

Istook	Moakley	Shaw
Jackson (IL)	Mollohan	Shays
Jackson-Lee	Moore	Sherman
(TX)	Moran (KS)	Sherwood
Jefferson	Moran (VA)	Shimkus
Jenkins	Morella	Shows
John	Murtha	Shuster
Johnson (CT)	Myrick	Simpson
Johnson, E.B.	Nadler	Sisisky
Johnson, Sam	Napolitano	Skeen
Jones (NC)	Neal	Skelton
Jones (OH)	Nethercutt	Slaughter
Kanjorski	Ney	Smith (MI)
Kasich	Northup	Smith (NJ)
Kelly	Norwood	Smith (TX)
Kennedy	Nussle	Smith (WA)
Kildee	Oberstar	Snyder
Kilpatrick	Obey	Souder
Kind (WI)	Ortiz	Spence
King (NY)	Ose	Spratt
Kingston	Owens	Stabenow
Kleczka	Oxley	Stark
Klink	Packard	Stearns
Knollenberg	Pallone	Stenholm
Kucinich	Pascrell	Strickland
LaFalce	Pastor	Stump
LaHood	Paul	Stupak
Lampson	Payne	Sununu
Lantos	Pease	Sweeney
Largent	Pelosi	Talent
Larson	Peterson (MN)	Tancredo
Latham	Peterson (PA)	Tanner
LaTourette	Petri	Tauscher
Lazio	Phelps	Tauzin
Lee	Pickering	Taylor (MS)
Levin	Pickett	Taylor (NC)
Lewis (CA)	Pitts	Terry
Lewis (GA)	Pombo	Thomas
Lewis (KY)	Pomeroy	Thompson (CA)
Linder	Porter	Thompson (MS)
Lipinski	Price (NC)	Thornberry
LoBiondo	Pryce (OH)	Thune
LoBiondo	Quinn	Thurman
Lofgren	Radanovich	Tiahrt
Lowe	Rahall	Tierney
Lucas (KY)	Ramstad	Toomey
Lucas (OK)	Rangel	Trafficant
Luther	Regula	Turner
Maloney (CT)	Reyes	Udall (CO)
Maloney (NY)	Reynolds	Udall (NM)
Manzullo	Riley	Upton
Markey	Rivers	Velazquez
Martinez	Rodriguez	Vento
Mascara	Roemer	Visclosky
Matsui	Rogan	Vitter
McCarthy (MO)	Rohrabacher	Walden
McCarthy (NY)	Ros-Lehtinen	Walsh
McCollum	Rothman	Wamp
McCrery	Roukema	Waters
McDermott	Roybal-Allard	Watkins
McGovern	Royce	Watt (NC)
McHugh	Rush	Watts (OK)
McInnis	Ryan (WI)	Waxman
McIntosh	Ryan (KS)	Weiner
McIntyre	Sabo	Weldon (FL)
McKeon	Salmon	Weldon (PA)
McKinney	Sanchez	Weller
McNulty	Sanders	Wexler
Meehan	Sandlin	Weygand
Meek (FL)	Sanford	Whitfield
Meeks (NY)	Sawyer	Wicker
Menendez	Saxton	Wilson
Metcalf	Scarborough	Wise
Mica	Schaffer	Wolf
Millender-	Schakowsky	Woolsey
McDonald	Scott	Wynn
Miller (FL)	Sensenbrenner	Young (AK)
Miller, Gary	Serrano	Young (FL)
Miller, George	Sessions	
Minge	Shadegg	
Mink		

## NAYS—3

Baldwin	Kolbe	Wu
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## NOT VOTING—15

Barton	Fletcher	Leach
Brown (CA)	Gilchrest	Olver
DeFazio	Granger	Portman
Diaz-Balart	Kaptur	Rogers
Engel	Kuykendall	Towns

## □ 1113

Mr. INSLEE changed his vote from "nay" to "yea."

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. KUYKENDALL. Mr. Speaker, on rollcall No. 247, I was inadvertently detained. Had I been present, I would have voted "yes."

## GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, and that I may include tabular and extraneous material.

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

There was no objection.

## DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2000

The SPEAKER pro tempore. Pursuant to House Resolution 218 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 2084.

## □ 1114

## IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, with Mr. CAMP in the chair.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

## □ 1115

Mr. WOLF. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, today the House considers the third appropriations bill for Fiscal Year 2000, the Department of Transportation and Related Agencies Appropriations bill. This bill includes appropriations for our Nation's highways, transit systems, funding for the Coast Guard, the Federal Aviation Administration, the Federal Railroad Administration, and several other smaller agencies both within and separate from the Department of Transportation.

The bill totals \$12.7 billion in discretionary budget authority, an increase of over \$400 million over the fiscal year 1999 freeze level. Several of my colleagues have sought reductions to previous appropriations bills to bring those bills more in line with the levels provided in fiscal year 1999.

Mr. Chairman, it is important for the House to understand that more than 70 percent of the funding provided in this bill as discretionary spending is not within the control of the Committee on Appropriations. Funding of \$28.8 billion for the highways and transit programs, though included in this bill, is mandatory. This committee has no control over the spending levels.

The bill does include increases for highway and transit programs, but the committee had no other choice. The bill presented to the House in no way alters the funding levels contained in TEA21.

Let me also note, Mr. Chairman, that the House recently passed the authorization for the Federal Aviation Administration. That bill contains provisions which had the effect of increasing funding for the FAA by \$14 billion over the levels assumed in the budget resolution. It guarantees \$3 billion a year in general fund subsidies for aviation programs within the discretionary caps.

Next year, if the FAA authorization bill were enacted, the only truly discretionary program over which this subcommittee would exert any control would be the Coast Guard. Creating new mandatory programs, whether they are off-budget or within the discretionary caps, creates more Federal spending, not less. Such mandatory spending is uncontrollable and makes the Congress' job of balancing the budget and reducing the national debt doubly difficult.

If the committee were required to reduce program levels within the bill to the levels provided last year, the House would be asked to do one of three things: One, reduce funding for the Federal Aviation Administration just days after passing an authorization containing \$14 billion in new spending above the budget resolution and a few weeks after an aviation accident in Arkansas; two, reduce funding for the Coast Guard search and rescue operations and drug interdiction activities; or three, nearly eliminate all the Federal funding for Amtrak. The reported bill is a lean and balanced bill given the TEA21 aviation needs and one that should be supported by the House.

To briefly summarize, \$4 billion for the Coast Guard, including \$521 million for drug interdiction; \$10.5 billion for the FAA, including \$2.25 billion for the AIP program; \$27.7 billion for the Federal-aid highways program, the same level as guaranteed by TEA21; \$368 million for NHTSA, again the same level as authorized; \$718 million for the Federal Railroad Administration, including \$571 million for Amtrak; \$5.8 billion for the Federal Transit Administration, the same level as guaranteed by TEA21; and several smaller appropriations for other modal administrations and independent agencies.

The bill has been developed in cooperation with the minority and the gentleman from Minnesota (Mr. SABO). We have had a good close working relationship over the past several years,