Thune
Thurman
Tiahrt
Torres
Towns
Traficant
Turner
Upton
Velazquez
Visclosky
Walsh
Wamp
Watkins
Watt (NC)
Watts (OK)
Waxman
Weldon (FL)
Weldon (PA)
Weller
Weygand
White
Whitfield
Wicker
Wise
Wolf
Woolsey
Wynn
Yates
Young (FL)

NAYS—50

Andrews
Baesler
Bentsen
Bonior
Clayton
Conyers
DeGette
Delahunt
Deutsch
Dixon
Fazio
Filner
Ford
Frank (MA)
Gephardt
Goode
Green
Hastings (FL)
Hinchey
Horn
Hoyer
Jackson-Lee (TX)
Jefferson
Kennedy (MA)
Kennedy (RI)
Kilpatrick
Kucinich
Lewis (GA)
Markey
McGovern
McKinney
Meehan
Meek
Mink
Olver
Owens
Payne
Rangel
Rivers
Rothman
Scott
Sherman
Slaughter
Stark
Stokes
Taylor (MS)
Tierney
Vento
Waters
Wexler

NOT VOTING—13

Abercrombie
Brown (FL)
Chambliss
Dingell
Gonzalez
Hilliard
Lewis (KY)
Miller (CA)
Murtha
Saxton
Schiff
Tanner
Young (AK)

☐ 1141

Mrs. MINK of Hawaii, Mrs. CLAYTON, and Messrs. KENNEDY of Massachusetts, DELAHUNT, GREEN, PAYNE, DEUTSCH, HOYER, BAESLER, and ROTHMAN changed their vote from ''yea'' to ''nay.''

Mr. DAVIS of Illinois changed his vote from ''nay'' to ''yea.''

So the resolution was agreed to.

The result of the vote was announced as above recorded.

PERSONAL EXPLANATION

Mr. SAXTON. Mr. Speaker, this morning I attended the signing of the National Wildlife Refuge bill by President Clinton at the White House. As a consequence, I was unable to vote on rollcall Nos. 507 and 508. Had I been present, I would have voted ''aye'' on both rollcalls: For the rule waiving points of order against the consideration of the conference report to accompany H.R. 2169, Transportation appropriations for fiscal 1998, and for the rule providing for the consideration of H.R. 2607, District of Columbia appropriations for fiscal 1998.

THE JOURNAL

The SPEAKER pro tempore (Mr. LATOURETTE). Pursuant to clause 5 of rule I, the pending business is the question of agreeing to the Speaker's approval of the Journal.

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

RECORDED VOTE

Mr. PAPPAS. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 352, noes 58, not voting 23, as follows:

[Roll No. 509]

AYES—352

Ackerman
Aderholt
Allen
Andrews
Archer
Armey
Bachus
Baesler
Baker
Baldacci
Ballenger
Barcia
Barr
Barrett (NE)
Barrett (WI)
Bartlett
Barton
Bass
Bateman
Bentsen
Bereuter
Berman
Berry
Bilbray
Bilirakis
Bishop
Blagojevich
Bliley
Blumenauer
Blunt
Boehlert
Boehner
Bonilla
Bono
Boswell
Boucher
Boyd
Brady
Brown (OH)
Bryant
Bunning
Burton
Buyer
Callahan
Calvert
Camp
Campbell
Canady
Cannon
Capps
Cardin
Carson
Castle
Chabot
Chenoweth
Christensen
Clayton
Clement
Coble
Coburn
Collins
Combest
Condit
Conyers
Cook
Cooksey
Cox
Coyne
Cramer
Crane
Crapo
Cubin
Cummings
Cunningham
Danner
Davis (FL)
Davis (IL)
Davis (VA)
Deal
DeGette
Delahunt
DeLauro
DeLay
Dellums
Diaz-Balart
Dickey
Dicks
Dixon
Doggett
Dooley
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehlers
Ehrlich
Emerson
Engel
Eshoo
Etheridge
Ewing
Farr
Fattah
Flake
Foley
Forbes
Ford
Fowler
Frank (MA)
Franks (NJ)
Frelinghuysen
Frost
Furse
Gallegly
Ganske
Gejdenson
Gekas
Gilchrest
Gillmor
Gilman
Goode
Goodlatte
Goodling
Gordon
Goss
Graham
Granger
Green
Greenwood
Hall (OH)
Hall (TX)
Hamilton
Hansen
Harman
Hastert
Hastings (WA)
Hayworth
Hefner
Herger
Hinojosa
Hobson
Hoekstra
Holden
Hooley
Horn
Hostettler
Houghton
Hoyer
Hutchinson
Hyde
Inglis
Istook
Jackson (IL)
Jackson-Lee (TX)
Jefferson
Jenkins
John
Johnson (CT)
Johnson (WI)
Johnson, E.B.
Johnson, Sam
Jones
Kanjorski
Kaptur
Kasich
Kelly
Kennedy (MA)
Kennedy (RI)
Kennelly
Kildee
Kim
Kind (WI)
King (NY)
Kingston
Kleczka
Klink
Klug
Knollenberg
Kolbe
LaFalce
LaHood
Lampson
Lantos
Largent
Latham
LaTourette
Lazio
Leach
Levin
Lewis (CA)
Linder
Lipinski
Livingston
Lofgren
Lowey
Lucas
Luther
Maloney (CT)
Maloney (NY)
Manton
Markey
Martinez
Mascara
Matsui
McCarthy (MO)
McCarthy (NY)
McCollum
McCrery
McDade
McHale
McHugh
McInnis
McIntosh
McIntyre
McKinney
Meehan
Metcalf
Mica
Millender-McDonald
Miller (FL)
Minge
Mink
Moakley
Mollohan
Moran (KS)
Moran (VA)
Morella
Myrick
Nadler
Neal
Nethercutt
Neumann
Ney
Northup
Norwood
Nussle
Obey
Olver
Ortiz
Owens
Oxley
Packard
Pappas
Parker
Paul
Paxon
Pease
Pelosi
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pitts
Pomeroy
Porter
Portman
Price (NC)
Pryce (OH)
Quinn
Radanovich
Rahall
Redmond
Regula
Reyes
Riggs
Riley
Rivers
Rodriguez
Roemer
Rogan
Rogers
Rohrabacher
Ros-Lehtinen
Rothman
Roukema
Roybal-Allard
Royce
Rush
Ryun
Sanchez
Sanders
Sandlin
Sanford
Sawyer
Scarborough
Schaefer, Dan
Schumer
Sensenbrenner
Serrano
Shadegg
Shaw
Shays
Sherman
Shimkus
Shuster
Sisisky
Skaggs
Skeen
Skelton
Slaughter
Smith (MI)
Smith (NJ)
Smith (OR)
Smith (TX)
Smith, Adam
Smith, Linda
Snowbarger
Snyder
Solomon
Souder
Spence
Spratt
Stabenow
Stark
Stearns
Stenholm
Strickland
Stump
Sununu
Talent
Tauscher
Tauzin
Taylor (NC)
Thomas
Thornberry
Thune
Thurman
Tierney
Torres
Traficant
Turner
Upton
Velazquez
Vento
Walsh
Wamp
Watkins
Watts (OK)
Waxman
Weldon (FL)
Weldon (PA)
Weygand
White
Whitfield
Wise
Wolf
Woolsey
Wynn
Yates
Young (FL)

NOES—58

Becerra
Borski
Brown (CA)
Clay
Clyburn
Costello
DeFazio
Deutsch
English
Ensign
Evans
Everett
Fazio
Filner
Foglietta
Fox
Gibbons
Gutierrez
Gutknecht
Hastings (FL)
Hefley
Hill
Hilleary
Hinchey
Hulshof
Kilpatrick
Kucinich
Lewis (GA)
LoBiondo
McDermott
McGovern
McNulty
Meek
Menendez
Oberstar
Pallone
Pascrell
Pastor
Payne
Pickett
Pombo
Poshard
Ramstad
Rangel
Sabo
Salmon
Schaffer, Bob
Scott
Sessions
Stokes
Stupak
Taylor (MS)
Thompson
Towns
Visclosky
Weller
Wexler
Wicker

NOT VOTING—23

Abercrombie
Bonior
Brown (FL)
Burr
Chambliss
Dingell
Fawell
Gephardt
Gonzalez
Hilliard
Hunter
Lewis (KY)
Manzullo
McKeon
Miller (CA)
Murtha
Saxton
Schiff
Tanner
Tiahrt
Waters
Watt (NC)
Young (AK)

☐ 1149

So the Journal was approved.

The result of the vote was announced as above recorded.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 2204, COAST GUARD AUTHORIZATION ACT OF 1997

Mrs. MYRICK, from the Committee on Rules, submitted a privileged report (Rept. 105–317), on the resolution (H. Res. 265) providing for consideration of the bill (H.R. 2204) to authorize appropriations for fiscal years 1998 and 1999 for the Coast Guard, and for other purposes, which was referred to the House Calendar and ordered to be printed.

CONFERENCE REPORT ON H.R. 2169, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

Mr. WOLF. Mr. Speaker, pursuant to House Resolution 263, I call up the conference report on the bill (H.R. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. LATOURETTE). Pursuant to House Resolution 263, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of October 7, 1997, at page H8587.)

The SPEAKER pro tempore. 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].

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 conference report to accompany H.R. 2169, and that I may include tabular and extraneous material.

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

There was no objection.

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

Mr. Speaker, H.R. 2169, the fiscal year 1998 Department of Transportation and Related Agencies Appropriations Act, represents the eighth conference report from the Committee on Appropriations. As my colleagues are aware, only 3 legislative days remain to complete action on the five remaining individual appropriation bills before October 23 when the continuing resolution expires.

The conference agreement represents a compromise between the House and the Senate bills, and with any compromise there are elements in this agreement that were difficult for the House and the Senate to accept. But in the end, and all things considered, this conference agreement is a good bill and one that I believe the President has indicated he will sign, and Secretary Slater called to say that he agreed with the bill. The agreement reflects this Congress's desire to spend additional funding on the Nation's infrastructure and to protect the safety of the traveling public.

In total, the conference agreement provides $12.4 billion in new discretionary budget authority in fiscal year 1998. When accounting for a rescission of contract authority enacted last year, funding contained in this bill represents an increase of $240 million in discretionary budget authority over the last year. In addition, trust fund expenditures, namely, from the highway trust fund and the aviation and airway trust, are up $3.5 billion, indicating this Congress's resolve in approving the transportation infrastructure.

Allow me, Mr. Speaker, to highlight a number of items in the conference. One, Federal-aid highways is funded at $21.5 billion, the same as the House-passed level and $3.5 billion over last year.

Also, there are no highway demonstration projects in this bill. I know this has created some heartburn. There have been people on both sides of the aisle that quite frankly have been mad at me, good people, decent people that just have not agreed. But we felt the fairest way was to reallocate the money back to the States with a formula whereby everyone in this body, whether they be Republican or Democrat or wherever they may come from, would be treated fairly.

I would just say, if anybody on my side is listening in the leadership, I would hope and I would pray that during this consideration, as long as I have the privileged to serve as chairman of this Subcommittee on Transportation of the Committee on Appropriations, that the leadership on both sides of the aisle, but particularly as a Republican Member for my side, that they would support my efforts, whether they completely like it or dislike it, whereby we will treat everybody fair, and there will be no highway demonstration projects in this legislation. Because what we would basically do, Mr. Speaker, is we would be taking general fund money out which could go to the Coast Guard and go to many other things, and I think that should be done in another bill.

Second, $2.5 billion of the transit formula grants, the same level as last year, or an increase of 16 percent. The conference agreement also includes $2 billion for transit discretionary grants and $150 million for transit operating assistance.

I want to particularly thank the gentleman from Minnesota [Mr. SABO] and the gentleman from Wisconsin [Mr. OBEY] for their support on this effort. There was a motion to instruct the conferees on this. We have been faithful to that instruction, and in many respects with the support of both of the gentlemen, we have also been able to change the definitions which will mean actually more for buses.

Mr. Speaker, $9.1 billion for the Federal Aviation Administration, an increase of $785 million over last year, which includes $1.7 billion for the airport improvement program. The administration only requested $1 billion, and we are at $1.7 billion as a commitment with regard to aviation.

I might add parenthetically that Secretary Slater called and expressed some interest with regard to explosive device research. I would tell the Secretary that with the increase of $1.7 billion, $700 million over what the administration actually requested, he does have the authority, and I think both sides of this aisle have been very faithful with regard to aviation safety, to take some of this money and use it for explosive devices and what he hoped to be able to do.

Mr. Speaker, $3.9 billion for the Coast Guard, an increase of $440 million over the 1997 enacted level. The bill fully funds the Coast Guard's drug interdiction activities at $354 million.

Mr. Speaker, $333 million for the highway safety activities of the National Highway Traffic Safety Administration, and $543 million for Amtrak, together with an additional $250 million for the Northeast corridor improvement program.

There were a number of difficult issues before the conference and I would like to briefly share with the Members of the House just a few of them.

Certain Members of the Texas Delegation had expressed an objection to the Senate language on the Wright amendment. Working with the gentlewoman from Texas [Ms. GRANGER] and the majority leader, the gentleman from Texas [Mr. ARMEY], in the conference, we attempted to reach a compromise which was significantly less than what the Senate wanted. I believe the conference accomplished that and, in the end, I believe that the House obtained considerable concessions from the Senate in the spirit of compromise.

And for those on both sides who were interested in the issue of safety, there is very difficult, very tough language with regard to safety. The conference report provides that the FAA administrator shall take whatever, whatever, whatever actions are needed to protect the public safety, even if it means restricting air traffic. So I would direct Members' attention to that language printed in the conference report on page 25, and the conference agreement does protect safety. I also plan on meeting with the FAA administrator on this issue to make sure, and there was a consensus agreement on both sides of the aisle and also on the Senate side with regard to that.

Bus allocations. The conference agreement allocates some $400 million in bus funds. While the Senate indicated that it preferred to allocate bus funding on a case-by-case basis, the House insisted that a formula approach be employed such that no member, Republican or Democrat, was advantaged by his or her position on the committee, tenure in Congress, or position of leadership. The House prevailed in conference and all bus funding was apportioned by a rational, fair and defensible formula.

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I might say to Members, if anyone is listening back in their offices, next year as we begin to get into this issue, I would urge Members to meet with their Senators from their States, call them up, go over and visit them, talk to them, and tell them that based on the formula it is important not only for the great job that the House Members have done with regard to representing their areas but also it is important that the Senate do the same. I think that would be helpful to remove any disagreements.

Third, funding for the Appalachian Development Highway System. The conference report provides $300 million for the Appalachian Development Highway System construction, the same level as provided by the Senate bill. The House bill, I might state, contains

no appropriation. Agreeing to the $300 million was a concession to the Senate in the spirit of compromise.

Funding for the ADHS benefits 13 States which comprise the Appalachian Regional Commission. This money is provided from the general fund, which I find somewhat disturbing, because that money could be used for other things with regard to aviation safety. I believe it would be more appropriate to expend the money from the highway trust fund for these roads and bridges, which would be subject to the annual limitation on obligations.

I would also note, if anyone from the administration or from the Office of Management and Budget is listening, to crystallize a certain issue and note that $300 million exceeds the President's request by $100 million. With that $100 million, it could be put into the explosive devices, or do some of those other things.

This was not something easy to swallow, but I personally, nor did Members on our side, did not want to do anything to hold up the Nation's entire transportation budget over this issue. In the end, all things considered, it is a good bill. The President has indicated he will sign it, Secretary Slater called us and said he agrees with it. I urge my colleagues to support the conference agreement.

In closing, I want to acknowledge the assistance and support of the gentleman from Minnesota [Mr. SABO], the ranking member of the subcommittee. We never had a difference. I do not believe there was ever a partisan difference in the whole process. The bill passed 403 to 5, or something like that. I just want to thank the gentleman from Minnesota [Mr. SABO] publicly and the gentleman from Wisconsin [Mr. OBEY] for their cooperation.

I also want to thank all the Republican members, who were very, very helpful and worked together in a good team effort.

If I may also, Mr. Speaker, I would like to thank the staff, John Blazey, Rich Efford, Stephanie Gupta, Linda Muir, Cheryl Smith, and also the associate staff, who have done a tremendous job. I do not want murder their names but out of a courtesy to them I would like to mention them: David Whitestone, Monica Vegas Kladakis, Connie Veillette, Steve Carey, Eric Mondero, Todd Rich, Joe Cramer, Mark Zelden, Paul Cambon, Marjorie Duske, Barbara Zylinski-Mizrahi, Albert Jacquez, Nancy Alcalde, David Oliveira, Blake Blake Gable and Paul Carver. I apologize if I did not say all those words appropriately, but I hope for the RECORD's sake they will be there.

Last, Mr. Speaker, I urge my colleagues to support the conference bill. I include for the RECORD the following information:

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, 1998 (H.R. 2169)

	FY 1997 Enacted	FY 1998 Estimate	House	Senate	Conference	Conference compared with enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses	52,966,000	56,136,000	60,009,000	66,703,000	61,000,000	+8,034,000
Office of civil rights	5,574,000	5,574,000	5,574,000	5,574,000	5,574,000	.....
Transportation planning, research, and development	3,000,000	6,008,000	4,400,000	4,400,000	4,400,000	+1,400,000
Transportation Administrative Service Center	(124,812,000)	.....	(121,800,000)	.....	(121,800,000)	(-3,012,000)
Payments to air carriers (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(25,900,000)	.....	.....	.....	.....	(-25,900,000)
(Limitation on obligations)	(25,900,000)	.....	.....	.....	.....	(-25,900,000)
Rescission of contract authorization	(-12,700,000)	(-38,600,000)	.....	(-38,600,000)	(-38,600,000)	(-25,900,000)
Rescission	(-1,133,000)	.....	.....	.....	.....	(+1,133,000)
Rental payments	127,447,000	10,567,000	.....	.....	.....	-127,447,000
Minority business resource center program	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	.....
(Limitation on direct loans)	(15,000,000)	(15,000,000)	(15,000,000)	(15,000,000)	(15,000,000)	.....
Minority business outreach	2,900,000	2,900,000	2,900,000	2,900,000	2,900,000	.....
Total, Office of the Secretary	193,787,000	83,085,000	74,783,000	81,477,000	75,774,000	-118,013,000
(Limitations on obligations)	(25,900,000)	.....	.....	.....	.....	(-25,900,000)
Total budgetary resources	(219,687,000)	(83,085,000)	(74,783,000)	(81,477,000)	(75,774,000)	(-143,913,000)
Coast Guard						
Operating expenses	2,319,725,000	2,440,000,000	2,408,000,000	2,435,400,000	2,415,400,000	+95,675,000
Defense function (050)	.....	300,000,000	300,000,000	.....	300,000,000	+300,000,000
(Transfer from DOD)	(300,000,000)	.....	.....	(300,000,000)	.....	(-300,000,000)
Supplemental (P.L. 105-18)	1,600,000	.....	.....	.....	.....	-1,600,000
Acquisition, construction, and improvements:						
Offsetting collections	.....	-9,000,000	-9,000,000	-9,000,000	-9,000,000	-9,000,000
Vessels	216,500,000	186,900,000	191,650,000	214,700,000	212,100,000	-4,400,000
Aircraft	18,040,000	26,400,000	33,900,000	26,400,000	25,800,000	+7,760,000
Other equipment	41,700,000	49,700,000	47,050,000	51,200,000	44,650,000	+2,950,000
Shore facilities and aids to navigation facilities	52,350,000	69,000,000	59,400,000	73,000,000	68,300,000	+15,950,000
Personnel and related support	46,250,000	47,000,000	47,000,000	47,000,000	47,000,000	+750,000
Subtotal, A C & I appropriations	374,840,000	370,000,000	370,000,000	403,300,000	388,850,000	+14,010,000
Environmental compliance and restoration	22,000,000	21,000,000	21,000,000	21,000,000	21,000,000	-1,000,000
Port Safety Development	5,000,000	.....	.....	.....	.....	-5,000,000
Alteration of bridges	16,000,000	.....	16,000,000	26,000,000	17,000,000	+1,000,000
Retired pay	608,084,000	645,696,000	645,696,000	653,196,000	653,196,000	+45,112,000
Supplemental (P.L. 105-18)	9,200,000	.....	.....	.....	.....	-9,200,000
Reserve training	65,890,000	65,000,000	67,000,000	65,535,000	67,000,000	+1,110,000
Research, development, test, and evaluation	19,200,000	19,000,000	19,000,000	20,000,000	19,000,000	-200,000
Boat safety (Aquatic Resources Trust Fund)	35,000,000	50,000,000	35,000,000	35,000,000	35,000,000	.....
Total, Coast Guard	3,476,539,000	3,910,696,000	3,881,696,000	3,659,431,000	3,916,446,000	+439,907,000
Federal Aviation Administration						
Operations	4,925,500,000	5,036,100,000	5,300,000,000	5,325,900,000	5,301,934,000	+376,434,000
Appropriation of user fees	.....	300,000,000	.....	.....	.....	.....
Offsetting Collections	-75,000,000	.....	.....	.....	.....	+75,000,000
Emergency appropriations	(32,400,000)	.....	.....	.....	.....	(-32,400,000)
Facilities and equipment (Airport and Airway Trust Fund)	1,793,500,000	1,875,000,000	1,875,000,000	1,889,004,883	1,875,477,000	+81,977,000
Emergency appropriations	(144,200,000)	.....	.....	.....	.....	(-144,200,000)
Research, engineering, and development (Airport and Airway Trust Fund)	187,412,000	200,000,000	185,000,000	214,250,000	199,183,000	+11,771,000
Emergency appropriations	(21,000,000)	.....	.....	.....	.....	(-21,000,000)
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(1,500,000,000)	(1,500,000,000)	(1,600,000,000)	(1,600,000,000)	(1,600,000,000)	(+100,000,000)
(Limitation on obligations)	(1,460,000,000)	(1,000,000,000)	(1,700,000,000)	(1,700,000,000)	(1,700,000,000)	(+240,000,000)
Rescission of contract authorization	(-800,000,000)	.....	.....	(-190,000,000)	(-412,000,000)	(+388,000,000)
Total, Federal Aviation Administration	6,831,412,000	7,411,100,000	7,360,000,000	7,429,154,883	7,376,594,000	+545,182,000
(Limitations on obligations)	(1,460,000,000)	(1,000,000,000)	(1,700,000,000)	(1,700,000,000)	(1,700,000,000)	(+240,000,000)
Total budgetary resources	(8,291,412,000)	(8,411,100,000)	(9,060,000,000)	(9,129,154,883)	(9,076,594,000)	(+785,182,000)
Federal Highway Administration						
Limitation on general operating expenses	(521,114,000)	(494,376,000)	(510,313,000)	(558,440,000)	(552,266,000)	(+31,152,000)
Highway-related safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(2,049,000)	(4,000,000)	.....	(4,000,000)	.....	(-2,049,000)
Rescission of contract authority	(-9,100,000)	.....	.....	.....	.....	(+9,100,000)
Appalachian Development Highway system	.....	.....	.....	300,000,000	300,000,000	+300,000,000
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(18,000,000,000)	(20,170,000,000)	(21,500,000,000)	(21,800,000,000)	(21,500,000,000)	(+3,500,000,000)
Supplemental obligation authority (P.L. 105-18)	(694,810,534)	.....	.....	.....	.....	(-694,810,534)
(Exempt obligations) (sec. 310 a-d)	(1,783,237,000)	(1,510,571,000)	(1,390,570,000)	(1,390,600,000)	(1,390,570,000)	(-392,667,000)
(Bonus program) (sec. 310 e)	(241,173,000)	.....	(269,656,000)	.....	.....	(-241,173,000)
(Liquidation of contract authorization)	(19,800,000,000)	(19,800,000,000)	(20,800,000,000)	(20,850,000,000)	(20,800,000,000)	(+1,000,000,000)
Emergency appropriations	(82,000,000)	.....	.....	.....	.....	(-82,000,000)
Emergency relief program (P.L. 105-18)	(650,000,000)	.....	.....	.....	.....	(-650,000,000)
Right-of-way revolving fund	.....	.....	.....	8,000,000	.....	.....

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, 1998 (H.R. 2169) — continued

	FY 1997 Enacted	FY 1998 Estimate	House	Senate	Conference	Conference compared with enacted
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(74,000,000)	(90,000,000)	(85,000,000)	(85,000,000)	(85,000,000)	(+11,000,000)
(Limitation on obligations)	(78,225,000)	(100,000,000)	(85,325,000)	(84,300,000)	(84,825,000)	(+6,600,000)
Rescission of contract authorization	(-12,300,000)					(+12,300,000)
State infrastructure banks	150,000,000					-150,000,000
State infrastructure banks (Highway Trust Fund)		150,000,000				
Transportation infrastructure credit program (Highway Trust Fund)		100,000,000				
Total, Federal Highway Administration	150,000,000	250,000,000		308,000,000	300,000,000	+150,000,000
(Limitations on obligations)	(18,773,035,534)	(20,270,000,000)	(21,585,325,000)	(21,884,300,000)	(21,584,825,000)	(+2,811,789,466)
(Sec. 310 obligations)	(2,024,410,000)	(1,510,571,000)	(1,660,226,000)	(1,390,600,000)	(1,390,570,000)	(-633,840,000)
Total budgetary resources	(20,947,445,534)	(22,030,571,000)	(23,245,551,000)	(23,582,900,000)	(23,275,395,000)	(+2,327,949,466)
National Highway Traffic Safety Administration						
Operations and research	80,900,000		74,492,000	74,760,000	74,901,000	-5,999,000
Operations and research (Highway Trust Fund)	51,712,000	147,500,000	72,415,000	71,740,000	72,061,000	+20,349,000
Subtotal, Operations and research	132,612,000	147,500,000	146,907,000	146,500,000	146,962,000	+14,350,000
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(168,100,000)	(185,000,000)	(186,000,000)	(186,000,000)	(186,000,000)	(+17,900,000)
State and community highway safety grants (Sec. 402) (limitation on obligations)	(128,700,000)	(140,200,000)	(140,200,000)	(150,700,000)	(149,700,000)	(+21,000,000)
National Driver Register (Sec. 402) (limitation on obligations)	(2,400,000)	(2,300,000)	(2,300,000)	(2,300,000)	(2,300,000)	(-100,000)
Contract authorization (P.L. 105-18)	2,500,000					-2,500,000
Highway safety grants (Sec. 1003(a)(7)) (limitation on obligations)	(11,500,000)					(-11,500,000)
Occupant protection incentive grants (limitation on obligations)		(9,000,000)	(9,000,000)			
Alcohol-impaired driving countermeasures programs (Sec. 410) (limitation on obligations)	(25,500,000)	(34,000,000)	(35,000,000)	(34,000,000)	(34,500,000)	(+9,000,000)
Contract authorization (P.L. 105-18)	500,000					-500,000
Rescission of contract authorization	(-24,800,000)					(+24,800,000)
Total, National Highway Traffic Safety Administration	135,612,000	147,500,000	146,907,000	146,500,000	146,962,000	+11,350,000
(Limitations on obligations)	(168,100,000)	(185,500,000)	(186,500,000)	(187,000,000)	(186,500,000)	(+18,400,000)
Total budgetary resources	(303,712,000)	(333,000,000)	(333,407,000)	(333,500,000)	(333,462,000)	(+29,750,000)
Federal Railroad Administration						
Office of the Administrator	16,739,000	20,559,000	19,434,000	19,800,000	20,290,000	+3,551,000
Railroad safety	51,407,000	57,067,000	56,967,000	57,067,000	57,067,000	+5,660,000
Railroad research and development	20,100,000	21,638,000	21,038,000	24,906,000	20,758,000	+658,000
Northeast corridor improvement program	175,000,000		250,000,000	273,450,000	250,000,000	+75,000,000
High-speed rail trainsets and facilities	80,000,000					-80,000,000
Next generation high-speed rail	24,757,000	19,595,000	18,395,000	26,000,000	20,395,000	-4,362,000
Trust fund share of next generation high-speed rail (Highway Trust Fund): (Liquidation of contract authorization)	(2,855,000)					(-2,855,000)
Alaska Railroad rehabilitation	10,000,000			17,000,000	15,280,000	+5,280,000
Rhode Island Rail Development	7,000,000	10,000,000	10,000,000	10,000,000	10,000,000	+3,000,000
Direct loan financing program	58,680,000					-58,680,000
Direct loan financing program limitation	(400,000,000)					(-400,000,000)
Grants to the National Railroad Passenger Corporation:						
Operations	364,500,000		283,000,000	344,000,000	344,000,000	-20,500,000
Capital	223,450,000		260,000,000		199,000,000	-24,450,000
Subtotal, Grants to Amtrak	587,950,000		543,000,000	344,000,000	543,000,000	-44,950,000
Capital grants to the National Railroad Passenger Corporation (Highway Trust Fund)		445,450,000				
(Northeast corridor improvements)		(200,000,000)				
(Pennsylvania Station Redevelopment Project)		(23,450,000)				
Operating grants to the National Railroad Passenger Corporation (Highway Trust Fund)		344,000,000				
Emergency railroad rehabilitation and repair:						
Emergency funding (P.L. 105-18)	(18,900,000)					(-18,900,000)
Total, Federal Railroad Administration	1,031,633,000	918,309,000	918,834,000	772,223,000	936,790,000	-94,843,000
Federal Transit Administration						
Administrative expenses	41,497,000		45,738,000	41,497,000	45,738,000	+4,241,000
Administrative expenses (Highway Trust Fund, Mass Transit Account)		47,018,000				
Formula grants	490,000,000		290,000,000	190,000,000	240,000,000	-250,000,000
Formula grants (Highway Trust Fund):						
(Limitation on obligations)	(1,659,185,000)		(2,210,000,000)	(2,210,000,000)	(2,260,000,000)	(+600,815,000)
Operating assistance grants	(400,000,000)		(200,000,000)		(150,000,000)	(-250,000,000)
Subtotal, Formula grants	(2,149,185,000)		(2,500,000,000)	(2,400,000,000)	(2,500,000,000)	(+350,815,000)

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, 1998 (H.R. 2169) — continued

	FY 1997 Enacted	FY 1998 Estimate	House	Senate	Conference	Conference compared with enacted
Formula programs (Highway Trust Fund, Mass Transit Account):						
(Limitation on obligations)		(3,498,500,000)				
(Liquidation of contract authorization)		(1,500,000,000)				
University transportation centers	6,000,000		6,000,000	6,000,000	6,000,000	
Transit planning and research	85,500,000		86,000,000	77,250,000	92,000,000	+6,500,000
Metropolitan planning	(39,500,000)		(39,500,000)	(39,500,000)	(39,500,000)	
Rural transit assistance	(4,500,000)		(4,500,000)	(4,500,000)	(4,500,000)	
Transit cooperative research	(8,250,000)		(8,250,000)			(-8,250,000)
National planning and research	(22,000,000)		(22,500,000)	(22,000,000)	(36,750,000)	(+14,750,000)
State planning and research	(8,250,000)		(8,250,000)	(8,250,000)	(8,250,000)	
National transit institute	(3,000,000)		(3,000,000)	(3,000,000)	(3,000,000)	
Subtotal, Transit planning and research	(85,500,000)		(86,000,000)	(77,250,000)	(92,000,000)	(+6,500,000)
Transit planning and research (Highway Trust Fund, Mass Transit Account)		91,800,000				
Metropolitan planning		(39,500,000)				
Transit cooperative research		(8,250,000)				
Statewide planning		(8,250,000)				
National planning and research		(16,800,000)				
National mass transportation institute		(3,000,000)				
University transportation centers		(6,000,000)				
Advanced Technology Transit Bus		(10,000,000)				
Subtotal, Transit planning and research		(91,800,000)				
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(1,920,000,000)		(2,210,000,000)	(2,210,000,000)	(2,210,000,000)	(+290,000,000)
Rescission of contract authorization	(-271,000,000)					(+271,000,000)
Discretionary grants (Highway Trust Fund) (limitation on obligations):						
Fixed guideway modernization	(760,000,000)		(800,000,000)	(780,000,000)	(800,000,000)	(+40,000,000)
Bus and bus-related facilities	(380,000,000)		(400,000,000)	(440,000,000)	(400,000,000)	(+20,000,000)
New starts	(760,000,000)		(800,000,000)	(788,000,000)	(800,000,000)	(+40,000,000)
Subtotal, Discretionary grants	(1,900,000,000)		(2,000,000,000)	(2,008,000,000)	(2,000,000,000)	(+100,000,000)
Rescission of contract authorization	(-588,000,000)					(+588,000,000)
Major capital investments (Highway Trust Fund, Mass Transit Account) (limitation on obligations)		(650,000,000)				
Mass capital investments (Highway Trust Fund, Mass Transit Account) (liquidation of contract authority)		(2,350,000,000)				
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization)	(2,300,000,000)		(2,350,000,000)	(2,350,000,000)	(2,350,000,000)	(+50,000,000)
Washington Metropolitan Area Transit Authority	200,000,000		200,000,000	160,000,000	200,000,000	
Washington Metropolitan Area Transit Authority (Highway Trust Fund, Mass Transit Account)		200,000,000				
Total, Federal Transit Administration	822,997,000	338,818,000	627,738,000	474,747,000	583,738,000	-239,259,000
(Limitations on obligations)	(3,559,185,000)	(4,148,500,000)	(4,210,000,000)	(4,218,000,000)	(4,260,000,000)	(+700,815,000)
Total budgetary resources	(4,382,182,000)	(4,487,318,000)	(4,837,738,000)	(4,692,747,000)	(4,843,738,000)	(+461,556,000)
Saint Lawrence Seaway Development Corporation						
Operations and maintenance (Harbor Maintenance Trust Fund)	10,337,000		11,200,000		11,200,000	+863,000
Research and Special Programs Administration						
Research and special programs	26,886,000	30,102,000	27,934,000	28,450,000	28,450,000	+1,564,000
Hazardous materials safety	(15,472,000)		(15,024,000)	(15,492,000)	(15,342,000)	(-130,000)
Emergency transportation	(993,000)		(993,000)	(1,443,000)	(1,443,000)	(+450,000)
Research and technology	(3,580,000)		(3,596,000)	(3,296,000)	(3,446,000)	(-134,000)
Program and administrative support	(6,841,000)		(8,321,000)	(8,219,000)	(8,219,000)	(+1,378,000)
Subtotal, research and special programs	(26,886,000)		(27,934,000)	(28,450,000)	(28,450,000)	(+1,564,000)
Emergency appropriations	(3,000,000)					(-3,000,000)
Pipeline safety (Pipeline Safety Fund)	28,460,000	30,660,000	28,186,000	28,000,000	28,000,000	-460,000
Pipeline safety (Oil Spill Liability Trust Fund)	2,528,000	2,328,000	3,300,000	3,000,000	3,300,000	+772,000
Subtotal, Pipeline safety	30,988,000	32,988,000	31,486,000	31,000,000	31,300,000	+312,000
Emergency preparedness grants: Emergency preparedness fund	200,000	200,000	200,000	200,000	200,000	
Total, Research and Special Programs Administration	58,074,000	63,290,000	59,620,000	59,650,000	59,950,000	+1,876,000
Office of Inspector General						
Salaries and expenses	37,900,000	40,889,000	42,000,000	38,900,000	42,000,000	+4,100,000
Surface Transportation Board						
Salaries and expenses	12,344,000	14,300,000	15,853,000	12,300,000	13,853,000	+1,509,000
Offsetting collections		-14,300,000	-2,000,000			

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, 1998 (H.R. 2169) — continued

	FY 1997 Enacted	FY 1998 Estimate	House	Senate	Conference	Conference compared with enacted
General Provisions						
Bureau of Transportation Statistics (transfer from Federal-aid Highways)	(25,000,000)	(31,000,000)	(25,000,000)	(25,000,000)	(25,000,000)	.....
Transportation Administrative Service Center reduction	-10,000,000	.....	-25,000,000	.....	-3,000,000	+7,000,000
Railroad safety offsetting collections	.....	-60,000,000	.....	.....	.....	.....
Net total, title I, Department of Transportation	11,983,102,000	13,065,087,000	13,111,631,000	12,753,782,883	13,009,707,000	+1,026,605,000
Appropriations	(12,750,635,000)	(13,103,687,000)	(13,111,631,000)	(12,982,382,883)	(13,460,307,000)	(+709,672,000)
Rescissions	(-1,719,033,000)	(-38,600,000)	.....	(-228,600,000)	(-450,600,000)	(+1,268,433,000)
Emergency appropriations	(951,500,000)	.....	.....	.....	.....	(-951,500,000)
(Limitations on obligations)	(23,986,220,534)	(25,604,000,000)	(27,681,825,000)	(27,989,300,000)	(27,731,325,000)	(+3,745,104,466)
(Sec. 310 obligations)	(2,024,410,000)	(1,510,571,000)	(1,660,226,000)	(1,390,600,000)	(1,390,570,000)	(-633,840,000)
Net total budgetary resources	(37,993,732,534)	(40,179,658,000)	(42,453,682,000)	(42,133,682,883)	(42,131,602,000)	(+4,137,869,466)
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses	3,540,000	3,640,000	3,640,000	3,640,000	3,640,000	+100,000
National Transportation Safety Board						
Salaries and expenses	42,407,000	40,000,000	46,000,000	49,700,000	48,371,000	+5,964,000
Appropriation of user fees	.....	6,000,000	.....	.....	.....	.....
Emergency appropriations	(6,000,000)	.....	.....	.....	.....	(-6,000,000)
Emergency funding (P.L. 105-18)	(29,859,000)	.....	.....	.....	.....	(-29,859,000)
Emergency fund	.....	1,000,000	1,000,000	1,000,000	1,000,000	+1,000,000
Emergency fund (emergency appropriations)	(1,000,000)	.....	.....	.....	.....	(-1,000,000)
Total, National Transportation Safety Board	42,407,000	47,000,000	47,000,000	50,700,000	49,371,000	+6,964,000
Total, title II, Related Agencies	82,806,000	50,640,000	50,640,000	54,340,000	53,011,000	-29,795,000
Appropriations	(45,947,000)	(50,640,000)	(50,640,000)	(54,340,000)	(53,011,000)	(+7,064,000)
Emergency appropriations	(36,859,000)	.....	.....	.....	.....	(-36,859,000)
TITLE III - GENERAL PROVISIONS						
National Civil Aviation Review Commission	2,400,000	.....	.....	.....	.....	-2,400,000
Net total appropriations	12,068,308,000	13,115,727,000	13,162,271,000	12,808,122,883	13,062,718,000	+994,410,000
Scorekeeping adjustments:						
Emergency appropriations	-289,600,000	.....	.....	.....	.....	+289,600,000
Emergency funding (P.L. 105-18)	-698,759,000	.....	.....	.....	.....	+698,759,000
General provision: Bonuses & awards	-513,604	.....	.....	.....	.....	+513,604
Pipeline safety	1,000,000	.....	1,000,000	2,000,000	1,000,000	.....
Railroad Safety	-3,000,000	.....	.....	.....	.....	+3,000,000
Total, adjustments	-990,872,604	.....	1,000,000	2,000,000	1,000,000	+991,872,604
Net grand total	11,077,435,396	13,115,727,000	13,163,271,000	12,810,122,883	13,063,718,000	+1,986,282,604
Appropriations	(12,796,468,396)	(13,154,327,000)	(13,163,271,000)	(13,038,722,883)	(13,514,318,000)	(+717,849,604)
Rescissions	(-1,719,033,000)	(-38,600,000)	.....	(-228,600,000)	(-450,600,000)	(+1,268,433,000)
(Limitations on obligations)	(23,986,220,534)	(25,604,000,000)	(27,681,825,000)	(27,989,300,000)	(27,731,325,000)	(+3,745,104,466)
(Sec. 310 obligations)	(2,024,410,000)	(1,510,571,000)	(1,660,226,000)	(1,390,600,000)	(1,390,570,000)	(-633,840,000)
Net grand total budgetary resources	(37,088,065,930)	(40,230,298,000)	(42,505,322,000)	(42,190,022,883)	(42,185,613,000)	(+5,097,547,070)
RECAP						
Total mandatory and discretionary	11,077,435,396	13,115,727,000	13,163,271,000	12,810,122,883	13,063,718,000	+1,986,282,604
Mandatory	617,284,000	645,696,000	645,696,000	653,196,000	653,196,000	+35,912,000
Discretionary:						
Defense (050)	.....	300,000,000	300,000,000	.....	300,000,000	+300,000,000
Nondefense	10,460,151,396	12,170,031,000	12,217,575,000	12,156,926,883	12,110,522,000	+1,650,370,604
Total, Discretionary	10,460,151,396	12,470,031,000	12,517,575,000	12,156,926,883	12,410,522,000	+1,950,370,604

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

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. LATOURETTE). The Chair would remind all Members that remarks should be directed at the Chair or other Members in the Chamber.

Mr. SABO. Mr. Speaker, I yield such time as he may consume to the gentleman from Maryland [Mr. HOYER] for the purpose of a colloquy.

Mr. HOYER. Mr. Speaker, I thank the gentleman from Minnesota [Mr. SABO], the ranking member on the subcommittee, for yielding time to me.

I rise to say, Mr. Speaker, that I will support this conference report. I know the work of both sides has been very hard. Obviously, compromises have been made. But I rise to talk about something that is not in the conference report that greatly concerns me.

Over the last 6 or 7 years, the Congress, prior to 1995, was about the business of fixing up one of the roads it owns. It was the Baltimore-Washington Parkway. The first 19 miles of that road are Federal property. We have appropriated substantial sums to rehabilitate that road, which was some 40 years of age and needed to be fixed or it was not going to be usable. It is a major artery along the Atlantic Coast and a major artery between two of America's great cities, Washington and Baltimore.

It is, I might add, the direct route to Camden Yards, the home of the Baltimore Orioles, which ought to give it added impetus. I would ask the attention of the gentleman from Virginia [Mr. WOLF], who did not hear my comments.

Mr. WOLF. Mr. Speaker, if the gentleman will yield, I apologize, I did not.

Mr. HOYER. I know the gentleman did not. I want to repeat it, because this is the major artery to get to Camden Yards, the home of the Baltimore Orioles. I know the gentleman from Virginia, Mr. TOM DAVIS, is a big fan of the Orioles, and I hope the gentleman from Virginia, Mr. WOLF, is as well.

Mr. WOLF. Yes, I am. The gentleman from Virginia [Mr. DAVIS] is a bigger fan.

Mr. HOYER. That is serious.

But on a transportation note, as the chairman and I have been discussing, it is vital that we complete this project. We are now $18½ million short of completion of rehabilitation and restoration of the federally owned road.

Mr. Speaker, I would ask the chairman, he knows my concern, the concern I have had that we have not been able to fund this over the last 3 years. We are now coming to the end of the funding stream. If we do not get the balance, this project will be in abeyance. I would like to ask, if the chairman could, to give me his comments on that, so we could determine where we are.

Mr. WOLF. Mr. Speaker, if the gentleman will yield, I completely agree with the gentleman. I hope we can do something. I would say there is a discretionary set-aside of $440 million out of the Federal lands program that the administration does have the ability to use. After this is over, I will do a letter to Secretary Babbitt.

Second, I will also ask Senator WARNER from my State to look at this. I think there ought to be a category in the ISTEA bill to deal with the BWI Parkway, and also the unmet needs in a lot of the national parks. I think the gentleman is exactly right. I will attempt to do everything I can to help. I completely agree with the gentleman.

Mr. HOYER. Mr. Speaker, reclaiming my time, I thank the gentleman for his comments, and I would thank him for his help in seeing that we could complete this project.

I want to thank my good friend, the gentleman from Minnesota [Mr. SABO], the ranking member, who I know has been trying to help with this as well. I look forward to working with both of them so we can see the completion of this project, which is essentially 90 percent funded and just needs this balance to be completed.

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

Mr. Speaker, let me begin by thanking the gentleman from Virginia [Mr. WOLF], the chairman of the subcommittee, for his good work. This is a good bill. He has done an outstanding job chairing this subcommittee. He has been fair and worked hard at it. It is a product that we should pass by a huge margin today.

Let me also acknowledge all of the staff mentioned by the gentleman from Virginia [Mr. WOLF], both majority and minority, who worked very hard on this bill. It is an outstanding staff, and they do outstanding work.

Let me particularly mention Cheryl SMITH and the minority staff and Marge Duske on my personal staff who have worked on this bill, along with all the majority staff members and associate staff as doing outstanding work. We deeply appreciate it.

Mr. Speaker, let me just highlight a couple of issues. When this bill passed the House I expressed concern that we were underfunding the operating account for Amtrak. The conference report that is back today funds Amtrak at the level requested by the administration. I think that was a good change from what the House passed and represents a significant improvement in this bill.

Second, at the point this bill went to conference we moved to instruct the conferees to stay with the House position of $200 million for operating costs of transit agencies in this country. The House had $200 million in its original bill. The conference report maintains $150 million, which is 75 percent of that amount, and, in addition, it has a provision allowing transit agencies to use some of the capital money for maintenance costs, which previously they have had to use operating dollars for. So in essence, this bill complies with the instructions given by the House at the point that we went to conference.

It is a good bill, and I urge Members to support it.

Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota [Mr. OBERSTAR].

(Mr. OBERSTAR asked and was given permission to revise and extend his remarks.)

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding me the time. I rise in opposition to the language in the bill drafted by the Senate dealing with Dallas' Love Field. I will include a statement expressing my concern about the safety implications of that position.

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

Mr. WOLF. Mr. Speaker, I yield such time as he may consume to the gentleman from California [Mr. PACKARD].

Mr. PACKARD. Mr. Speaker, I rise to participate in a colloquy with the gentleman from Virginia [Mr. WOLF], the chairman.

Mr. Speaker, it has come to my attention that language in the conference report pertaining to technical automation contains two typographical errors. In the first line of the language it should read ''DDM 2800 series monitors'' rather than ''DDM 2300 monitor series,'' as is printed in the report.

The last line of this language should also read ''The conferees direct the FAA to report to the House and Senate Committees on Appropriations by December 15, 1997, explaining how the agency will locate the resources necessary to continue monitor production during fiscal year 1998.''

The report reads ''to continue to monitor production.'' The second ''to'' was added by the Government Printing Office and should be omitted. I just want to make sure that this is clarified and that this is the intent of the conferees.

I would ask, is this the chairman's understanding?

Mr. WOLF. Mr. Speaker, will the gentleman yield?

Mr. PACKARD. I yield to the gentleman from Virginia.

Mr. WOLF. Mr. Speaker, the gentleman is correct. That change was made I think by an English major at GPO who felt a mistake had been made and wanted to save the Congress an embarrassment, and they were thinking of monitor not as the monitor, but to monitor. And the gentleman is exactly right, although we do thank the GPO for the great job they do to edit some of the things we say. The agreement does relate to the 2800 series of monitor and the second ''to'' was a printing error. I agree with the gentleman.

Mr. PACKARD. I want to thank the gentleman, and I certainly support the conference report.

Mr. SABO. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Oregon [Ms. FURSE].

(Ms. FURSE asked and was given permission to revise and extend her remarks.)

Ms. FURSE. Mr. Speaker, I rise in support of this conference report, which supports the Westside-Hillsboro light rail project.

Mr. Speaker, I rise today in strong support of the conference report on H.R. 2169, Fiscal year 1998 Transportation Appropriations. I want to thank Mr. WOLF, Mr. SABO, and every member of the conference committee for their hard work in crafting an excellent conference report.

I believe the conference report before the House is a good bill in many respects, but particularly because it promotes livable communities. For example, the conference report supports the Westside-Hillsboro Light Rail Project, one of the Nation's leading examples of sustainable development. The Westside Project, which receives the full $63.4 million in this conference report, has already begun operating and will be complete to downtown Hillsboro by September of 1998. Light rail in the Portland area works in conjunction with Oregon's unique land-use laws, and is critical to the future vitality and livability of our region. Oregonians are anxious to reap the benefits of this public investment: reduced congestion, improved air quality, sustainable economic development, and maintaining the quality of life that we treasure in the Pacific Northwest.

We can make a difference in our communities by planning for growth in an effective and environmentally friendly fashion, and this conference report helps achieve this goal. I want to thank Mr. WOLF and Mr. SABO, as well as appropriations staff members John Blazey and Cheryl Smith, for their long-time support of the Westside Project.

We only have 1 year left of funding to complete the Westside Project, Mr. Speaker. I urge my colleagues to support the conference report.

Mr. SABO. Mr. Speaker, I yield to the gentleman from Tennessee [Mr. FORD] for the purposes of a colloquy.

Mr. FORD. Mr. Speaker, I rise to engage the gentleman from Virginia [Mr. WOLF], the chairman of the Subcommittee on Transportation of the Committee on Appropriations, for a colloquy regarding the Memphis International Airport.

Mr. Speaker, the Senate report accompanying S. 1048, the Senate version of the fiscal year 1998 Transportation appropriations bill, included a recommendation that the FAA issue a letter of intent to the Memphis International Airport for reconstruction and extension of runway 18C/36C, a project vitally important to my region's capacity to remain a force in tomorrow's competitive marketplace.

However, my understanding is that this recommendation was not included in the conference report, based on erroneous information that may have been conveyed to staff by the Department of Transportation.

Is that the gentleman's understanding?

Mr. WOLF. Mr. Speaker, will the gentleman yield?

Mr. FORD. I yield to the gentleman from Virginia.

Mr. WOLF. The gentleman is correct, Mr. Speaker. The conferees believed that the FAA already had issued a letter of intent to the Memphis International Airport when in fact it had not occurred. I agree that the Memphis International Airport should have been included on the list of airports for which the conferees encouraged the FAA to consider signing letters of intent, and the FAA should treat the list of airports identified in the statement of managers as if it included Memphis International Airport. I regret and apologize for this inadvertent error that was made.

Mr. FORD. Mr. Speaker, I thank the gentleman for his leadership, and certainly his willingness to address this problem, and for his clarification that indeed Memphis International Airport should receive the same consideration for a letter of intent as the six other airports listed in the statement of managers on H.R. 2169.

Mr. WOLF. Mr. Speaker, I yield such time as he may consume to the gentleman from Alabama [Mr. CALLAHAN].

(Mr. CALLAHAN asked and was given permission to revise and extend his remarks.)

Mr. CALLAHAN. Mr. Speaker, this is a great institution, and the national media always focuses on the sensationalism of what is happening in Washington. They want to talk about campaign reform, and they want to talk about who had coffee with whom at the White House and how much money was raised, or anything negative.

But meanwhile, we in Congress have a responsibility. One of the greatest responsibilities we have, if not the chief responsibility, is to distribute the tax dollars that the American people sends to us.

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While the spotlights are focusing on all the glamorous Members of the Senate and the chairmen of committees about the sensationalism type of media events, there are some in this House who are doing responsible work.

During the last 6 or 7 months, the gentleman from Virginia [Mr. WOLF], chairman of this subcommittee, and the gentleman from Minnesota [Mr. SABO], the ranking Democrat, have been working with a great degree of sensationalism, not publicized sensationalism but responsible, dedicated service, trying to distribute the moneys that have been allocated towards transportation in this country.

It is important. We are talking about highways. We are talking about Amtrak. We are talking about buses. We are talking about the U.S. Coast Guard. We are talking about a myriad of responsible activities that have been taking place under the leadership of the gentleman from Virginia and the gentleman from Minnesota.

So, Mr. Speaker, while I recognize that this is not a perfect bill, because a perfect bill would include a little bit more for the Coast Guard and a little bit more for the State of Alabama, even though admittedly Alabama does pretty doggone well, I just rise and ask my colleagues to reward these gentlemen for the work that they have done for the last 6 or 7 months in bringing to this body, finally, a bill that will provide the necessary moneys for the transportation needs of this country during the next fiscal year.

Mr. Speaker, I urge my colleagues to reward the gentleman from Virginia and the gentleman from Minnesota by voting ''yes'' in favor of this conference report.

Mr. SABO. Mr. Speaker, how much time do I have remaining?

The SPEAKER pro tempore (Mr. LATOURETTE). The gentleman from Minnesota has 23 minutes remaining.

Mr. SABO. Mr. Speaker, Members come and go. Somebody who has served here for many years now and did an outstanding job is the gentleman from Colorado [Mr. SKAGGS], my friend. The gentleman flirted for a while with the notion of running for an institution where speech is unlimited and speeches go on forever. In the House, we are disciplined.

Mr. Speaker, being that the gentleman decided not to run for that institution with endless speeches, and the fact that I have 23 minutes left and I need to reserve 2 minutes for the ranking member of the full committee, I yield 21 minutes to the gentleman from Colorado [Mr. SKAGGS], and we are going to test to see what kind of discipline the gentleman has to not use it all.

Mr. SKAGGS. Mr. Speaker, I think that I appreciate the kindness of the gentleman from Minnesota [Mr. SABO], yielding me most of his remaining time, which I will not consume, but I thank the gentleman very much. It has been a delight working with him on the Committee on Appropriations.

Mr. Speaker, I want to thank the gentleman from Virginia [Mr. WOLF], the chairman of the subcommittee, for the predictably good work that the gentleman and his members and staff have done in bringing a bill to the floor that I intend to support.

I have a little bit of a good news and not so good news set of comments I would like to make, which will not take long. But in particular, Mr. Speaker, I wish to recognize and express the thanks of the people that I represent in Colorado for the inclusion of several very important provisions in this bill:

Mr. Speaker, funding for the light rail southwest corridor being constructed by the Regional Transportation District in the Greater Denver Metropolitan area; funding for a very important mass transit project along the Roaring Fork Valley in western Colorado. There is an impossibly congested situation along the routes leading into Aspen, which is renowned for its spectacular homes and perhaps its well-to-do, but there are an awful lot of

working people that need to get to work in that community that will be well served by this inventive effort to bring rail back to the Roaring Fork Valley.

Bus money for Colorado; and, finally, a healthy amount for aviation weather research, extremely important for the national aviation system and an important provision in this funding bill.

Mr. Speaker, there are a couple of points that I do want to raise a question of concern about. For some reason, Mr. Speaker, they seem to have to do with things emanating from the Denver International Airport, a project that has enjoyed the special affection of the chairman of the subcommittee over the years.

I wanted to say both thanks for the provision in section 323 that permits some of the noise studies to move forward that are very important in determining the advisability or not of the construction of a sixth runway at DIA, as well as expressing some regret that there remains a unique provision in the bill prohibiting funds for such construction. But I know the gentleman from Virginia will keep an open mind if it turns out that for safety, noise, and general good management of the airport, it may be advised to proceed with such a sixth runway.

The second point I just wanted to note was the very creative linkage that seems to have been included in the report accompanying the conference report between the southwest rail corridor moneys and the possible acquisition by the city and county of Denver of rights-of-way having to do with a rail line from downtown Denver out to the airport.

Mr. Speaker, I am not quite sure what to make of this report language. It would seem to suggest that if Denver proceeds with right-of-way acquisition, that somehow the light rail project run by an entirely different legal and political entity could be put at risk. I do not suppose that that is really what the committee intends here, but the report language is somewhat fuzzy in this respect.

Obviously, what Denver may do with regard to the airport as one legal entity, one political entity, really should not have much of an impact on what an entirely separate political jurisdiction is doing in trying to solve the needs of the Denver metropolitan area for a rail alternative.

Again, I intend to support the conference report. I appreciate very much the time yielded to me by the gentleman from Minnesota.

Mr. Speaker, I yield back the balance of my time.

Mr. WOLF. Mr. Speaker, I yield such time as he may consume to the gentleman from Kansas [Mr. TIAHRT].

Mr. TIAHRT. Mr. Speaker, I have enjoyed sitting on the Subcommittee on Transportation and working with the gentleman from Minnesota as well as the gentleman from Virginia.

Mr. Speaker, I wanted to talk about one of the provisions in this conference report and why I am such an active supporter of it, and that provision deals with the merger of the Union Pacific and Southern Pacific railroads. This merger has created a significant potential safety and environmental problem which this legislation addresses.

Currently, there is a mitigation study being conducted by the Surface Transportation Board, and this study is based on certain data and criteria, that establish how many trains will be coming through Wichita and what the environmental and safety impact, that it will have on the community.

In this legislation we have report language that provides a safeguard that will deal with future safety and environmental problems, and I would like to quote just a part of it. It says, ''After the Board has approved the final environmental measures for Wichita, if the Union Pacific Corp. or any of its divisions or subsidiaries materially changes or is unable to achieve the assumptions on which the Board based its final environmental mitigation measures, then the Board should reopen Finance Docket 32760 if requested by interested parties, and prescribe additional mitigation properly reflecting these changes if shown to be appropriate.''

This is the safeguard that I referred to, Mr. Speaker, and it allows us to change this study or reconvene a second study if the circumstances demand it so.

Mr. Speaker, the second provision that is in here that is significant for the Fourth District of Kansas as well as the greater south central United States is changes that we have in the Wright amendment. The changes are going to significantly weaken the Wright amendment, which is one of the few remaining monopolies that exist in air travel here in America today.

This was a provision put in place by former Speaker Jim Wright about 18 years ago, and the purpose was to develop the Dallas/Fort Worth International Airport. I have to tell my colleagues that this provision was a success. That airport now is the second largest airport in the world in terms of flight activity. It houses the largest American air carrier, American Airlines. But that success has come at a high cost.

Mr. Speaker, in 1992, the U.S. Department of Transportation did a study and they found that the Wright amendment costs air travelers each year an additional $183 million per year because of the lack of competition. Well, if we take 1992 dollars and escalate them to 1997 dollars, that would be closer to $250 million a year, a quarter of a billion dollars that are paid by air travelers in the form of higher airfares, which go directly in the profit line of those air carriers which benefit from the Wright amendment.

The changes to the Wright amendment are in basically two areas. One, we are changing the description of the 56-seat aircraft exemption. Now, airlines can fly an aircraft out of Love Field that can hold 56 passengers and room for cargo. This change will open up some opportunities for air carriers in the future.

Second, we are changing the definition of ''contiguous States'' to add three States to it. One of those three States is the State of Kansas. Now, Kansans can fly directly to Love Field. As a result of the Wright amendment, my constituents have had limited travel between Dallas and Wichita, and as a result we have lost some of our corporate headquarters. Pizza Hut's world headquarters transferred to Dallas because of the higher airline cost. Recently, Brite Voice transferred because of higher airline costs.

So these changes in this conference report will be good for the economy not only in south central Kansas, but the economy of the south central United States of America.

Mr. Speaker, I support the provisions in this transportation conference report, and I would like to urge all of my colleagues to vote for this conference report.

Mr. SABO. Mr. Speaker, I yield 2 minutes to the distinguished gentleman from Wisconsin [Mr. OBEY], ranking member of the full Committee on Appropriations.

Mr. OBEY. Mr. Speaker, I would simply note that I certainly do not agree with everything in this bill. In fact, there are items that I have fairly strong disagreement with. But it is a reasonable approach to transportation problems in this country, and I think because of that, it deserves our support.

I simply want to congratulate the gentleman from Virginia [Mr. WOLF] and the gentleman from Minnesota [Mr. SABO] for the job they did in producing this bill. In politics, we often have two kinds of people: we have the show horses and the workhorses. In these two gentlemen, I think we have workhorses and the House is the better for it.

Mr. Speaker, I would also make the point that I think this demonstrates that if these issues are left to the Committee on Appropriations to try to work out in as bipartisan a manner as possible, they can usually be worked out.

We have some other bills which at this point are stuck, even though we are well into the new fiscal year, because other outside considerations have intruded and, as a result, the committee is not being allowed to work out its differences the way it would normally work them out.

If left to their own devices, I think on all four of those remaining bills the Committee on Appropriations could reach an agreement that could satisfy the country in a week. But even though at this point we have not been fortunate enough to have those bills unleashed, this one is, and it is in no small measure due to the fact that we

have persons with the attitude represented by the gentleman from Virginia and the gentleman from Minnesota, and I for one appreciate their working style, and I thank them on behalf of our Members for the work they have done on behalf of the House.

Mr. SABO. Mr. Speaker, I thank the gentleman from Wisconsin [Mr. OBEY] for his kind comments.

I have no further requests for time.

Mr. Speaker, I yield back the balance of my time.

Mr. WOLF. Mr. Speaker, I thank the gentleman from Wisconsin [Mr. OBEY] for his comments, and I thank all the Members on both sides and urge an ''aye'' vote for the conference report.

Mr. OBERSTAR. Mr. Speaker, I would like at this time to raise one aspect of the Transportation appropriations bill that gives me concern. I believe modifying the Wright amendment without a careful and serious debate about the safety issues involved is premature. At the outset, I want to make it clear that I am not against competition in the airline industry. In fact, I have worked many years as chairman of the Aviation Subcommittee and now as the ranking Democratic member on the Transportation and Infrastructure Committee to ensure that competition is alive and well and that consumers are protected. My concerns focus entirely on the safety of permitting greatly expanded traffic growth at Love Field in Dallas, which might complicate the air traffic patterns in the Dallas-Fort Worth area.

Let me begin by saying that the Wright amendment was a carefully crafted compromise which resolved a heated and long standing dispute between the cities of Dallas and Fort Worth. Today, Dallas Fort Worth is a vibrant international airport and Love Field is very successful and the home of Southwest Airlines. I will not go into the history of the Wright amendment except to say that it has served the Nation well.

Dallas Fort Worth and Love Field airports are only 8 miles apart. Only 2 nautical miles separate the approach patterns between DFW and Love Field. The runways at Love Field point into Dallas Fort Worth's most heavily used arrival routes. Over the years, FAA has developed air traffic control procedures to prevent planes from coming too close to one another. The approach procedures into Love Field are more circuitous in order to facilitate a more direct approach into Dallas Fort Worth. These procedures work well with the Wright amendment in place. Safety is assured. Congestion is controlled.

With the modification of the Wright amendment, I am concerned about the potential safety impacts from the anticipated growth at two airports in such close proximity. The Federal Aviation Administration's data shows that Dallas Forth Worth totaled almost 900,000 operations in 1995, making it the second most active U.S. airport. Analysts at the Federal Aviation Administration Believe that this will increase to over 1.2 million operations per year by 2010, an increase of almost 40 percent. Love Field, on the other hand, experienced about 208,700 operations in 1995 and is expected to grow by about 5.9 percent by 2010. But that was before any thought was given to modifying the Wright amendment. If airlines move into Love Field, the airport will quickly reach capacity and significant delays may become commonplace. The safety impacts of these developments in such confined airspace, particularly in poor weather, are uncertain at best.

In September 1991, the House Aviation Subcommittee held exhaustive hearings on this issue and explored the competitive and safety impacts of repealing or modifying the Wright amendment. At that time, we heard from experts in the aviation community, local and State leaders, and many others. The subcommittee explored the safety and competitive issues in great depth. Najeeb Halaby, a former FAA Administrator cautioned against repealing the Wright amendment on safety grounds and told us that the margin of safety would be compromised. Again, we need to examine the facts, analyze the safety issues, an get a full understanding of all the complexities of traffic flow and air traffic control before such a major change is even considered.

Mr. Speaker, let me say in closing that the burden now falls on the Federal Aviation Administration to make sure that both Dallas Forth and Love Field can operate safely and can handle growth. The conferees to this bill expressed similar concerns and have directed the Federal Aviation Administration to report on the additional equipment or air traffic control support necessary to enhance traffic flow, airspace management, and safety in the Dallas-Fort Worth metropolitan area. Also, FAA is to review the implications of increased traffic levels on the area and recommend the appropriate steps. We should have had the answers to these questions before we voted on this provision.

Ms. STABENOW. Mr. Speaker, today I am voting against the conference agreement on Transportation Appropriations for Fiscal Year 1998. Although the House approved a level of $15 billion for my State of Michigan for the coming fiscal year, a questionable deal was cut in the conference committee. Inexplicably the levels in those two bills were cut to just $7.5 million. This is a perfect example of the need for funding equity in our transportation programs, and a reworking of the formulas for transit which have continuously resulted in Michigan's citizens getting the short end of the transit funding stick.

Transportation funding is one of the most critical commitments that our government makes each year. Therefore, I support the base bill. However, I cannot continue to stand by, Mr. Speaker, while the transit customers of Michigan are given no guarantee of a return of Michigan's gas tax dollars.

Therefore, today I voted with the majority of the Michigan delegation against this conference agreement, despite the fact that it included a provision that I strongly support—a provision that bars Members of Congress from exercising the option of switching from the Civil Service Retirement System to the Federal Employees Retirement System.

At the very least, Mr. Speaker, we must find some way to assure that each State receives a minimum allocation from the Transit account of our highway trust fund. Today, Mr. Speaker, I vote against this bill to protest its perpetuation.

Mr. KILPATRICK, Mr. Speaker, I rise today in opposition to the conference report accompanying H.R. 2169, the Transportation Appropriations bill for fiscal year 1998. In this bill, the State of Michigan was allotted $15 million in the House bill, and $14 million in the Senate bill. What does the conference report contain? Not $15 million for the State of Michigan, nor does it contain $14 million for the State of Michigan. It contains only $7.5 million for the federally funded roads, bridges, and highways for the next fiscal year for the State of Michigan. While I support the basic tenets of this bill, this level of funding is simply ludicrous and does a disservice to the hard-working taxpayers of my State and of the 15th Congressional District of Michigan, and I will vote against final passage of this conference report.

Once again, Michigan taxpayers are donating our dollars to the rest of the Nation. I refuse to stand idly by while our constituents get fiscally abused. Paraphrasing a country song, while the donee States get the gold mine, the donor States get the shaft. The funding formula for the donor States must be corrected, and I will continue to fight for full and fair equity in transportation funding for the State of Michigan and the 15th Congressional District. Our taxpayers and our constituents deserve no less than our full and devoted effort to this end.

Mr. ADERHOLT. Mr. Speaker, I rise today in strong support of the conference report on H.R. 2169, the Transportation and Related Agencies Appropriation Act for Fiscal Year 1998. Chairman FRANK WOLF and Senate Chairman RICHARD SHELBY have worked hard to ensure the transportation infrastructure needs of the country are adequately funded. Funding for surface transportation in this bill has been increased by 20 percent and includes $300 million for the Appalachian Development Highway System [ADHS].

Funding for the ADHS will help expedite completion of corridor X and corridor V which run through the Fourth Congressional District, that I am privileged to represent.

Corridor X is the proposed four-lane superhighway that will connect the cities of Memphis, TN and Birmingham, AL. It is an unthinkable omission from our National Highway System that there is no four-lane route between these two important cities in the Southeast.

Corridor V is the proposed highway that begins east of Tupelo, MS, and runs through northern Alabama to Chattanooga, TN. Once completed, this highway will increase economic activity in northern Alabama and provide an important link with corridor X.

Traditionally, the entire ADHS has been without a stable and significant funding source and this has resulted in the completion of only 78 percent of the corridors. By contrast, the Interstate Highway System is 99 percent completed. The $300 million provided in H.R. 2169 is a giant step in the right direction for ADHS, corridor X and corridor V.

In addition, President Clinton and the Congress have both submitted legislation to reauthorize the Intermodel Surface Transportation Efficiency Act [ISTEA] that include a specific funding category for the ADHS. While there are numerous disputes over funding formulas and overall funding levels in that debate, I am hopeful that whatever version to reauthorize ISTEA becomes law includes a specific category for ADHS. With a steady, stable source of funding, we can ensure that the transportation infrastructure of the Appalachian region is ready to meet the challenges of the twenty-first century.

Once again, I commend Chairman WOLF and Chairman SHELBY for their hard work and

look forward to working with them next year to build on this year's success.

Mr. WOLF. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the conference report.

There was no objection.

The question is on the conference report.

Pursuant to clause 7 of rule XV, the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 401, nays 21, not voting 11, as follows:

[Roll No. 510]

YEAS—401

Abercrombie
Ackerman
Aderholt
Allen
Andrews
Archer
Armey
Bachus
Baesler
Baker
Baldacci
Ballenger
Barcia
Barr
Barrett (NE)
Barrett (WI)
Bartlett
Barton
Bass
Bateman
Becerra
Bentsen
Bereuter
Berman
Berry
Bilbray
Bilirakis
Bishop
Blagojevich
Bliley
Blumenauer
Blunt
Boehlert
Boehner
Bonilla
Bono
Borski
Boswell
Boucher
Boyd
Brady
Brown (CA)
Brown (OH)
Bryant
Bunning
Burr
Burton
Buyer
Callahan
Calvert
Canady
Cannon
Capps
Cardin
Carson
Castle
Chabot
Chenoweth
Christensen
Clay
Clayton
Clement
Clyburn
Coble
Collins
Combest
Condit
Cook
Cooksey
Costello
Cox
Coyne
Cramer
Crane
Crapo
Cubin
Cummings
Cunningham
Danner
Davis (FL)
Davis (IL)
Davis (VA)
Deal
DeFazio
DeGette
Delahunt
DeLauro
DeLay
Dellums
Deutsch
Diaz-Balart
Dickey
Dicks
Dixon
Doggett
Dooley
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehrlich
Emerson
Engel
English
Ensign
Eshoo
Etheridge
Evans
Everett
Ewing
Farr
Fattah
Fawell
Fazio
Filner
Flake
Foglietta
Foley
Forbes
Ford
Fowler
Fox
Frank (MA)
Franks (NJ)
Frelinghuysen
Furse
Gallegly
Ganske
Gejdenson
Gekas
Gephardt
Gibbons
Gilchrest
Gillmor
Gilman
Goode
Goodlatte
Goodling
Gordon
Goss
Graham
Green
Greenwood
Gutierrez
Gutknecht
Hall (OH)
Hall (TX)
Hamilton
Hansen
Harman
Hastert
Hastings (FL)
Hastings (WA)
Hayworth
Hefley
Hefner
Herger
Hill
Hilleary
Hinchey
Hinojosa
Hobson
Holden
Hooley
Horn
Houghton
Hoyer
Hulshof
Hunter
Hutchinson
Hyde
Inglis
Istook
Jackson (IL)
Jackson-Lee (TX)
Jefferson
Jenkins
John
Johnson (CT)
Johnson (WI)
Johnson, Sam
Jones
Kanjorski
Kaptur
Kasich
Kelly
Kennedy (MA)
Kennelly
Kildee
Kim
Kind (WI)
King (NY)
Kingston
Kleczka
Klink
Klug
Knollenberg
Kolbe
Kucinich
LaFalce
LaHood
Lampson
Lantos
Latham
LaTourette
Lazio
Leach
Lewis (CA)
Lewis (GA)
Linder
Lipinski
Livingston
LoBiondo
Lofgren
Lowey
Lucas
Luther
Maloney (CT)
Maloney (NY)
Manton
Manzullo
Markey
Martinez
Mascara
Matsui
McCarthy (MO)
McCarthy (NY)
McCollum
McCrery
McDade
McDermott
McGovern
McHale
McHugh
McInnis
McIntosh
McIntyre
McKeon
McKinney
McNulty
Meehan
Meek
Menendez
Metcalf
Mica
Millender-McDonald
Miller (CA)
Miller (FL)
Minge
Mink
Moakley
Mollohan
Moran (KS)
Moran (VA)
Morella
Myrick
Nadler
Neal
Nethercutt
Neumann
Ney
Northup
Norwood
Nussle
Oberstar
Obey
Olver
Ortiz
Owens
Oxley
Packard
Pallone
Pappas
Parker
Pascrell
Pastor
Paxon
Payne
Pease
Pelosi
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pickett
Pitts
Pombo
Pomeroy
Porter
Portman
Poshard
Price (NC)
Pryce (OH)
Quinn
Radanovich
Rahall
Ramstad
Rangel
Redmond
Regula
Reyes
Riggs
Riley
Rivers
Rodriguez
Roemer
Rogan
Rogers
Rohrabacher
Ros-Lehtinen
Rothman
Roukema
Roybal-Allard
Royce
Rush
Ryun
Sabo
Salmon
Sanchez
Sanders
Sandlin
Sawyer
Saxton
Schaefer, Dan
Schaffer, Bob
Schumer
Scott
Sensenbrenner
Serrano
Sessions
Shadegg
Shaw
Shays
Sherman
Shimkus
Shuster
Sisisky
Skaggs
Skeen
Skelton
Slaughter
Smith (NJ)
Smith (OR)
Smith (TX)
Smith, Adam
Smith, Linda
Snowbarger
Snyder
Solomon
Souder
Spence
Spratt
Stark
Stearns
Stenholm
Stokes
Strickland
Stump
Sununu
Talent
Tanner
Tauscher
Tauzin
Taylor (MS)
Taylor (NC)
Thomas
Thompson
Thornberry
Thune
Thurman
Tiahrt
Tierney
Torres
Towns
Traficant
Turner
Velazquez
Vento
Visclosky
Walsh
Wamp
Waters
Watkins
Watt (NC)
Watts (OK)
Weldon (FL)
Weldon (PA)
Weller
Weygand
White
Whitfield
Wicker
Wise
Wolf
Woolsey
Wynn
Yates
Young (AK)
Young (FL)

NAYS—21

Camp
Campbell
Coburn
Conyers
Dingell
Ehlers
Frost
Granger
Hoekstra
Hostettler
Johnson, E. B.
Kilpatrick
Levin
Paul
Sanford
Scarborough
Smith (MI)
Stabenow
Stupak
Upton
Wexler

NOT VOTING—11

Bonior
Brown (FL)
Chambliss
Gonzalez
Hilliard
Kennedy (RI)
Largent
Lewis (KY)
Murtha
Schiff
Waxman

□ 1250

Messrs. CAMP, SMITH of Michigan, and LEVIN changed their vote from ''yea'' to ''nay.''

Mr. GUTIERREZ changed his vote from ''nay'' to ''yea.''

So the conference report was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

DISTRICT OF COLUMBIA APPROPRIATIONS, MEDICAL LIABILITY REFORM, AND EDUCATION REFORM ACT OF 1998

The SPEAKER. Pursuant to House Resolution 264 and rule XXIII, 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. 2607.

□ 1252

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. 2607) making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of said District for the fiscal year ending September 30, 1998, and for other purposes, with Mr. CAMP in the chair.

The Clerk read the title of the bill.

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

Under the rule, the gentleman from North Carolina [Mr. TAYLOR] and the gentleman from Virginia [Mr. MORAN] each will control 30 minutes.

The Chair recognizes the gentleman from North Carolina [Mr. TAYLOR].

Mr. TAYLOR of North Carolina. Mr. Chairman, I yield myself such time as I may consume.

(Mr. TAYLOR of North Carolina asked and was given permission to revise and extend his remarks.)

Mr. TAYLOR of North Carolina. Mr. Chairman, I apologize for my speech at the moment, but considering where it was 6 or 8 weeks ago, it is much better and I appreciate the comments from my fellow colleagues about my health.

I want to also thank the members of my subcommittee, the gentleman from Wisconsin [Mr. NEUMANN], the gentleman from California [Mr. CUNNINGHAM], the gentleman from Kansas [Mr. TIAHRT], the gentlewoman from Kentucky [Mrs. NORTHUP], the gentleman from Alabama [Mr. ADERHOLT], the gentleman from Virginia [Mr. MORAN], the gentleman from Minnesota [Mr. SABO], and the gentleman from California [Mr. DIXON] for all their hard work on this bill.

The gentleman from Virginia [Mr. MORAN], the ranking member and I have disagreed on many parts of the bill, but he has always been very supportive in his efforts, with polite debate and working with us in those areas where we could agree.

It is often a thankless job, but a necessary one, for we frequently hear about the residents of the District, but we have a responsibility to the 260 million Americans to whom this city is very special.

H.R. 2607, the District of Columbia appropriations bill, fully funds the District of Columbia at $4.8 billion. It pays down $200 million of the District's short-term debt and provides $100 million additional if savings are provided. It provides $269 million for needed capital improvements, school and street repairs. It reforms medical malpractice. It provides scholarship choice for Washington, DC students.

With the enactment of the Balanced Budget Act early this summer, the