

21st century. These programs are critical to improvements and modernization of our roadways and our airways, providing desperately-needed funds across the Nation.

In addition, the bill provides \$521 million for Amtrak's capital needs. This funding will cover capital expenses and preventative maintenance. The bill sustains the Federal commitment to continue its partnership with Amtrak to help it reach its goal of self-sufficiency by December of 2002.

Mr. Speaker, this is a responsible conference report that tackles our Nation's most pressing transportation needs. In the midst of the holiday travel season and in light of the recent attacks on our Nation, this Congress can take pride in the fact that the underlying legislation represents an increase in the safety measures and resources in every area of our transportation system.

With airline security stabilization legislation already signed into law, this conference report expands on the new measures and provides the necessary resources to carry out much-needed safety initiatives.

Now more than ever, safety should remain the Federal Government's highest responsibility in the transportation area. Clearly, whether by land, by sea or by air, this bill addresses those needs and concerns, while maintaining the fiscal discipline that has been the hallmark of this Congress.

Mr. Speaker, as I conclude I would like to commend the chairman of the Committee on Appropriations, the gentleman from Florida (Mr. YOUNG), and the ranking member, the gentleman from Wisconsin (Mr. OBEY), for their tenacious work on this measure.

I would also like to extend praise to the gentleman from Kentucky (Mr. ROGERS), the chairman of the Subcommittee on Transportation of the Committee on Appropriations, and the ranking member, the gentleman from Minnesota (Mr. SABO).

I also urge my colleagues to support this straightforward, noncontroversial rule, as well as the underlying legislation.

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

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

Mr. Speaker, this rule allows for the consideration of the conference report on H.R. 2299. This is a bill that funds the Department of Transportation, the National Transportation Safety Board, and related agencies. The rule waives all points of order against the conference report.

Since the terrorist attacks against the United States on September 11, our Nation's transportation systems have been under great scrutiny. In particular, Federal oversight of aviation has been in the spotlight. However, the

transportation agencies which monitor our railroads, highways, and waterways have also been challenged to find solutions to the terrorist threat.

The bill funds the newly created Transportation Security Administration, which will be responsible for security operations involving all modes of transportation. This is the Federal agency that will oversee the hiring and training and supervising of the airport passenger and baggage screeners.

The bill also funds aviation security in the Federal Aviation Administration, which includes bomb detection systems. The conference report contains compromise language intended to ensure the safety of Mexican trucks traveling on U.S. highways.

I am also pleased that the conference report provides \$1 million towards the construction of the Interstate 70-75 interchange in Montgomery County, Ohio. This will help cover unforeseen increased costs of the project, which is an important priority for the community and the State.

This will be the ninth of the regular appropriation bills to complete the conference process. We are now 2 months into the fiscal year and we still have 4 more to go.

I would urge my colleagues to approve the rule and the underlying bill and let us get this bill to the President to sign.

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

Mr. REYNOLDS. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. ROGERS of Kentucky. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the conference report accompanying H.R. 2299 and that I may include tabular and extraneous material.

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

There was no objection.

CONFERENCE REPORT ON H.R. 2299, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

Mr. ROGERS of Kentucky. Pursuant to House Resolution 299, Mr. Speaker, I call up the conference report on the bill (H.R. 2299) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for

other purposes, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 299, the conference report is considered as read.

(For conference report and statement, see proceedings of the House of Thursday, November 29, 2001.)

The SPEAKER pro tempore. The gentleman from Kentucky (Mr. ROGERS) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Kentucky (Mr. ROGERS).

Mr. ROGERS of Kentucky. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, we are very pleased to present to the body an excellent conference agreement on H.R. 2299, the Department of Transportation and related agencies appropriations bill for fiscal year 2002.

First, let me say that we worked long, hard hours to hammer out the agreements contained in the bill.

□ 0915

I want to especially thank this morning the staff of the subcommittee, both on the majority and minority side, for staying up now two consecutive nights all night long, last night reading out the bill, and the previous night trying to put the bill together for consideration by this body. And they are not in a stupor, Mr. Speaker, but they are very tired. And I think we owe them an especially big debt of gratitude, Rich Efford and the other on the staff of the subcommittee. On both sides of the aisle, we want to say a special thank you to the staff for a tremendous job under extreme conditions because of the hurry up of this process.

We had some daunting challenges, Mr. Speaker. We started the process on this bill with veto threats hanging over both the House bill and the other body's bill because of a controversy over the best way to ensure the safety of trucking, the trucking industry, that we enjoy today without violating the NAFTA treaty.

Also, because of a Type 302-B conference allocation, we had to cut many of the funding items in the conference far below the Senate level. However, with the continued fine cooperation of my colleague and friends from across the aisle, the gentleman from Minnesota (Mr. SABO), the help especially of Senators MURRAY and SHELBY, and the willingness of senior administration officials to meet us half way on the trucking issue, we have, I believe, solved these problems in a fair manner that we can all be proud of.

This bill forges a consensus that, frankly, some thought was impossible a few months ago. And I had to be one of those who thought we could not find a middle ground on the Mexican trucking issue. But through a long process