

Reyes	Serrano	Tiberi
Richardson	Sessions	Tierney
Rodriguez	Sestak	Titus
Roe (TN)	Shadegg	Tonko
Rogers (AL)	Shea-Porter	Towns
Rogers (KY)	Sherman	Tsongas
Rogers (MI)	Shimkus	Turner
Rohrabacher	Shuler	Upton
Rooney	Shuster	Van Hollen
Ros-Lehtinen	Simpson	Velazquez
Roskam	Sires	Visclosky
Ross	Skelton	Walden
Rothman (NJ)	Slaughter	Walz
Royalball-Allard	Smith (NE)	Wamp
Royce	Smith (TX)	Wasserman
Ruppersberger	Smith (WA)	Schultz
Rush	Snyder	Watson
Ryan (OH)	Souder	Watt
Ryan (WI)	Space	Waxman
Salazar	Speier	Weiner
Sánchez, Linda	Spratt	Welch
T.	Stark	Westmoreland
Sanchez, Loretta	Stearns	Wexler
Sarbanes	Stupak	Whitfield
Scalise	Sullivan	Wilson (OH)
Schakowsky	Sutton	Wilson (SC)
Schauer	Tanner	Wittman
Schiff	Taylor	Wolf
Schmidt	Teague	Woolsey
Schock	Terry	Wu
Schrader	Thompson (CA)	Yarmuth
Schwartz	Thompson (MS)	Young (AK)
Scott (GA)	Thompson (PA)	Young (FL)
Scott (VA)	Thornberry	
Sensenbrenner	Tiahrt	

NOT VOTING—14

Arcuri	Delahunt	Lummis
Barrett (SC)	Doggett	Minnick
Bartlett	Doyle	Smith (NJ)
Boehner	Granger	Waters
Capuano	Holden	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE
 The SPEAKER pro tempore (during the vote). There are 2 minutes remaining in this vote.

□ 1606

So (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

**SURFACE TRANSPORTATION
 EXTENSION ACT OF 2009**

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3617) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3617

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

SECTION 1. SHORT TITLE; EXTENSION PERIOD.

(a) **SHORT TITLE.**—This Act may be cited as the “Surface Transportation Extension Act of 2009”.

(b) **EXTENSION PERIOD.**—This Act extends funding for programs funded out of the Highway Trust Fund for the period beginning on October 1, 2009, and ending on the earlier of—

(1) the date of enactment of a multiyear law reauthorizing the Federal-aid highway, highway safety, motor carrier safety, and transit programs enacted after the date of enactment of this Act; and

(2) December 31, 2009.

SEC. 2. FEDERAL-AID HIGHWAY PROGRAM.

(a) **APPORTIONMENTS.**—

(1) **IN GENERAL.**—On October 1 of fiscal year 2010, the Secretary of Transportation shall apportion funds authorized for such fiscal year under section 1101(c) of SAFETEA-LU (119 Stat. 1153) (as added by subsection (d) of this section) to each State such that the State’s share of funds apportioned is equal to the State’s share for fiscal year 2009 of funds apportioned or allocated for the programs specified in paragraph (2).

(2) **SPECIFIC PROGRAMS.**—The programs referred to in paragraph (1) are—

(A) the programs listed in section 105(a)(2) of title 23, United States Code;

(B) the program authorized by section 144(f)(1) of such title;

(C) the program authorized by section 1934 of SAFETEA-LU (119 Stat. 1485); and

(D) the program authorized by section 1962 of SAFETEA-LU (119 Stat. 1518).

(b) **PROGRAMMATIC DISTRIBUTIONS.**—

(1) **PROGRAMS.**—Of the funds to be apportioned to each State under subsection (a), the Secretary shall ensure that the State is apportioned an amount, determined in accordance with paragraph (2), of the funds for each program specified in subsection (a)(2), with the following exceptions:

(A) The high priority projects program authorized by section 117 of title 23, United States Code.

(B) The program authorized by section 144(f)(1) of such title.

(C) The program authorized by section 1934 of SAFETEA-LU (119 Stat. 1485).

(D) The program authorized by section 1962 of SAFETEA-LU (119 Stat. 1518).

(2) **DISTRIBUTION.**—The amount that each State shall be apportioned under this subsection for each program for which funds may be apportioned under paragraph (1) shall be determined by multiplying—

(A) the amount apportioned to the State under subsection (a) for the fiscal year; by

(B) the ratio that—

(i) the amount of funds apportioned or allocated for such program to the State for fiscal year 2009; bears to—

(ii) the total of the amount of funds apportioned or allocated for all of such programs to the State for fiscal year 2009.

(3) **ADMINISTRATION OF FUNDS.**—Funds authorized by the amendment made by subsection (d) shall be administered as if the funds had been apportioned, allocated, deducted, or set aside, as the case may be, under title 23, United States Code, or under SAFETEA-LU (119 Stat. 1144 et seq.), except that the deductions and set-asides under the following sections shall not apply to such funds:

(A) Sections 104(b)(1)(A), 104(f), 104(h)(1), 118(c)(1), 130(e)(1), 140(b), 140(c), and 144(f)(1) of title 23, United States Code.

(B) Section 1404(c)(3) of SAFETEA-LU (119 Stat. 1229).

(C) Section 111 of the SAFETEA-LU Technical Corrections Act of 2008 (122 Stat. 1572).

(4) **SPECIAL RULE FOR EQUITY BONUS.**—The amounts apportioned to the States under this section for the equity bonus program under section 105 of title 23, United States Code, shall be treated, for purposes of section 105(d) of such title, as amounts made available under section 105 of such title, except that, for the period referred to in section 1(b), the \$2,639,000,000 set forth in section 105(d)(1) of such title shall be treated as being \$659,750,000.

(5) **EXTENSION OF BRIDGES NOT ON FEDERAL-AID HIGHWAYS.**—Section 144(f)(2)(A) of title 23, United States Code, is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(c) **REPAYMENT FROM FUTURE APPORTIONMENTS.**—

(1) **IN GENERAL.**—The Secretary shall reduce the amount that would be apportioned, but for this section, to a State for programs under chapter 1 of title 23, United States Code, or under title I of SAFETEA-LU (119 Stat. 1144 et seq.), for fiscal year 2010, under a multiyear law reauthorizing the Federal-aid highway program enacted after the date of enactment of this Act by the amount that is apportioned to each State under subsection (a) for each such program for fiscal year 2010.

(2) **PROGRAM CATEGORY RECONCILIATION.**—The Secretary may establish procedures under which funds apportioned under subsection (a) for a program category for which funds are not authorized under a law described in paragraph (1) may be restored to the Federal-aid highway program.

(d) **AUTHORIZATION OF CONTRACT AUTHORITY.**—Section 1101 of SAFETEA-LU (119 Stat. 1153) is amended by adding at the end the following:

“(c) **ADDITIONAL AUTHORIZATIONS.**—

“(1) **IN GENERAL.**—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out section 2(a) of the Surface Transportation Extension Act of 2009 \$9,848,113,116 for the period referred to in section 1(b) of that Act.

“(2) **SPECIAL RULE.**—Funds apportioned under section 2(a) of the Surface Transportation Extension Act of 2009 shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

“(3) **CONTRACT AUTHORITY.**—Funds authorized by this subsection shall be made available for obligation and administered in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that funds made available for the safe routes to school program authorized by section 1404, the coordinated border infrastructure program authorized by subtitle IV of title 40, United States Code, shall remain available until expended.”

(e) **LIMITATION ON OBLIGATIONS.**—

(1) **IN GENERAL.**—Subject to paragraph (2), upon enactment of an Act making appropriations for the Department of Transportation for fiscal year 2010 (other than an Act or resolution making continuing appropriations), the Secretary shall—

(A) first calculate the distribution of the obligation limitation for Federal-aid highways and highway safety construction programs provided by such Act according to the provisions of such Act, and, as necessary for purposes of making the calculations for the distribution of any obligation limitation under such Act, the Secretary shall annualize the amount of contract authority provided under this Act for Federal-aid highways and highway safety construction programs; and then

(B) multiply the results of the calculations made under subparagraph (A) by one-quarter.

(2) **EXCEPTION.**—An amount equal to \$159,750,000 of the funds made available for the period referred to in section 1(b) for the equity bonus program authorized by section 105 of title 23, United States Code, shall not be subject to any obligation limitation.

(3) **TIME PERIOD FOR OBLIGATIONS.**—After the last day of the period referred to in section 1(b), no funds shall be obligated for any Federal-aid highway program project until the date of enactment of a multiyear law reauthorizing the Federal-aid highway program enacted after the date of enactment of this Act.

(4) TREATMENT OF OBLIGATIONS.—Any obligation of obligation authority distributed under this subsection for fiscal year 2010 shall be considered to be an obligation for Federal-aid highways and highway safety construction programs for fiscal year 2010 for the purposes of any obligation limitation set in an Act making appropriations for the Department of Transportation for fiscal year 2010.

SEC. 3. FEDERAL-AID HIGHWAY PROGRAM ADMINISTRATIVE EXPENSES.

(a) AUTHORIZATION OF CONTRACT AUTHORITY.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) for administrative expenses of the Federal-aid highway program \$105,929,410 for the period referred to in section 1(b). Such funds may be used for the purposes described in sections 104(a)(2) and 104(i) of title 23, United States Code.

(b) CONTRACT AUTHORITY.—Funds made available by this section shall be available for obligation and shall be administered in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs, except that such funds shall remain available until expended.

SEC. 4. OTHER FEDERAL-AID HIGHWAY PROGRAMS.

(a) EXTENSION OF ISTEPA AXLE WEIGHT EXEMPTION FOR TRANSIT VEHICLES AND OVER-THE-ROAD BUSES.—Section 1023(h) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 127 note; 106 Stat. 1552) is amended—

(1) in paragraph (1) by striking “October 1, 2009” and inserting “the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(2) in paragraph (2)(A) by striking “September 30, 2009” and inserting “the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(b) EXTENSION OF FLEXIBILITY UNDER TEA-21 IN USE OF CERTAIN STP FUNDS.—Section 1108(f)(1) of the Transportation Equity Act for the 21st Century (23 U.S.C. 133 note; 112 Stat. 141) is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(c) EXTENSION OF AUTHORIZATIONS AND FLEXIBILITIES UNDER TITLE I OF SAFETEA-LU.—

(1) FEDERAL LANDS HIGHWAYS PROGRAM.—

(A) INDIAN RESERVATION ROADS.—Section 1101(a)(9)(A) of SAFETEA-LU (119 Stat. 1154) is amended—

(i) in clause (iv) by striking “and” at the end;

(ii) in clause (v) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following: “(vi) \$112,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(B) PARK ROADS AND PARKWAYS.—Section 1101(a)(9)(B)(i) of SAFETEA-LU (119 Stat. 1154) is amended—

(i) in subclause (IV) by striking “and” at the end;

(ii) in subclause (V) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following: “(VI) \$60,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(C) REFUGEE ROADS.—Section 1101(a)(9)(C) of SAFETEA-LU (119 Stat. 1154) is amended by inserting before the period at the end the following: “and \$7,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(D) PUBLIC LANDS HIGHWAYS.—Section 1101(a)(9)(D) of SAFETEA-LU (119 Stat. 1154) is amended—

(i) in clause (iv) by striking “and” at the end;

(ii) in clause (v) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(vi) \$75,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(E) FOREST HIGHWAYS.—Section 1119(m) of SAFETEA-LU (119 Stat. 1190) is amended—

(i) in paragraph (1) by striking “for each fiscal year” and inserting “for each of fiscal years 2005 through 2009 and \$5,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”;

(ii) in paragraph (2) by striking “for each fiscal year” and inserting “for each of fiscal years 2005 through 2009 and \$250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(iii) in paragraph (3) by striking “for each fiscal year” and inserting “for each of fiscal years 2005 through 2009 and \$2,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(F) BIA ADMINISTRATIVE EXPENSES.—Section 202(d)(2)(F)(i) of title 23, United States Code, is amended by striking “and \$27,000,000 for fiscal year 2009” and inserting “\$27,000,000 for fiscal year 2009, and \$6,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(G) INDIAN RESERVATION ROAD BRIDGES.—Section 202(d)(4)(B)(i) of title 23, United States Code, is amended by inserting after “2009” the following: “and \$3,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(2) NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM.—

(A) IN GENERAL.—Section 1101(a)(10) of SAFETEA-LU (119 Stat. 1154) is amended—

(i) in subparagraph (D) by striking “and” at the end;

(ii) in subparagraph (E) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(F) \$97,400,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(B) DESIGNATED PROJECTS.—Notwithstanding section 1302(e) of SAFETEA-LU (119 Stat. 1205), the Secretary shall allocate funds made available for the national corridor infrastructure improvement program for the period referred to in section 1(b) on the basis of a competitive selection process in accordance with section 1302(b) of such Act (119 Stat. 1204).

(3) NATIONAL SCENIC BYWAYS PROGRAM.—

(A) IN GENERAL.—Section 1101(a)(12) of SAFETEA-LU (119 Stat. 1155) is amended—

(i) in subparagraph (D) by striking “and” at the end;

(ii) in subparagraph (E) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(F) \$10,875,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(B) RESOURCE CENTER.—Section 1803(c) of SAFETEA-LU (119 Stat. 1458) is amended by striking “and \$3,000,000 for each of fiscal years 2006 through 2009” and inserting “, \$3,000,000 for each of fiscal years 2006 through 2009, and \$750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(4) CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.—

(A) IN GENERAL.—Section 1101(a)(13) of SAFETEA-LU (119 Stat. 1155) is amended—

(i) in subparagraph (D) by striking “and” at the end;

(ii) in subparagraph (E) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(F) \$16,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(B) NATIONAL FERRY DATABASE.—Section 1801(e)(4)(C) of SAFETEA-LU (119 Stat. 1456) is amended by inserting after “2009” the following: “and not more than \$125,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(C) SET ASIDE FOR ALASKA, NEW JERSEY, AND WASHINGTON.—Section 147(d) of title 23, United States Code, is amended—

(i) in paragraph (1) by inserting after “2009” the following: “, and \$5,000,000 of the amount made available to carry out this section for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009;”;

(ii) in paragraph (2) by striking “a fiscal year” and inserting “each of fiscal years 2005 through 2009, and \$2,500,000 of the \$5,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009;”;

(iii) in paragraph (3) by striking “a fiscal year” and inserting “each of fiscal years 2005 through 2009, and \$1,250,000 of the \$5,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009;”;

(iv) in paragraph (4) by striking “a fiscal year” and inserting “each of fiscal years 2005 through 2009, and \$1,250,000 of the \$5,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(5) PUERTO RICO HIGHWAY PROGRAM.—

(A) IN GENERAL.—Section 1101(a)(14) of SAFETEA-LU (119 Stat. 1155) is amended—

(i) in subparagraph (D) by striking “and” at the end;

(ii) in subparagraph (E) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(F) \$37,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(B) ALLOCATION OF FUNDS.—Section 165(a) of title 23, United States Code, is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(6) PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE PROGRAM.—

(A) IN GENERAL.—Section 1101(a)(15) of SAFETEA-LU (119 Stat. 1155) is amended—

(i) in subparagraph (D) by striking “and” at the end;

(ii) in subparagraph (E) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(F) \$88,950,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(B) DESIGNATED PROJECTS.—Notwithstanding section 1301(m) of SAFETEA-LU (119 Stat. 1202), the Secretary shall allocate funds made available for the projects of national and regional significance program for the period referred to in section 1(b) on the basis of a competitive selection process in accordance with sections 1301(d), 1301(e), and 1301(f) of such Act (119 Stat. 1199).

(7) DEPLOYMENT OF MAGNETIC LEVITATION TRANSPORTATION PROJECTS.—Section 1101(a)(18) of SAFETEA-LU (119 Stat. 1155) is amended by inserting after “2009” the following: “and \$11,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(8) HIGHWAYS FOR LIFE.—

(A) IN GENERAL.—Section 1101(a)(20) of SAFETEA-LU (119 Stat. 1156) is amended—

(i) in subparagraph (A) by striking “and” at the end;

(ii) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(C) \$5,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”

(B) PROJECT SELECTIONS.—Section 1502(b)(6) of SAFETEA-LU (119 Stat. 1237) is amended by striking “the period of fiscal years 2005 through 2009” and inserting “the period beginning on October 1, 2004, and ending on the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(9) HIGHWAY USE TAX EVASION PROJECTS.—

(A) IN GENERAL.—Section 1101(a)(21) of SAFETEA-LU (119 Stat. 1156) is amended—

(i) in subparagraph (C) by striking “and” at the end;

(ii) in subparagraph (D) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(E) \$3,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”

(B) ALLOCATIONS.—Section 1115(c) of SAFETEA-LU (119 Stat. 1177) is amended—

(i) by inserting after “2009” the first place it appears the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(ii) by adding at the end the following:

“(5) \$3,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”

(C) SUBALLOCATIONS.—Section 143 of title 23, United States Code, is amended—

(i) in subsection (b)(2) by inserting after “\$2,000,000” the following: “(and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, \$500,000)”; and

(ii) in subsection (c)(3) by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(10) TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM.—Section 1117(g)(1) of SAFETEA-LU (119 Stat. 1178) is amended by striking “and \$61,250,000 for each of fiscal years 2006 through 2009” and inserting “, \$61,250,000 for each of fiscal years 2006 through 2009, and \$15,312,500 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(11) TRUCK PARKING FACILITIES.—Section 1305(d)(1) of SAFETEA-LU (119 Stat. 1215) is amended by inserting after “2009” the following: “and \$1,562,500 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(12) DELTA REGION TRANSPORTATION DEVELOPMENT PROGRAM.—Section 1308(h)(1) of SAFETEA-LU (119 Stat. 1218) is amended by inserting after “2009” the following: “and \$2,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(13) ROADWAY SAFETY IMPROVEMENTS FOR OLDER DRIVERS AND PEDESTRIANS.—Section 1405(c) of SAFETEA-LU (119 Stat. 1231) is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(14) WORK ZONE SAFETY GRANTS.—Section 1409(c)(1) of SAFETEA-LU (119 Stat. 1232) is amended by inserting before the period at the end the following: “and \$1,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(15) NATIONAL WORK ZONE SAFETY INFORMATION CLEARINGHOUSE.—Section 1410 of SAFETEA-LU (119 Stat. 1233) is amended—

(A) in subsection (a) by inserting after “2009” the following: “and for the period re-

ferred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(B) in subsection (b) by inserting before the period at the end the following: “and \$250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(16) ROADWAY SAFETY.—Section 1411 of SAFETEA-LU (119 Stat. 1234) is amended—

(A) in subsection (a)(2) by inserting after “2009” the following: “and \$125,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(B) in subsection (b)(2) by striking “and \$500,000 for each of fiscal years 2006 through 2009” and inserting “, \$500,000 for each of fiscal years 2006 through 2009, and \$125,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(17) VALUE PRICING PILOT PROGRAM.—Section 1012(b)(8) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 149 note; 105 Stat. 1938) is amended—

(A) in subparagraph (A)—

(i) in clause (i) by striking “and” at the end;

(ii) in clause (ii) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(ii) for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, \$3,000,000.”; and

(B) in subparagraph (B) by inserting after “2009” the following: “and \$750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(18) EXPRESS LANES DEMONSTRATION PROGRAM.—Section 1604(b)(2) of SAFETEA-LU (119 Stat. 1250) is amended by striking “during the period of fiscal years 2005 through 2009” and inserting “during the period beginning on October 1, 2004, and ending on the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(19) NATIONAL HISTORIC COVERED BRIDGE PRESERVATION.—Section 1804(d) of SAFETEA-LU (119 Stat. 1459) is amended by inserting before the period at the end the following: “and \$2,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(20) ADDITIONAL AUTHORIZATION OF CONTRACT AUTHORITY FOR STATES WITH INDIAN RESERVATIONS.—Section 1214(d)(5)(A) of the Transportation Equity Act for the 21st Century (23 U.S.C. 202 note; 112 Stat. 206) is amended by inserting before the period at the end the following: “and \$450,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(21) NONMOTORIZED TRANSPORTATION PILOT PROGRAM.—Section 1807 of SAFETEA-LU (23 U.S.C. 217 note; 119 Stat. 1460) is amended—

(A) in subsection (c) by striking “per fiscal year” and inserting “for each of fiscal years 2006 through 2009 and \$1,562,500 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(B) in subsection (f)(1) by inserting before the period at the end the following: “and \$6,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(22) ADDITION TO CMAQ-ELIGIBLE PROJECTS.—Section 1808 of SAFETEA-LU (119 Stat. 1464) is amended—

(A) in subsection (i) by striking “September 30, 2009,” and inserting “the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,”; and

(B) in subsection (j) by striking “September 30, 2009,” and inserting “the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,”.

(23) GRANT PROGRAM TO PROHIBIT RACIAL PROFILING.—Section 1906(e)(1) of SAFETEA-LU (23 U.S.C. 402 note; 119 Stat. 1469) is amended by inserting before the period at the end the following: “and \$1,875,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(24) GOING-TO-THE-SUN ROAD, GLACIER NATIONAL PARK, MONTANA.—Section 1940(a) of SAFETEA-LU (119 Stat. 1511; 120 Stat. 1109) is amended—

(A) in paragraph (2) by striking “and” at the end;

(B) in paragraph (3) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(4) \$4,166,667 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”

(25) GREAT LAKES ITS IMPLEMENTATION.—Section 1943(b) of SAFETEA-LU (119 Stat. 1512) is amended by striking “and \$3,000,000 for fiscal year 2009” and inserting “, \$3,000,000 for fiscal year 2009, and \$750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(26) BONDING ASSISTANCE PROGRAM.—Section 332(e)(2) of title 49, United States Code, is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(27) DENALI ACCESS SYSTEM PROGRAM.—Section 309(j)(1) of the Denali Commission Act of 1998 (42 U.S.C. 3121 note) is amended by inserting before the period at the end the following: “and \$3,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(28) SAFE ROUTES TO SCHOOL PROGRAM ADMINISTRATIVE EXPENSES.—

(A) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out section 1404(c)(3) of SAFETEA-LU (119 Stat. 1228) \$750,000 for the period referred to in section 1(b).

(B) CONTRACT AUTHORITY.—Funds made available by this paragraph shall be available for obligation and administered in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(d) EXTENSION OF AUTHORIZATIONS UNDER TITLE V OF SAFETEA-LU.—

(1) IN GENERAL.—

(A) SURFACE TRANSPORTATION RESEARCH, DEVELOPMENT, AND DEPLOYMENT PROGRAM.—Section 5101(a)(1) of SAFETEA-LU (119 Stat. 1779) is amended by inserting after “2009” the following: “and \$49,100,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(B) TRAINING AND EDUCATION.—Section 5101(a)(2) of SAFETEA-LU (119 Stat. 1779) is amended by inserting after “2009” the following: “and \$6,675,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(C) BUREAU OF TRANSPORTATION STATISTICS.—Section 5101(a)(3) of SAFETEA-LU (119 Stat. 1779) is amended by inserting after “2009” the following: “and \$6,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(D) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5101(a)(4) of SAFETEA-LU (119 Stat. 1779) is amended by striking “and \$78,900,000 for fiscal year 2009” and inserting “\$78,900,000 for fiscal year 2009, and \$19,725,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(E) INTELLIGENT TRANSPORTATION SYSTEMS (ITS) RESEARCH.—Section 5101(a)(5) of

SAFETEA-LU (119 Stat. 1779) is amended by inserting after “2009” the following: “and \$27,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(2) DISTRIBUTION OF FUNDS.—For each program continued under the amendments made by paragraph (1), the Secretary of Transportation shall allocate the funds made available for the program for the period referred to in section 1(b) among the major program areas under that program in the same ratio as funds were allocated among those major program areas for fiscal year 2009, except that any designation of funds for specific activities shall not be required to be continued during that period.

(3) OBLIGATION CEILING.—Section 5102 of SAFETEA-LU (119 Stat. 1780) is amended by inserting before the period at the end the following: “and \$102,722,222 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(e) EXTENSION OF SAFETEA-LU TECHNICAL CORRECTIONS ACT OF 2008 PROVISIONS.—

(1) ADDITIONAL DISCRETIONARY USE OF SURFACE TRANSPORTATION PROGRAM FUNDS.—Section 105(d) of the SAFETEA-LU Technical Corrections Act of 2008 (122 Stat. 1601) is amended by inserting after “\$1,000,000” the following: “, and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009 not more than \$250,000.”.

(2) HIGHWAY RESEARCH FUNDING.—

(A) FUTURE STRATEGIC HIGHWAY RESEARCH PROGRAM.—

(i) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out the future strategic highway research program under section 510 of title 23, United States Code, \$13,127,073 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.

(ii) CONTRACT AUTHORITY.—Funds made available by this subparagraph shall be available for obligation and administered in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of activities carried out using such funds shall be 100 percent and such funds shall remain available until expended. Such funds shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.

(B) FUNDING FOR RESEARCH ACTIVITIES.—Section 111(f) of the SAFETEA-LU Technical Corrections Act of 2008 (122 Stat. 1605) is amended—

(i) in paragraph (1) by inserting after “2009” the following: “and \$250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(ii) in paragraph (2) by inserting after “2009” the following: “and \$1,225,000 shall be available for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(C) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5506(k)(3) of title 49, United States Code, is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(f) EXTENSION OF SET-ASIDE PROGRAMS AND ACTIVITIES.—Section 1101 of SAFETEA-LU (119 Stat. 1153) is further amended by adding at the end the following:

“(d) EXTENSION OF SET-ASIDE PROGRAMS AND ACTIVITIES.—

“(1) AUTHORIZATION OF APPROPRIATIONS.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for the period referred to in section 1(b) of the

Surface Transportation Extension Act of 2009:

“(A) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—To cover costs of the Secretary described in section 1004(h)(1) of title 23, United States Code, \$210,000.

“(B) INTERSTATE MAINTENANCE DISCRETIONARY PROJECTS.—To carry out projects described in section 118(c)(1) of such title \$25,000,000.

“(C) NONDISCRIMINATION.—

“(i) SKILLS TRAINING.—For the administration of section 140(b) of such title \$2,500,000.

“(ii) ON-THE-JOB TRAINING.—For the administration of section 140(c) of such title \$2,500,000.

“(D) TERRITORIES.—For the territorial highway program under section 215 of such title \$12,500,000.

“(E) ALASKA HIGHWAY.—For the Alaska Highway program under section 218 of such title \$7,500,000.

“(2) PROJECT SELECTION CRITERIA.—The project selection criteria in section 118(c)(2) of such title shall apply to amounts made available by paragraph (1)(B).

“(3) CONTRACT AUTHORITY.—Funds made available by this subsection shall be available for obligation and administered in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, and shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs.”.

(g) OPERATION LIFESAVER.—Section 104(d)(1)(B) of title 23, United States Code, is amended by inserting after “2009” the following: “and \$140,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(h) RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS.—

(1) AUTHORIZATION OF APPROPRIATIONS.—Section 104(d)(2)(A)(ii) of title 23, United States Code, is amended by striking “and \$15,000,000 for fiscal year 2009” and inserting “\$15,000,000 for fiscal year 2009, and \$3,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(2) CERTAIN IMPROVEMENTS.—Section 104(d)(2)(E) of such title is amended by striking “and \$3,000,000 for fiscal year 2009” and inserting “\$3,000,000 for fiscal year 2009, and \$750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(i) INCREASED FEDERAL SHARE FOR CMAQ PROJECTS.—Section 120(c)(2) of title 23, United States Code, is amended by inserting after “or both,” the following: “or with funds obligated in the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(j) HOV FACILITIES.—Section 166(b)(5) of title 23, United States Code, is amended by striking “Before September 30, 2009” each place it appears and inserting “Through the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(k) TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION.—Section 608 of title 23, United States Code, is amended—

(1) in subsection (a)(1) by inserting before the period at the end the following: “and \$30,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(2) in subsection (a)(3) by inserting before the period at the end the following: “and not more than \$550,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(l) STATE INFRASTRUCTURE BANK PROGRAM.—Section 610 of title 23, United States Code, is amended—

(1) in subsection (d)(1)—

(A) in subparagraph (A) by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(B) in subparagraph (B) by inserting after “fiscal years” the following: “, and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(2) in subsection (d)(2) by inserting after “2009” the following: “, and in the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(3) in subsection (d)(3) by inserting after “2009” the following: “, and in the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”; and

(4) in subsection (k) by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(m) REDUCTION OF ALLOCATED PROGRAMS.—The Secretary of Transportation shall reduce the amount that would be made available, but for this section, for fiscal year 2010 for allocation under a program that is continued both by a multiyear law reauthorizing such program enacted after the date of enactment of this Act and by this section (including the amendments made by this section) by the amount made available for such program by this section (including the amendments made by this section).

(n) PROGRAM CATEGORY RECONCILIATION.—The Secretary may establish procedures under which funds allocated under this section and the amendments made by this section for fiscal year 2010 for a program category for which funds are not authorized for fiscal year 2010 under a multiyear law reauthorizing the Federal-aid highway program enacted after the date of enactment of this Act may be restored to the Federal-aid highway program.

SEC. 5. EXTENSION OF HIGHWAY SAFETY PROGRAMS OF THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

(a) CHAPTER 4 HIGHWAY SAFETY PROGRAMS.—Section 2001(a)(1) of SAFETEA-LU (119 Stat. 1519) is amended—

(1) by striking “and”; and

(2) by inserting after “2009” the following: “, and \$58,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(b) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2001(a)(2) of such Act (119 Stat. 1519) is amended—

(1) by striking “and”; and

(2) by inserting after “2009” the following: “, and \$26,375,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(c) OCCUPANT PROTECTION INCENTIVE GRANTS.—

(1) EXTENSION OF PROGRAM.—Section 405 of title 23, United States Code, is amended—

(A) in subsection (a)(3) by striking “6” and inserting “7”; and

(B) in subsection (a)(4)(C) by striking “in each of the fifth and sixth fiscal years beginning after September 30, 2003,” and inserting “in each subsequent fiscal year”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(3) of such Act (119 Stat. 1519) is amended—

(A) by striking “and”; and

(B) by inserting after “2009” the following: “, and \$6,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(d) SAFETY BELT PERFORMANCE GRANTS.—

(1) EXTENSION OF PROGRAM.—Section 406(c)(1) of title 23, United States Code, is amended by striking “2009” and inserting “2010”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(4) of such Act (119 Stat. 1519) is amended—

(A) by striking “and”; and

(B) by inserting after “2009” the following: “, and \$31,125,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(e) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS.—Section 2001(a)(5) of such Act (119 Stat. 1519) is amended—

(1) by striking “and”; and

(2) by inserting after “2009” the following: “, and \$8,625,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(f) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT PROGRAM.—

(1) EXTENSION OF PROGRAM.—Section 410 of title 23, United States Code, is amended—

(A) in subsection (a)(3)(C) by striking “in each of the fifth, sixth, seventh, and eighth fiscal years” and inserting “in each subsequent fiscal year”; and

(B) in subsection (b)(2)(C) by striking “and 2009” and inserting “, 2009, and 2010”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(6) of such Act (119 Stat. 1519) is amended—

(A) by striking “and”; and

(B) by inserting after “2009” the following: “, and \$34,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(g) NATIONAL DRIVER REGISTER.—Section 2001(a)(7) of such Act (119 Stat. 1520) is amended—

(1) by striking “and”; and

(2) by inserting after “2009” the following: “, and \$1,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(h) HIGH VISIBILITY ENFORCEMENT PROGRAM.—

(1) EXTENSION OF PROGRAM.—Section 2009(a) of such Act (23 U.S.C. 402 note; 119 Stat. 1535) is amended by striking “2009” and inserting “2010”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(8) of such Act (119 Stat. 1520) is amended—

(A) by striking “and”; and

(B) by inserting after “2009” the second place it appears the following: “, and \$7,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(i) MOTORCYCLIST SAFETY.—

(1) EXTENSION OF PROGRAM.—Section 2010(d)(1)(B) of such Act (23 U.S.C. 402 note; 119 Stat. 1536) is amended by striking “and fourth” and inserting “fourth, and fifth”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(9) of such Act (119 Stat. 1520) is amended—

(A) by striking “and”; and

(B) by inserting after “2009” the following: “, and \$1,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(j) CHILD SAFETY AND CHILD BOOSTER SEAT SAFETY INCENTIVE GRANTS.—

(1) EXTENSION OF PROGRAM.—Section 2011(c)(2) of such Act (23 U.S.C. 405 note; 119 Stat. 1538) is amended by striking “fourth fiscal year” and inserting “fourth and fifth fiscal years”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(10) of such Act (119 Stat. 1520) is amended—

(A) by striking “and”; and

(B) by inserting after “2009” the following: “, and \$1,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(k) ADMINISTRATIVE EXPENSES.—Section 2001(a)(11) of such Act (119 Stat. 1520) is amended—

(1) by striking “and” the last place it appears; and

(2) by inserting after “2009” the following: “, and \$4,625,000 for the period referred to in

section 1(b) of the Surface Transportation Extension Act of 2009”.

(l) APPLICABILITY OF TITLE 23.—Section 2001(c) of such Act (119 Stat. 1520) is amended by striking “2009” and inserting “2010”.

(m) DRUG-IMPAIRED DRIVING ENFORCEMENT.—Section 2013(f) of such Act (23 U.S.C. 403 note; 119 Stat. 1540) is amended to read as follows:

“(f) FUNDING.—Out of amounts made available to carry out section 403 of title 23, United States Code, the Secretary shall make available to carry out this section—

“(1) \$1,200,000 for each of fiscal years 2006 through 2009; and

“(2) \$300,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(n) OLDER DRIVER SAFETY; LAW ENFORCEMENT TRAINING.—Section 2017 of such Act (23 U.S.C. 402 note; 119 Stat. 1541) is amended—

(1) in subsection (a)(1) by inserting after “2009” the following: “and \$425,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(2) in subsection (b)(2) by inserting after “2009” the following: “and \$500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

SEC. 6. EXTENSION OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAMS.

(a) MOTOR CARRIER SAFETY GRANTS.—Section 31104(a) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraph (4);

(2) by striking the period at the end of paragraph (5) and inserting “; and”; and

(3) by adding at the end the following:

“(6) \$52,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(b) ADMINISTRATIVE EXPENSES.—Section 31104(i)(1) of title 49, United States Code, is amended—

(1) by striking “and” at the end of subparagraph (D);

(2) by striking the period at the end of subparagraph (E) and inserting “; and”; and

(3) by adding at the end the following:

“(F) \$58,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(c) HIGH PRIORITY ACTIVITIES.—Section 31104(k) of title 49, United States Code, is amended—

(1) in paragraph (2) by inserting after “2009” the following: “, and \$3,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(2) in paragraph (4) by inserting “or for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “fiscal year”.

(d) GRANT PROGRAMS.—Section 4101(c) of SAFETEA-LU (119 Stat. 1715) is amended—

(1) in paragraph (1) by striking the period at the end and inserting “and \$6,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(2) in paragraph (2) by striking the period at the end and inserting “and \$8,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(3) in paragraph (3) by striking the period at the end and inserting “and \$1,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(4) in paragraph (4) by striking the period at the end and inserting “and \$6,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”; and

(5) in paragraph (5) by striking the period at the end and inserting “and \$750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(e) NEW ENTRANT AUDITS.—Section 31144(g)(5)(B) of title 49, United States Code, is amended by inserting after “fiscal year” the following: “and, in the case of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, up to \$7,250,000”.

(f) HIGH PRIORITY ACTIVITIES.—Section 31313(b)(2) of such title is amended by inserting “or for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “fiscal year”.

(g) COMMERCIAL DRIVER'S LICENSE INFORMATION SYSTEM MODERNIZATION.—Section 4123(d) of SAFETEA-LU (119 Stat. 1736) is amended—

(1) by striking “and” at the end of paragraph (3);

(2) by striking the period at the end of paragraph (4) and inserting “; and”; and

(3) by adding at the end the following:

“(5) \$2,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(h) OUTREACH AND EDUCATION.—Section 4127(e) of such Act (119 Stat. 1741) is amended by inserting after “2009” the following:

“(and, in the case of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, \$250,000 to the Federal Motor Carrier Safety Administration and \$750,000 to the National Highway Traffic Safety Administration)”.

(i) GRANT PROGRAM FOR COMMERCIAL MOTOR VEHICLE OPERATORS.—Section 4134(c) of such Act (119 Stat. 1744) is amended by inserting after “2009” the following: “and \$250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(j) EXEMPTION DURING HARVEST PERIODS.—Section 4146 of such Act (119 Stat. 1749) is amended by striking “at the end of fiscal year 2009” and inserting “on the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(k) WORKING GROUP FOR DEVELOPMENT OF PRACTICES AND PROCEDURES TO ENHANCE FEDERAL-STATE RELATIONS.—Section 4213(d) of such Act (119 Stat. 1759) is amended by striking “September 30, 2009” and inserting “the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(l) OFFICE OF INTERMODALISM.—Section 5503(i) of title 49, United States Code, is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

SEC. 7. EXTENSION OF FEDERAL TRANSIT PROGRAMS.

(a) ALLOCATION OF FUNDS.—Section 5305(g) of title 49, United States Code, is amended by striking “2009” and inserting “2009 and the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(b) SPECIAL RULE.—Section 5307(b)(2) of such title is amended—

(1) in the paragraph heading by striking “2009” and inserting “2009 AND THE EXTENSION PERIOD”;

(2) in subparagraph (A) by striking “2009,” and inserting “2009 and the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”; and

(3) in subparagraph (E)—

(A) by striking the subparagraph heading and inserting “MAXIMUM AMOUNTS IN FISCAL YEARS 2008 AND 2009 AND THE EXTENSION PERIOD.—”; and

(B) by striking “2009” and inserting “2009 and the period referred to in section 1(b) of

the Surface Transportation Extension Act of 2009”.

(c) ALLOCATING AMOUNTS.—Section 5309(m) of such title is amended—

(1) in paragraph (2) by striking the matter preceding subparagraph (A), including the paragraph designator and heading, and inserting the following:

“(2) FISCAL YEARS 2006 THROUGH 2009 AND THE EXTENSION PERIOD.—The amounts made available or appropriated for fiscal years 2006 through 2009 and the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009 under sections 5338(b) and 5338(c) shall be allocated as follows:”;

(2) in paragraph (2)(A)(i) by striking “2009” and inserting “2009 and \$50,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”;

(3) in paragraph (6)(B) by striking “2009” and inserting “2009, and \$3,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”;

(4) in paragraph (6)(C) by striking “2009” and inserting “2009, and \$1,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”;

(5) in paragraph (7)(A)—

(A) by striking “2009” and inserting “2009, and \$2,500,000 shall be available for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”;

(B) by striking “each fiscal year” and inserting “each of fiscal years 2006 through 2009”;

(6) in paragraph (7)(B) by inserting after clause (iv) the following:

“(v) \$3,375,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(7) in paragraph (7)(C) by inserting “and the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “fiscal year”;

(8) in paragraph (7)(D) by inserting “, and not less than \$8,750,000 shall be available for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “fiscal year”;

(9) in paragraph (7)(E) by inserting “, and \$750,000 shall be available for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “fiscal year”.

(d) APPORTIONMENTS.—Section 5311(c)(1) of such title is amended by inserting after subparagraph (D) the following:

“(E) \$3,750,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(e) APPORTIONMENT BASED ON FIXED GUIDEWAY FACTORS.—Section 5337(a) of such title is amended by striking “2009” and inserting “2009 and the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009 (with $\frac{3}{2}$ of each of the dollar amounts listed in paragraphs (1) through (6) made available for the extension period)”.

(f) FORMULA AND BUS GRANTS.—Section 5338(b) of such title is amended—

(1) in paragraph (1)—

(A) by striking “and” at the end of subparagraph (C);

(B) by striking the period at the end of subparagraph (D) and inserting “; and”;

(C) by adding at the end the following: “(E) \$2,090,141,250 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”;

(2) in paragraph (2)(A)—

(A) by striking “and” after “2008.”; and
 (B) by inserting “, and \$28,375,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(3) in paragraph (2)(B)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$1,040,091,250 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(4) in paragraph (2)(C)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$12,875,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(5) in paragraph (2)(D)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$416,625,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(6) in paragraph (2)(E)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$246,000,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(7) in paragraph (2)(F)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$33,375,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(8) in paragraph (2)(G)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$116,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(9) in paragraph (2)(H)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$41,125,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(10) in paragraph (2)(I)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$23,125,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(11) in paragraph (2)(J)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$6,725,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(12) in paragraph (2)(K)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$875,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(13) in paragraph (2)(L)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$6,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(14) in paragraph (2)(M)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$116,250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(15) in paragraph (2)(N)—

(A) by striking “and” after “2008.”; and

(B) by inserting “, and \$2,200,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”.

(g) CAPITAL INVESTMENT GRANTS.—Section 5338(c) of such title is amended—

(1) by striking “and” at the end of paragraph (3);

(2) by striking the period at the end of paragraph (4) and inserting “; and”;

(3) by adding at the end the following:

“(5) \$452,312,500 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(h) RESEARCH AND UNIVERSITY RESEARCH CENTERS.—Section 5338(d) of such title is amended—

(1) in the matter preceding subparagraph (A) of paragraph (1)—

(A) by striking “and” after “2008.”; and

(B) by inserting “and \$17,437,500 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “2009.”;

(2) in paragraph (1)(A)—

(A) by striking “and” after “2008.”; and

(B) by inserting “and \$2,500,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009” after “2009”;

(3) in paragraph (1)(B)—

(A) by inserting “, and \$1,075,000 shall be allocated for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “each fiscal year” the first place it appears; and

(B) by inserting “, and of which not more than \$250,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “each fiscal year” the second place it appears;

(4) in paragraph (1)(C) by inserting “, and \$1,750,000 shall be allocated for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “each fiscal year”;

(5) in paragraph (1)(D) by inserting “, and \$750,000 shall be allocated for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “each fiscal year”;

(6) in paragraph (1)(E) by inserting “, and \$250,000 shall be allocated for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009,” after “each fiscal year”.

(i) ADMINISTRATION.—Section 5338(e) of such title is amended—

(1) by striking “and” at the end of paragraph (3);

(2) by striking the period at the end of paragraph (4) and inserting “; and”;

(3) by adding at the end the following:

“(5) \$24,625,000 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(j) EXTENSION OF SAFETEA-LU PROGRAMS.—

(1) CONTRACTED PARATRANSIT PILOT.—Section 3009(i)(1) of SAFETEA-LU (119 Stat. 1572) is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(2) PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.—Section 3011(c)(5) of SAFETEA-LU (49 U.S.C. 5309 note; 119 Stat. 1588) is amended by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(3) RESTRICTIONS ON USE OF BUS CATEGORY FUNDS FOR FIXED GUIDEWAY PROJECTS.—Section 3011(d) of SAFETEA-LU (49 U.S.C. 5309 note) is amended by inserting after “2009” the following: “and in the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(4) ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES PILOT PROGRAM.—Section 3012(b)(8) of SAFETEA-LU (49 U.S.C. 5310 note) is amended by striking “September 30, 2009” and inserting “the last day of the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(k) OBLIGATION CEILING.—Section 3040 of SAFETEA-LU (119 Stat. 1639) is amended—

(1) by striking “and” at the end of paragraph (4);

(2) by striking the period at the end of paragraph (5) and inserting “; and”;

(3) by adding at the end the following:

“(6) \$2,584,516,250 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, of which not more than \$2,090,141,250 shall be from the Mass Transit Account.”.

(l) FINAL DESIGN AND CONSTRUCTION OF NEW FIXED GUIDEWAY CAPITAL PROJECTS.—Section 3043(b) of SAFETEA-LU (119 Stat. 1641) is amended in the matter preceding paragraph (1) by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(m) PRELIMINARY ENGINEERING OF NEW FIXED GUIDEWAY CAPITAL PROJECTS.—Section 3043(c) of SAFETEA-LU (119 Stat. 1642) is amended in the matter preceding paragraph (1) by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

(n) APPORTIONMENT PERIOD.—The Secretary of Transportation shall apportion funds under this section, including the amendments made by this section, not later than 21 days after the date of enactment of this Act.

(o) TREATMENT OF FUNDS.—Amounts made available under the amendments made by this section shall be treated for purposes of section 1101(b) of SAFETEA-LU (23 U.S.C. 101 note) as amounts made available for programs under title III of that Act.

SEC. 8. BOATING SAFETY EXTENSION.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 3 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777b) is amended by inserting after “1984,” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009.”.

(b) DIVISION OF ANNUAL APPROPRIATIONS.—(1) IN GENERAL.—Section 4(a) of such Act (16 U.S.C. 777c(a)) is amended—

(A) by inserting after “2009” the following: “and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”; and

(B) by striking “annual”.

(2) ADMINISTRATIVE EXPENSES.—Section 4(b)(1)(A) of such Act (16 U.S.C. 777c(b)(1)(A)) is amended to read as follows:

“(A) SET-ASIDE FOR ADMINISTRATION.—From the annual appropriation made in accordance with section 3, for each of fiscal years 2006 through 2009 and for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, the Secretary of the Interior may use no more than the amount specified in subparagraph (B) or (C) for the fiscal year or period, as appropriate, for expenses for administration incurred in the implementation of this Act, in accordance with this section and section 9. The amount specified in subparagraph (B) or (C) for a fiscal year or period may not be included in the amount of the appropriation distributed under subsection (a) for the fiscal year or period.”.

(3) SET-ASIDE AMOUNT.—Section 4(b)(1) of such Act (16 U.S.C. 777c(b)(1)) is amended by adding at the end the following:

“(C) EXTENSION PERIOD.—The available amount referred to in subparagraph (A) for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009 is 25 percent of the available amount under subparagraph (B) for fiscal year 2009.”.

(4) APPORTIONMENT AMONG STATES.—The first sentence of section 4(c) of such Act (16 U.S.C. 777c(c)) is amended by striking “annual”.

(c) PUBLIC ACCESS TO WATERS.—Section 8(b) of such Act (16 U.S.C. 777g(b)) is amended—

(1) in paragraph (1)—

(A) in the first sentence by striking “for each fiscal year”; and

(B) in the second sentence by striking “in a fiscal year”; and

(2) in paragraph (2) by striking “annual”.

(d) PAYMENTS OF FUNDS TO AND COOPERATION WITH PUERTO RICO, THE DISTRICT OF COLUMBIA, GUAM, AMERICAN SAMOA, COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS, AND VIRGIN ISLANDS.—Section 12 of such Act (16 U.S.C. 777k) is amended by striking “annual”.

(e) MULTISTATE CONSERVATION GRANT PROGRAM.—

(1) AMOUNT FOR GRANTS.—Section 14(a)(1) of such Act (16 U.S.C. 777m(a)(1)) is amended to read as follows:

“(1) AMOUNT FOR GRANTS.—Not more than \$3,000,000 of each annual appropriation made in accordance with the provisions of section 3, and not more than \$750,000 of the appropriation made for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009 in accordance with the provisions of section 3, shall be distributed to the Secretary of the Interior for making multistate conservation project grants in accordance with this section.”.

(2) FUNDING FOR OTHER ACTIVITIES.—Section 14(e) of such Act (16 U.S.C. 777m(e)) is amended by adding at the end the following: “For the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, paragraph (1) shall be applied by substituting ‘\$50,000’ for ‘\$200,000’ and paragraph (2) shall be applied by substituting ‘\$100,000’ for ‘\$400,000’.”.

SEC. 9. LEVEL OF OBLIGATION LIMITATIONS.

(a) HIGHWAY CATEGORY.—Section 8003(a) of SAFETEA-LU (119 Stat. 1917) is amended—

(1) by striking “and” at the end of paragraph (4);

(2) by striking the period at the end of paragraph (5) and inserting “; and”; and

(3) by adding at the end the following:

“(6) for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, \$10,617,492,545.”.

(b) MASS TRANSIT CATEGORY.—Section 8003(b) of SAFETEA-LU (119 Stat. 1917) is amended—

(1) by striking “and” at the end of paragraph (4);

(2) by striking the period at the end of paragraph (5) and inserting “; and”; and

(3) by inserting after paragraph (5) the following:

“(6) for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009, \$2,584,516,250.”.

(c) TREATMENT OF FUNDS.—No adjustment pursuant to section 110 of title 23, United States Code, shall be made for fiscal year 2010.

SEC. 10. HAZARDOUS MATERIALS RESEARCH PROJECTS.

Section 7131(c) of SAFETEA-LU (119 Stat. 1910) is amended by inserting after “2009” the following: “and \$312,500 for the period referred to in section 1(b) of the Surface Transportation Extension Act of 2009”.

SEC. 11. EXTENSION AND EXPANSION OF EXPENDITURE AUTHORITY FROM TRUST FUNDS.

(a) HIGHWAY TRUST FUND.—

(1) HIGHWAY ACCOUNT.—Paragraph (1) of section 9503(c) of the Internal Revenue Code of 1986 is amended—

(A) by striking “September 30, 2009 (October 1, 2009)” and inserting “December 31, 2009 (January 1, 2010)”, and

(B) by striking “under” and all that follows and inserting “under the Surface Transportation Extension Act of 2009 or any other provision of law which was referred to in this paragraph before the date of the enactment of such Act (as such Act and provisions of law are in effect on the date of the enactment of such Act)”.

(2) MASS TRANSIT ACCOUNT.—Paragraph (3) of section 9503(e) of such Code is amended—

(A) by striking “October 1, 2009” and inserting “January 1, 2010”, and

(B) by striking “in accordance with” and all that follows and inserting “in accordance with the Surface Transportation Extension Act of 2009 or any other provision of law which was referred to in this paragraph before the date of the enactment of such Act (as such Act and provisions of law are in effect on the date of the enactment of such Act)”.

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Subparagraph (B) of section 9503(b)(6) of such Code is amended by striking “September 30, 2009 (October 1, 2009)” and inserting “December 31, 2009 (January 1, 2010)”.

(b) SPORT FISH RESTORATION AND BOATING TRUST FUND.—

(1) IN GENERAL.—Paragraph (2) of section 9504(b) of such Code is amended—

(A) by striking “(as in effect” in subparagraph (A) and all that follows in such subparagraph and inserting “(as in effect on the date of the enactment of the Surface Transportation Extension Act of 2009)”.

(B) by striking “(as in effect” in subparagraph (B) and all that follows in such subparagraph and inserting “(as in effect on the date of the enactment of the Surface Transportation Extension Act of 2009), and”.

(C) by striking “(as in effect” in subparagraph (C) and all that follows in such subparagraph and inserting “(as in effect on the date of the enactment of the Surface Transportation Extension Act of 2009)”.

(2) EXCEPTION TO LIMITATION ON TRANSFERS.—Paragraph (2) of section 9504(d) of such Code is amended by striking “October 1, 2009” and inserting “January 1, 2010”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on September 30, 2009.

The SPEAKER pro tempore (Mr. BLUMENAUER). Pursuant to the rule, the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Florida (Mr. MICA) each will control 20 minutes.

The Chair recognizes the gentleman from Minnesota.

GENERAL LEAVE

Mr. OBERSTAR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the bill, H.R. 3617, and to include extraneous material therein.

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

There was no objection.

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

We gather here, I guess I would say in my view, reluctantly to ask for a vote in support of extending the current surface transportation programs that are included in existing law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, to extend it for 3 months.

I expected that we would have put in place by now a 6-year extension of current law, a new transformational surface transportation program. But along the way, there has been a failure of political will in various quarters. Not on this committee, not on the Committee on Transportation and Infrastructure. We have done our work under the vigorous leadership of the gentleman from

Oregon (Mr. DEFAZIO), Chair of the Surface Transportation Subcommittee, in partnership with Mr. DUNCAN on the Republican side; and in the full committee Mr. MICA and I have worked together for the past 2½ years to craft a transformation of the Department of Transportation, of the Federal Highway Administration, of the Federal Transit Administration, of our safety programs into a coherent new vision and a new program with which to address the Nation's transportation needs, new partnerships with the States and with the cities and with the metropolitan planning organizations. And we've done that. We moved a bill out of subcommittee.

But along the way, there was a stumbling down the street from here at the White House that resulted in asking for an 18-month extension of current law, and then the other body fell in line with a request for an extension of 18 months.

That's not what we need in America. Eighteen months from now, we will be back here at the same place on the House floor decrying the lack of investment, decrying the falloff of funding, decrying the lack of investment in our transit systems while America chokes evermore in congestion; while rural America is not able to move its goods to market; while our traffic corridors for freight goods movement continue to move slowly; while businesses, enterprises like United Parcel Service spent \$100 million dollars a year for every 5-minute delay their trucks experience.

General Mills in Minnesota loses \$2 million for every mile an hour their trucks travel below the speed limit because they have to pay overtime charges and late delivery fees. That's not the kind of transportation we need in America to keep this economy moving, to keep our society mobile. We need a robust investment.

Two national transportation policy commissions have reviewed the current structure of law and the current financing of law and said this is not good enough; we need to invest vastly more than we are doing at all levels of government. And both recommended an investment level in the range of \$450 billion over 6 years. That's what our bill does.

But since we have not been able to reach an agreement to bring that bill to the floor within the timeframe that we envisioned, we are here to ask for a 3-month extension to carry all programs to ensure continuity of existing investment in our surface transportation needs.

That is what this bill will do: continue programs for 3 additional months, which will give us an opportunity to continue working out the issues of how we deliver services, we deliver transportation investments in a more efficient, effective way to lead America into this 21st century.

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

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

First of all, I want to thank the Chair of the full T&I Committee and my Democrat counterpart on the committee, the leader, Mr. OBERSTAR, for his tireless efforts. He has been fighting unprecedented obstacles in trying to pass a 6-year extension of our most important transportation infrastructure legislation.

As you know, in just a few days our current legislation expires. In Congress we passed a 6-year authorization, and that's important so that States can plan and other entities can do long-term projects. As we have seen, the problem with the stimulus bill is we had some very narrow constraints on the time in which money could be spent. And because significant infrastructure projects take a long time to go through planning, process, approval, and the various red tape, we have seen that it's very difficult, in fact, almost impossible, even with the best efforts of Secretary LaHood and district secretaries throughout the Nation, transportation leaders throughout the Nation, to move that money out into projects and get people working.

□ 1615

That is why a 6-year bill is very important. I am kind of sad in a way that we have to come here for a 3-month extension. Now, I am not opposed to a 3-month extension; but on behalf of my leadership, what my leadership has requested is that this extension be brought to the floor not on a suspension, which is sort of a unanimous consent to proceed, but to have the legislation go through the Rules Committee and have the opportunity for our side of the aisle to express itself. And the only opportunity you get to do that is in a motion to recommit and through the regular order and process. That only requires a majority vote, and I am confident at that time many Members would vote on both sides of the aisle to proceed.

Everyone would like a long-term transportation bill. No one is happy that we are here at this 11th hour. The current legislation expires in just a few days, without a long-term bill to get people working, to get long-term approval.

So what we have here are several problems. First, we have a short-term proposal which many people have been opposed to.

I will take you back to the last time we did a 6-year bill. It took a year and a half, nearly 2 years to pass the next bill, so people were left in limbo for a long time. States can't plan. Projects can't move forward. Major infrastructure cannot be built nor approved when you don't know what the level of Federal participation will be.

There are some issues with this proposal to proceed for 3 months. Members on both sides of the aisle should be aware of them. First of all, we have an issue that some projects, and it has

been confirmed with the other side of the aisle today, some projects that are named in the past 6-year bill will not go over into this extension. So in one category of nontransit and transit, you have about a quarter of a billion, about a half a billion dollars in total will be transferred from the past legislation and directed toward specific projects to the discretion of the Secretary. So that does raise some ire, some questions, not just on the Republican side but on the other side, what is going to happen with this half a billion dollars.

The other issue that we don't address in this, and this is kind of sad because we do need to do this long term, is rescissions. Rescissions, unfortunately we made a decision when we passed the last bill when we got to this stage that we had to have money to support these projects. We don't have money to support these projects at the level we had previously agreed upon, so what takes place is an automatic rescission. Now, I wish this extension dealt with the rescission issue.

What is going to happen, even if we pass this, most of the Members of Congress, and listen carefully, you are going to get a call from your Secretary of Transportation. The Secretary of Transportation is going to tell you that the States will begin announcing rescissions. That means they are going to be cutting back projects because Congress hasn't done its work. A 3-month extension isn't going to do that. We really need a 6-month extension to stop the rescissions. I'm telling you, you are going to get those calls and that is a concern that is not addressed in this legislation.

So we do have some problems with this. All in all, I want to move the process forward. If the Republican side of the aisle, my side of the aisle decides to take down or not approve an extension today, it is not the final word. What they would like is the opportunity, and I present this on behalf of our leadership on this side of the aisle, is a fair chance to bring up an issue. It may only be one vote, one opportunity to submit to the House for hopeful improvement in this move to extend the expiring transportation authorization. It may be only one opportunity. They would like to do that through the regular order of coming out with a rule.

So that is the situation we find ourselves in. It is not a happy situation for me. It is not a happy situation for my colleague, Mr. OBERSTAR, but that is the reality of the legislative situation that presents itself this afternoon.

I have additional comments, but I will reserve the balance of my time at this time.

Mr. OBERSTAR. I yield myself 2 minutes.

In the consideration of the current law, SAFETEA in 2004 and 2005, there were 12 extensions of the previous TEA-21 Act. Five of those bills were considered under unanimous consent; unanimous consent with our concurrence on the Democratic side or else it

couldn't have passed by unanimous consent. Four were agreed to by voice vote. Three were passed by recorded vote. At least two of those were requested by the Republican majority. The first was 410-0, the second was 418-0, and the third recorded vote was 409-8. We didn't ask for a rule to take up the extension of current law. We partnered with the majority Republicans to keep existing law in place and keep working on the replacement bill, which came to be SAFETEA.

I don't understand the appeal now for a rule to take up—something I suggested when I learned from my good friend who had to be the messenger bearing bad news that the Republican leadership in the House said they would not support the bill under suspension. I said, well, we will take it up under a rule. Then I thought further about this and found there is a great deal of support on both sides of the aisle for a 3-month extension. Then I started thinking further, we didn't do that when we were in the minority. We had a partnership. We wanted to see good policy achieved.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. OBERSTAR. I yield myself an additional minute.

I say to the gentleman from Florida, who has been a straightforward partner, we have candidly talked through issues. Mr. DEFAZIO and Mr. DUNCAN have candidly discussed issues. Staffs have worked vigorously in crafting this transformational bill. There was no need for this disruption. We need an additional 3 months to continue working straightforward on the bill.

Now, there was a statement put out by the leader's office that the leader on the Republican side and the Republican National Committee chairman join with President Obama in supporting an 18-month extension of current law. That is the most unusual partnership I have ever seen. The Republican National Committee Chair and the Democratic President of the United States in a most unusual alliance. It is for the good of the country.

Mr. MICA. Mr. Speaker, I'm pleased to yield 3 minutes to one of the leaders on our side of the aisle, part of our leadership team, the gentleman from Virginia (Mr. CANTOR).

Mr. CANTOR. Mr. Speaker, I thank the gentleman from Florida.

Mr. Speaker, I rise in opposition to this bill for several reasons. In my estimation, Mr. Speaker, I believe that this bill reflects a bit of gamesmanship within the discussion over the extension of a highway reauthorization bill.

I know that the gentleman from Minnesota has made very clear his desire to pass an increase in the gas tax to fund a multiyear reauthorization bill. Simultaneously, while the gentleman has expressed that desire, this administration, as well as the folks on the other side of this building in the Senate, have indicated that they do not want to support a tax increase at this

time and instead have advocated an 18-month extension of the highway bill.

It appears that the gentleman from Minnesota has, in response, come up with this bill which would give a 3-month extension seemingly to buy time to bring the parties together to the table to agree on a gas tax.

Now, Mr. Speaker, let's face it, the American people right now especially cannot afford an increase in the gas tax. Such a tax would hit the unemployed, would hit small businesses, would hit those least able to afford it the hardest.

In addition to that, Mr. Speaker, our States and our contractors who are there needing some certainty deserve better than just a 3-month extension. Mr. Speaker, we on our side of the aisle stand ready to work with the gentleman as well as with his leadership on a thoughtful approach to highway reauthorization. What we are asking for is a public rejection of increasing the gas tax. We say "no" to higher gas taxes.

Mr. OBERSTAR. Mr. Speaker, I yield myself 30 seconds.

I appreciate the remarks of the gentleman, the distinguished assistant minority leader. In my remarks to the Ways and Means Committee, I laid out seven or eight different options. All of those options are on the table. In our metropolitan mobility center provision of the bill, we engage a wide range of private sector financing mechanisms to support investment in surface transportation in the areas of critical need where the greatest congestion occurs. We welcome all of those ideas.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. OBERSTAR. I yield myself an additional 30 seconds.

As the gentleman from Florida knows very well, he has advanced ideas that we have engaged in and are continuing to engage in how to finance the long-term 6 years of the surface transportation. This is not a gas-tax-now-and-only proposal. We are not considering such in this 3-month extension, I say to the gentleman.

I would just like to quote a distinguished leader of this country: "So what we are proposing is to add the equivalent of 5 cents per gallon to the existing Federal highway user fee, the gas tax. That hasn't been increased for 23 years. The cost to the average motorist will be small. The benefit to our transportation system will be immense. The program will not increase the Federal deficit or add to the taxes you and I pay. It will be paid by those of us who use the system, and will cost the average car owner about \$30 a year, less than the cost of a couple of shock absorbers." That was Ronald Reagan in 1982. I applauded him for that statement. It was a great statement of leadership. We are asking for ideas for leadership on how to finance the future of transportation. Give us the time, give us the 3 months that we need to continue the dialogue. I invite the gen-

tleman from Virginia to participate in these discussions with us. I hope that he will.

I reserve the balance of my time.

Mr. MICA. Mr. Speaker, I am pleased to yield 2 minutes to the distinguished gentleman from Tennessee (Mr. DUNCAN), the ranking member of the Highway Subcommittee of the Transportation and Infrastructure Committee.

Mr. DUNCAN. Mr. Speaker, I thank the gentleman from Florida for yielding me this time.

First of all, I want to say that I certainly agree with and support the comments that he made on this legislation a few moments ago. I find myself in the same position, and I certainly want to thank him for the great leadership he has given me in his position as the ranking member of the Transportation and Infrastructure Committee. I want to commend our great chairman, Chairman OBERSTAR, because all of us, Chairman OBERSTAR, Mr. MICA, myself, Chairman DEFAZIO of our subcommittee, we all would like to stop these extensions. Nobody wants a 3-month extension or any kind of extension. What we all want is to pass a major reauthorization bill.

I am in my 21st year in the Congress. I have been here for all of the major highway bills since I first was elected in 1988, and those bills have always passed with overwhelming margins and strong bipartisan support on both sides of the aisle, almost unanimous support.

□ 1630

Today, what you have, you have the Chamber of Commerce wanting a bill, you have the National Association of Manufacturers wanting a bill, you have the American Trucking Association wanting a bill, you have labor groups wanting a bill. I could give a whole long speech just naming all the different groups and people across this country that want a bill who say that we need it, especially with the economy in the situation it is in now.

So it is unfortunate that we have to talk about a 3-month extension or a 6-month extension. What we really need to be talking about is a strong, bipartisan highway reauthorization bill to help get this country moving once again and do all of the projects that have been getting backed up and are causing problems and delays all over this country.

Mr. OBERSTAR. Mr. Speaker, I yield 4 minutes to the gentleman from Oregon (Mr. DEFAZIO), Chair of the Subcommittee on Highways and Transit.

Mr. DEFAZIO. I thank the chairman.

The gentleman from Virginia can try and change the subject about some future possible increase in gas tax or user fees. That is not what is before us today.

Plain and simple, what is before us today is on October 1st, a very short time from now, will the States see a loss of \$4.5 billion in funding for highway, bridge and transit projects across this country? Our economy is teetering, and they want to play politics

with a simple extension of existing policy under the existing gas tax, which has been the same since 1993. That is not too much to ask. But they want to play politics with that. They want to jeopardize it. They want to delay it.

Now, let's just go to the delay. If they are totally successful, \$4.5 billion in spending goes away October 1. Hundreds of thousands of jobs are lost. Transportation projects across the country come to a halt; transit systems grind to a halt, because the Federal funds aren't there, even though we can finance all those things, without borrowing a penny, out of the existing gas tax. That would go away too.

Maybe that is the world they want to live in. I don't. Bridges falling down, transit systems that are unsafe to ride on, road surfaces that are unacceptable, growing congestion. That is not a vision for the future. But that apparently is their vision—the status quo or worse, because now they are talking about an 18-month extension.

If we do an 18-month extension, that will be 24 months or 30 months of the status quo, which is failing us. We aren't rebuilding the system; 160,000 bridges are weight limited, are functionally obsolete. People are sitting in congestion. Transit systems have \$60 billion backlogs in outdated equipment. But that is okay with the Republicans, apparently. They want the status quo, because they are so afraid of talking about any sort of remedy of any type and any sort of investment.

Then, if they aren't successful in killing the whole program, if they just delay this temporary extension, on October 1 the States will lose \$1 billion under the continuing resolution, \$1 billion, all across America. There is 20 percent unemployment in the construction trades, and they are going to increase that number because they want to walk away from the \$1 billion that would be there with the simple extension of this program for 3 months.

They can have the fight and the debate later when they want to play politics about the levels of investment in the bill and how we might get there. But that is 3 months from now or longer, depending upon what we can work out with the Senate.

But the point is, you are playing politics here. You want to have a vote on a gas tax that isn't before this body, that is not likely to be before this body at any time in the near future, at least for 3 months if this bill is passed.

Don't play politics with investment in our infrastructure. Don't play politics with the economy. Don't play politics with people's jobs. Don't bring America to a screeching halt on October 1 and walk away from your obligation to extend this program.

Mr. MICA. Might I inquire as to the amount of time on each side?

The SPEAKER pro tempore. The gentleman from Florida has 9½ minutes remaining and the gentleman from Minnesota has 7 minutes remaining.

Mr. MICA. I yield 3 minutes to the gentleman from Illinois (Mr. SCHOCK),

one of the rising stars on the Transportation and Infrastructure Committee.

Mr. SCHOCK. Thank you, Ranking Member MICA, for yielding the time.

I rise today to connect three dots for my colleagues: Yesterday's vote, today's vote, and a vote that this body took on February 13.

Yesterday, I joined with the majority of this body in voting to extend unemployment assistance for an additional 13 weeks for American citizens. I cast this vote because unemployment in my State of Illinois is now over 10.4 percent, the highest it has been in over two decades.

The transportation industry in this country has been hit even harder. In August of this year, unemployment within that industry climbed up over 16.5 percent. There were over 1 million fewer construction industry jobs this August than the prior August.

Now, we took a vote on February 13 that was supposed to have alleviated this need. The American Recovery and Reinvestment Act, known as the stimulus bill, was supposed to create or save 3.5 million jobs and hold the U.S. unemployment rate below 8 percent.

Ladies and gentlemen, it is clear to this body and also to the American people that the stimulus bill has not done its job. Then again, the stimulus has not had a chance to make improvements in the construction industry and its unemployment. In fact, only \$63 billion, or 7 percent of the stimulus, was dedicated to infrastructure. Interestingly, the rest of the stimulus is not being spent.

Without including the tax programs in the stimulus, only \$98 billion worth of the stimulus dollars have been spent and an additional \$140 billion is in the process of being spent, which means that \$343 billion of the stimulus remains to be spent. Which brings me to today's vote. We vote today to delay consideration of the highway bill. Why? We take this vote because no one in this body wants to talk about how to fund the highway bill. Doing so is too politically risky.

The problem, ladies and gentlemen, is that we need to find about another \$140 billion in revenue to compliment existing revenues in order to fund a \$450 billion highway bill, a level that most agree is reasonable. No one wants to talk about the gas tax increase that would be needed to raise such revenue.

But I would submit to you this: We voted on a stimulus bill under the guise of investing in infrastructure. We voted on a stimulus bill under the guise of putting people back to work. And yet today we are about to vote on a postponement of one of the biggest job-creating bills that we have before this body.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. MICA. I yield the gentleman another 30 seconds.

Mr. SCHOCK. I would submit that it would be much wiser to spend the remaining \$343 billion, \$140 billion of that

on the shortfall in the Highway Trust Fund, and invest in America's infrastructure. There is nothing more expensive than deferred maintenance for this country, whether it is the bridge collapse in Minnesota, whether it is the bridge across the Illinois River in my hometown that has been downgraded from three to two lanes because of its instability.

We need to invest in America's infrastructure, and rather than push bills that fly in the face of the majority of Americans, a health care bill that has failed to receive the support of the majority of Americans, the majority of Americans support a highway bill. We need to vote on a full highway bill.

Mr. OBERSTAR. Mr. Speaker, I yield myself 15 seconds to point out to the gentleman from Illinois that we will in our next report next week, and I invite the gentleman to our committee hearing, the fourth in our series of oversight hearings, show 100,000 construction jobs.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. OBERSTAR. I yield myself another 15 seconds.

By November, we will have a quarter of a million construction jobs. I keep track of it in a record that I have week by week. And, yes, if we had transferred the \$140 billion from the rest of the stimulus, or if we had taken instead of a \$300 billion tax cut and put it into the highway program, we would have a lot of people working.

I yield 3 minutes to the distinguished gentleman from Ohio (Mr. LATOURETTE), a graduate of the Committee on Transportation and Infrastructure.

Mr. LATOURETTE. I thank the chairman for yielding.

This is my 15th year in the Congress, and I am constantly amazed at how both parties are able to snatch defeat from the jaws of victory.

When the new administration came into office in January, I was excited as a Republican when he and our former colleague, the Secretary of Transportation, said we don't want to deal with infrastructure for 18 months. We are going to kick this thing down the road until after the next election.

I thought, my, what a wonderful opportunity for the Republican Party to regain its leadership role in transportation. And when I say "historical," I talk about Abraham Lincoln and the Transcontinental Railway, about Dwight Eisenhower and the National Highway System. The chairman referenced President Ronald Reagan. George H.W. Bush signed the first comprehensive highway bill in 1991 called ISTEA.

We only ran into a problem during the reauthorization of what is now known as SAFETEA-LU, when, sadly, a Republican administration decided we only needed \$256 billion out of a Highway Trust Fund that had more than that to solve all of the problems in this country. So, as a result, we argued, we wrangled, and we finally compromised, but the bill was 2 years late.

And when it was 2 years late, we didn't deliver the money to the States to do the projects, and people couldn't have jobs.

Now, for my good friend the new Member from Illinois, I just want to set the table. This debate today, there are only a couple of games in town. One is the President has said he doesn't want to deal with this for 18 months. That will cause a loss of jobs. Our friends on the other side of the Capitol, they don't want to deal with it for 18 months.

My friends who object now to this 3-month extension, what they are objecting to is not a 3-month extension. As the chairman correctly pointed out, we do this like changing our socks around here. This is not a big deal. But by passing the 3-month extension, you would give the only person in town who believes, and I got a bet on him, I got 10 bucks bet on the chairman, that he can get a highway bill done in 3 months. And if you don't like taxes, you argue against it later. You fight about it later.

But all this says is the only guy that is willing to do a full 6-year bill and will figure it out to put people back to work and do infrastructure in this country, JIM OBERSTAR, the chairman of the committee, we are not going to let you do that. We are going to take the 18-month extension from the Senate and we are going to be done.

I am telling you, it is just wrong. It is just wrong. The chairman needs to have the ability to put this forward. And the Republican Party, despite some members of our leadership, needs to stand up and say, you know what? Republicans, unlike what my friend from Oregon said, Republicans believe in infrastructure. We helped build this country. And to turn our backs on that now to try and score some cheap political point, as the gentleman said, is outlandish.

You need to vote for this thing. Get over it, and let's do the extension.

Mr. MICA. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. I thank the gentleman for yielding.

The gentleman from Minnesota mentioned or decried the lack of bipartisanship here now. The problem with the highway bill has never been a lack of bipartisanship. The problem has been a lack of fiscal responsibility.

When we did SAFETEA-LU 5 years ago, or 4 years ago, it passed by a margin, I think there were only eight dissenting votes here in the House and only three in the Senate. Yet it was a bill that was far too big for the Highway Trust Fund. We didn't have sufficient money there.

The other gentleman from Oregon mentioned that we were able to fund out of the Highway Trust Fund without borrowing any money. If that is the case, why have we transferred twice this year \$8 billion in one tranche, \$7 billion in another tranche, money that

would backfill for the money we simply don't have in this legislation?

□ 1645

Let me point out another thing that is troubling here. In the bill there are extensions of certain projects and not of others. I'm glad that a lot of the projects, including most of the 6,300 earmarks that were in SAFETEA-LU, are now finished and completed, and we won't be extending those projects beyond. But there are exemptions here, projects that had a specific line item in the legislation:

Three-quarters of a million dollars for America's Byways Resource Center in Duluth, Minnesota.

More than \$11 million for the magnetic levitation train system in Nevada.

These are projects that will continue to receive funding because they have a line item in the bill.

Now there is an uncanny alignment, I think anyone would see, between some of these projects and those who are working on this legislation. So you can say what you want about earmarks or whatever else, but this is an example, if nothing else, of the spoils system alive and well.

We shouldn't extend for 3 months what we ought to take up now. If somebody says we need to increase taxes, that's a debate we ought to have, but we shouldn't continue to spend money that we don't have in the Highway Trust Fund because we will simply have to transfer it later.

Mr. OBERSTAR. How much time remains on each side?

The SPEAKER pro tempore. The gentleman from Minnesota has 3½ minutes remaining. The gentleman from Florida has 4 minutes remaining.

Mr. OBERSTAR. I yield 30 seconds to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. Just to correct the gentleman, what I said is, we could continue the current levels in this bill over the next 3 months without borrowing any additional money. The funding is there. Yes, some money was transferred this summer to make up for past expenditures for emergencies and other things from the trust fund, but we would not be borrowing any money to extend this program for the next 3 months. It will be paid for, and it would put a heck of a lot of people to work. The bottom line is, do you vote "yes", extend this critical \$4.5 billion investment next month in our transportation infrastructure, keeping our transit systems running? Or do you vote "no" and bring it to a screeching halt?

Mr. MICA. Mr. Speaker, I yield myself 3½ minutes.

First of all, unfortunately we do have ourselves in an awkward situation here. Let me separate some fact from fiction. Some statements have been made both by the Democratic side of the aisle and the Republican side of the aisle that I would like to address.

First, no one wants to kill a highway bill, and no one is intent on killing the measure that's before us today to extend for 3 months. What I came here to ask on behalf of my leadership was that we, in fact, get the opportunity for regular order, that there be an opportunity for a bill to come through rules. Sometimes you get one motion to recommit or one motion to be heard on changing the substance of legislation or influencing or stating your opinion on that legislation. That's all my leadership asked for was a 1-day delay. We're not going to delay the extension of the bill because the current bill extends through the 30th.

Now let me tell you, I've tried to be as bipartisan as I can in this process and as the Republican leader of the largest committee in Congress, working with Mr. OBERSTAR, Mr. DEFAZIO, Mr. DUNCAN, all the principals in this, to move forward because it is important for jobs. It is important for our economy. It is important for the infrastructure that we know is crumbling. It's important for the future of this country to have sound infrastructure. This extension, whether it's passed today or tomorrow, doesn't make a difference. What my leadership has asked is that they be given that one opportunity to make a presentation.

There's no attempt to take down the bill. There is a request to have it come through regular order. We all want jobs. Again, it's just that request. Now I have deferred to the other side of the aisle. The other side of the aisle in the House has been abandoned so many times, I feel like an orphan sometimes trying to help the chairman of the full committee. I stood with him when the message was delivered to us that they were going to abandon our work for a 6-year bill, a 72-month bill. I stood with him when the Secretary of Transportation came and gave us the bad news and said that that's not the way to go.

I stood with them when the other body, the United States Senate, said, No, we're going to delay this process and only go 18 months. Now I think I owe it to my leadership, on behalf of the minority—and we are the minority—to try to get them the opportunity to have their word on this legislation since it does have significant impact on the future of transportation, our infrastructure, the country and our economy. I think that's the least we could do from our side of the aisle as a responsible minority. So it's not an attempt to take it down. It's an attempt to state a position.

I reserve the balance of my time.

Mr. OBERSTAR. How much time remains?

The SPEAKER pro tempore. The gentleman from Florida has 30 seconds remaining, and the gentleman from Minnesota has 3 minutes.

Mr. OBERSTAR. I will reserve the balance of my time to close on our side.

MOTION TO ADJOURN

Mr. SIMPSON. Mr. Speaker, I move that the House do now adjourn.

The SPEAKER pro tempore. The question is on the motion to adjourn.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

Mr. SIMPSON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 42, nays 355, not voting 35, as follows:

[Roll No. 730]

YEAS—42

Aderholt	Garrett (NJ)	Miller (MI)
Adler (NJ)	Gohmert	Olson
Akin	Hastings (WA)	Pastor (AZ)
Alexander	Heller	Pitts
Bartlett	Hensarling	Posey
Barton (TX)	Inglis	Price (GA)
Blackburn	Johnson (IL)	Rehberg
Broun (GA)	Johnson, Sam	Schwartz
Buyer	King (IA)	Sensenbrenner
Campbell	Lamborn	Shadegg
Carter	Lewis (CA)	Simpson
Chaffetz	McCarthy (CA)	Souder
Clay	McHenry	Thornberry
Foxx	Mica	Tiahrt

NAYS—355

Ackerman	Coble	Green, Gene
Altmire	Coffman (CO)	Griffith
Andrews	Cohen	Grijalva
Arcuri	Cole	Guthrie
Austria	Conaway	Gutierrez
Baca	Connolly (VA)	Hall (NY)
Bachmann	Conyers	Hall (TX)
Baird	Cooper	Halvorson
Baldwin	Costello	Hare
Barrow	Courtney	Harman
Becerra	Crenshaw	Harper
Berkley	Crowley	Hastings (FL)
Berman	Cuellar	Heinrich
Berry	Culberson	Heger
Biggert	Cummings	Herseth Sandlin
Bilbray	Dahlkemper	Higgins
Bilirakis	Davis (AL)	Hill
Bishop (GA)	Davis (CA)	Himes
Bishop (NY)	Davis (KY)	Hinchev
Blumenauer	Davis (TN)	Hinojosa
Blunt	Deal (GA)	Hirono
Bocchieri	DeFazio	Hodes
Bonner	DeGette	Hoekstra
Bono Mack	DeLauro	Holden
Boozman	Dent	Holt
Boren	Diaz-Balart, L.	Honda
Boswell	Diaz-Balart, M.	Hoyer
Boucher	Dicks	Hunter
Boustany	Doggett	Inslee
Boyd	Donnelly (IN)	Israel
Brady (PA)	Dreier	Issa
Brady (TX)	Driehaus	Jackson (IL)
Braley (IA)	Duncan	Jackson-Lee
Bright	Edwards (MD)	(TX)
Brown (SC)	Ehlers	Jenkins
Brown, Corrine	Ellison	Johnson (GA)
Brown-Waite,	Ellsworth	Johnson, E. B.
Ginny	Emerson	Jones
Buchanan	Engel	Jordan (OH)
Burgess	Eshoo	Kagen
Burton (IN)	Fallin	Kanjorski
Butterfield	Farr	Kaptur
Calvert	Fattah	Kildee
Camp	Filner	Kilroy
Cantor	Flake	Kind
Cao	Fleming	King (NY)
Capito	Forbes	Kingston
Capps	Fortenberry	Kirkpatrick (AZ)
Cardoza	Foster	Kissell
Carnahan	Franks (AZ)	Klein (FL)
Carney	Frelinghuysen	Kline (MN)
Carson (IN)	Fudge	Kosmas
Cassidy	Galleghy	Kratovil
Castle	Gerlach	Kucinich
Castor (FL)	Gingrey (GA)	Lance
Chandler	Gonzalez	Langevin
Childers	Goodlatte	Larsen (WA)
Chu	Gordon (TN)	Larson (CT)
Clarke	Graves	Latham
Cleaver	Grayson	LaTourette
Clyburn	Green, Al	Latta

Lee (CA)	Nunes	Scott (VA)
Lee (NY)	Nye	Serrano
Levin	Oberstar	Sestak
Lewis (GA)	Obey	Shea-Porter
Linder	Olver	Sherman
Lipinski	Pallone	Shimkus
LoBiondo	Pascarell	Shuler
Loeb sack	Paul	Shuster
Lofgren, Zoe	Paulsen	Sires
Lucas	Payne	Skelton
Luetkemeyer	Pence	Smith (NE)
Lujan	Perlmutter	Smith (TX)
Lummis	Perriello	Smith (WA)
Lungren, Daniel	Peters	Snyder
E.	Peterson	Space
Lynch	Petri	Spratt
Mack	Pingree (ME)	Stearns
Maffei	Platts	Stupak
Maloney	Poe (TX)	Sullivan
Manzullo	Polis (CO)	Sutton
Markey (CO)	Pomeroy	Tanner
Markey (MA)	Price (NC)	Taylor
Massa	Putnam	Teague
Matheson	Quigley	Terry
Matsui	Radanovich	Thompson (CA)
McCarthy (NY)	Rahall	Thompson (MS)
McCauley	Rangel	Thompson (PA)
McClintock	Reichert	Tiberi
McCollum	Reyes	Tierney
McCotter	Richardson	Titus
McDermott	Rodriguez	Tonko
McGovern	Roe (TN)	Towns
McIntyre	Rogers (AL)	Tsongas
McKeon	Rogers (KY)	Turner
McMahon	Rogers (MD)	Upton
McNerney	Rohrabacher	Van Hollen
Meek (FL)	Rooney	Velázquez
Melancon	Ros-Lehtinen	Visclosky
Michaud	Ross	Walden
Miller (FL)	Rothman (NJ)	Walz
Miller (NC)	Roybal-Allard	Wamp
Miller, Gary	Royce	Wasserman
Miller, George	Ruppersberger	Schultz
Minnick	Rush	Watson
Mitchell	Ryan (OH)	Watt
Mollohan	Ryan (WI)	Waxman
Moore (KS)	Salazar	Weiner
Moore (WI)	Sánchez, Linda	Welch
Moran (VA)	T.	Westmoreland
Murphy (CT)	Sanchez, Loretta	Wexler
Murphy (NY)	Sarbanes	Whitfield
Murphy, Patrick	Scalise	Wilson (OH)
Murphy, Tim	Schakowsky	Wilson (SC)
Murtha	Schauer	Wittman
Myrick	Schiff	Wolf
Nadler (NY)	Schmidt	Woolsey
Napolitano	Schock	Wu
Neal (MA)	Schrader	Yarmuth
Neugebauer	Scott (GA)	Young (FL)

NOT VOTING—35

Abercrombie	Etheridge	Moran (KS)
Bachus	Frank (MA)	Ortiz
Barrett (SC)	Giffords	Roskam
Bean	Granger	Sessions
Bishop (UT)	Kennedy	Slaughter
Boehner	Kilpatrick (MI)	Smith (NJ)
Capuano	Kirk	Speier
Costa	Lowey	Stark
Davis (IL)	Marchant	Waters
Delahunt	Marshall	Young (AK)
Dingell	McMorris	
Doyle	Rodgers	
Edwards (TX)	Meeks (NY)	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining in this vote.

□ 1715

Mr. MITCHELL, Ms. VELÁZQUEZ, Messrs. SCHRADER, BRIGHT, DUNCAN, GINGREY of Georgia, Ms. MARIKEY of Colorado and Mr. ELLSWORTH changed their vote from “yea” to “nay.”

So the motion to adjourn was rejected.

The result of the vote was announced as above recorded.

Stated against:

Ms. SLAUGHTER. Mr. Speaker, on rollcall No. 730, had I been present, I would have voted “nay.”

SURFACE TRANSPORTATION
EXTENSION ACT OF 2009

The SPEAKER pro tempore. The Chair recognizes the gentleman from Florida.

Mr. MICA. Mr. Speaker, might I inquire, before I begin, as to the amount of time that I have remaining and the amount of time the gentleman from Minnesota has remaining.

The SPEAKER pro tempore. The gentleman from Florida has 30 seconds remaining and the gentleman from Minnesota has 3 minutes.

Mr. MICA. Mr. Speaker, again, the situation we find ourselves in, in just a few minutes here, will be to vote whether or not to proceed with a 3-month extension on the highway bill.

Mr. Speaker, as I said earlier, my side of the aisle and my leadership is asking not to kill a 3-month extension. We are very much in favor of a highway bill. What they are asking for is an opportunity to be heard, for this bill to go through regular order through the Rules Committee and have one opportunity, at least one opportunity, for the minority to be heard on this important piece of legislation.

I yield back the balance of my time.

Mr. OBERSTAR. I yield myself the balance of my time.

As a matter of historical record, it was I who suggested, when I heard from my distinguished Republican leader on the committee that the leaders of the Republican Conference had decided to oppose the suspension, that we would then, instead, ask for a rule to consider the bill. But on further consideration, I decided that there are so many Members on both sides who really wanted to vote on this bill that the time is now.

I just want to point out that in the consideration of the current law, surface transportation law, beginning in 2003, there were 12 extensions: five were considered under unanimous consent, with my support; seven bills were considered under suspension of the rules, all of which I cosponsored; four were agreed to by voice vote; three were passed by recorded vote. The first, ironically, was September 30, 2003, 6 years ago, for a 5-month extension. I supported that. It was a voice vote. We didn't ask for a bill to be brought up under a rule. We didn't ask for a recorded vote. We just, as a matter of comity and participation and in the best interests of the country and in the best interests of transportation, supported an extension for 5 months, and on through 12 of them, the last being the extension into September of 2004.

Why, now, all of a sudden, after our side had time and again supported extensions that, let me just go here, the last was July 30, 2005. I correct myself. I supported it. This is in the best public interest, I said, to give the Congress time, the House and Senate conference committees, to finish a bill.

Now, there are a number of organizations that support the short-term extension—the American Trucking Association, the American Automobile Association, the National Association of