningful tax cuts earlier this year.

When Coloradans sent me to Congress, they did so knowing that I am a fiscal conservative who wants to make government smaller, not bigger. I will not stand idly by while their taxes are being raised. What Member of this body ran on a promise to increase taxes by almost 50 percent? Not one of us. The majority of my colleagues ran on promises of smaller government and lower taxes.

It is time to see a TEA-21 reauthorization bill with meaningful reforms.

#### PROVIDING FOR CONSIDERATION OF H.R. 2989, TRANSPORTATION, TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2004

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 351 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

#### H. RES. 351

*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. 2989) making appropriations for the Departments of Transportation and Treasury, and independent agencies for the fiscal year ending September 30, 2004, 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. 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 Appropriations. After general debate the bill shall be considered for amendment under the five-minute rule. All points of order against provisions in the bill are waived except as follows: page 9, line 10, through line 15; page 12, line 1, through page 13, line 2; page 14, line 16, through page 15, line 2; page 17, line 6, through line 11; page 18, line 3, through page 24, line 12; "limited or" on page 26, line 9; page 27, line 14, through page 28, line 7; beginning with "Provided" on page 28, line 19, through page 29, line 3; "Notwithstanding any other provision of law" on page 31, line 5; page 31, line 14, through line 21; page 31, line 24, through page 32, line 17; "Notwithstanding any other provision of law" on page 34, line 24; beginning with "provided further" on page 36, line 17, through page 37, line 5; beginning with "provided further" on page 45, line 16, through line 23; "Notwithstanding any other provision of law" on page 46, line 25; page 50, line 19, through "project" on page 51, line 4; beginning with "Notwithstanding" on page 51, line 12, through "amended" on line 13; page 53, line 3, through page 54, line 12; "Notwithstanding any other provision of law" on page 54, lines 13 and 14; page 72, line 22, through page 76; page 122, line 4, through line 9; "Notwithstanding any other provision of law" on page 126, lines 15 and 16; beginning with "and the prohibition" on page 126, line 20, through "2512(a)(1)" on line 23. Where points of order are waived against part of a paragraph or section, points of order against a provision in another part of such paragraph or section may be made only against such provision and not against the entire paragraph or section. During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. 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. 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.

The SPEAKER pro tempore (Mr. SIMPSON). The gentleman from New

York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to my friend, the gentleman from Massachusetts (Mr. MCGOVERN), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 351 is an open rule that provides for consideration of H.R. 2989, the Department of Transportation, Treasury, and related agencies appropriations for fiscal year ending September 30, 2004. The rule waives all points of order against consideration of the bill.

The rule also provides for one hour of general debate, to be equally divided between the chairman and ranking minority member of the Committee on Appropriations. The rule provides that bill shall be considered for amendment by paragraph. In addition, the rule waives clause 2 of rule XXI prohibiting unauthorized or legislative provisions in an appropriations bill against provisions in the bill, except as otherwise specified in the rule. Further, the rule authorizes the Chair to accord priority in recognition to Members who have pre-printed their amendments in the CONGRESSIONAL RECORD. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, this is the first year that the Congress is considering appropriations for the Department of Transportation and the Department of Treasury along with Postal Service, the Executive Office of the President and general government provisions in a single appropriations bill. This change was necessary to make room for creation of a subcommittee for the new Department of Homeland Security. The Committee on Appropriations has worked diligently to combine these agencies and produce legislation that meets the Nation's priorities in a multitude of areas.

The bill provides \$89.3 billion in total budgetary resources, which is an increase of \$2.7 billion above the current level. This funding represents the firm commitment of this Congress to fund necessary programs and projects across the Nation.

Total transportation funding in this bill is over \$58 billion. This funding, which is so important in my district and others throughout the entire country, is significantly increased over current year spending. From highways and transit programs to airports and Federal Aviation Administration, the underlying legislation meets the needs of our communities in previous years.

Some transportation programs have had guaranteed funding in authorization acts. Even though such guarantees no longer apply to this bill, the committee has provided at least a level of funding which was guaranteed last year; in the case of highways and airports, even more. The absence of these