

have to rely on your car or truck to get around, and you're being attacked both from our State capital and in Washington, D.C.

You're being attacked by our State capital by perpetual toll increases from High Point to Cape May, from Alpha to LBI, there are always threats of higher taxes there. And in D.C., we're under attack as well for the failure of this Congress and this Democrat leadership of passing an energy package.

With gasoline at \$3.50 a gallon and diesel at \$4 a gallon, where it costs over \$1,000 to fill up your truck to get to work or to get to school or elsewhere, New Jersey commuters are consistently being attacked by a system out of control in our State capital and our national capital as well, and that is why I stand here opposed to this legislation until we change the existing system of funding for tax administration.

Mr. LEWIS of Georgia. Madam Speaker, may I inquire of Mr. JOHNSON whether he has any more speakers?

The SPEAKER pro tempore. The time of the gentleman from Texas has expired. The gentleman from Georgia has 8 minutes remaining.

Mr. LEWIS of Georgia. Madam Speaker, I fully support H.R. 6532, as amended. We must act and we must act responsibly and return \$8 billion to the highway trust fund.

I urge all of my colleagues on both sides of the aisle to vote "yes" for this important and needed bill.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I rise today in support of the Senate Amendment to H.R. 6532, a bill to amend the Internal Revenue Code of 1986 to restore the Highway Trust Fund balance.

As an original cosponsor of H.R. 6532 I am delighted our colleagues from the other body finally decided to act on this vital piece of legislation. Moreover, I was delighted to learn that the White House has now reversed its position on vetoing this important bill.

Our Nation's highway trust fund serves as the lifeblood for funding our Nation's transportation infrastructure.

Regrettably, the fund is facing an imminent shortfall due to decreased revenue into the fund. This shortfall comes at a most inopportune time as many States across the country are struggling to provide funding just for adequate highway maintenance—let alone new construction.

I feel it is important that while many observers have attempted to frame discussions of the highway trust fund in terms of a "bail out" by the general fund, H.R. 6532 is not a bail out. The measure essentially restores \$8 billion that was transferred out of the account in a 1998 budget reduction arrangement.

Ensuring the solvency of the Highway Trust Fund is important to my home State, as Texas has one of the most extensive surface transportation networks in the world.

Texas has more than 10,000 miles of rail track; more than 300,000 miles of roadway and more than 50,000 bridges—more than any other State in the Nation. Our transportation network is bursting at the seams, and failure to enact this bill will render a significant blow to transportation construction and maintenance jobs across my State.

We simply cannot allow this to happen. In the absence of passage of H.R. 6532, the State of Texas stands to lose \$859 million in funding and a projected loss of 30,000 good-paying jobs.

The State has identified a funding gap of \$86 billion between available resources and what is needed to achieve an acceptable level of mobility by 2030. By the year 2030, TXDOT predicts the State's population is expected to increase by 64 percent. My State cannot afford a lapse in receiving its share of federal highway funding made available by SAFETEA-LU.

In the absence of bold and decisive action by this body in the next highway bill authorization, stagnant transportation policy and inadequate funding will cripple our country. It is past time for government at all levels to make investment in transportation infrastructure an urgent priority.

Madam Speaker, I urge my colleagues to vote yes on this important piece of legislation.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Georgia (Mr. LEWIS) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 6532.

The question was taken. The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. LEWIS of Georgia. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered. The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on questions previously postponed.

Votes will be taken in the following order: approval of the Journal, de novo; motion to suspend the rules on H. Res. 1420, by the yeas and nays; motion to suspend the rules on H.R. 6532, by the yeas and nays.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

THE JOURNAL

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the question on agreeing to the Speaker's approval of the Journal, which the Chair will put de novo.

The question is on the Speaker's approval of the Journal.

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

RECORDED VOTE

Mr. SAM JOHNSON of Texas. Madam Speaker, I demand a recorded vote.

A recorded vote was ordered. The vote was taken by electronic device, and there were—ayes 215, noes 190, answered "present" 1, not voting 27, as follows:

[Roll No. 585]  
AYES—215

Ackerman	Frank (MA)	Neal (MA)
Allen	Giffords	Oberstar
Altmire	Gillibrand	Obey
Andrews	Gonzalez	Olver
Arcuri	Gordon	Pallone
Baca	Green, Al	Pascarell
Baird	Grijalva	Pastor
Baldwin	Gutierrez	Payne
Barrow	Hall (NY)	Pomeroy
Bean	Hare	Price (NC)
Becerra	Harman	Rahall
Berkley	Hastings (FL)	Rangel
Berman	Herseht Sandlin	Reyes
Berry	Higgins	Richardson
Bishop (GA)	Hill	Rodriguez
Bishop (NY)	Hinchev	Ross
Blumenauer	Hinojosa	Rothman
Boren	Hirono	Royal-Allard
Boswell	Hodes	Ruppersberger
Boucher	Holden	Ryan (OH)
Boyd (FL)	Holt	Salazar
Boyda (KS)	Honda	Sánchez, Linda
Brady (PA)	Hooley	T.
Braley (IA)	Hoyer	Sanchez, Loretta
Brown, Corrine	Inslee	Sarbanes
Butterfield	Israel	Schakowsky
Capps	Jackson (IL)	Schiff
Capuano	Jefferson	Schwartz
Cardoza	Johnson (GA)	Scott (GA)
Carnahan	Johnson, E. B.	Scott (VA)
Carney	Kagen	Serrano
Carson	Kanjorski	Sestak
Castor	Kaptur	Shea-Porter
Chandler	Kildee	Sherman
Clarke	Kilpatrick	Sires
Clay	Kind	Skelton
Cleaver	Klein (FL)	Slaughter
Clyburn	Kucinich	Smith (WA)
Cohen	Langevin	Snyder
Conyers	Larsen (WA)	Solis
Cooper	Larson (CT)	Space
Costa	Lewis (GA)	Speier
Costello	Lipinski	Spratt
Courtney	Loeb sack	Stupak
Cramer	Lofgren, Zoe	Sutton
Crowley	Lowey	Tanner
Cuellar	Lynch	Tauscher
Cummings	Mahoney (FL)	Taylor
Davis (AL)	Maloney (NY)	Thompson (MS)
Davis (CA)	Markey	Tierney
Davis (IL)	Marshall	Towns
Davis, Lincoln	Matheson	Tsongas
DeFazio	Matsui	Udall (CO)
DeGette	McCarthy (NY)	Udall (NM)
Delahunt	McCollum (MN)	Van Hollen
DeLauro	McDermott	Velázquez
Dicks	McGovern	Visclosky
Dingell	McIntyre	Walz (MN)
Doggett	McNerney	Wasserman
Donnelly	McNulty	Schultz
Doyle	Meek (FL)	Waters
Edwards (MD)	Meeke (NY)	Watson
Edwards (TX)	Michaud	Watt
Ellison	Miller (NC)	Waxman
Ellsworth	Miller, George	Weiner
Emanuel	Mollohan	Welch (VT)
Engel	Moore (KS)	Wexler
Eshoo	Moore (WI)	Wilson (OH)
Etheridge	Moran (VA)	Woolsey
Farr	Murphy (CT)	Wu
Fattah	Murphy, Patrick	Yarmuth
Filner	Murtha	
Foster	Napolitano	

NOES—190

Abercrombie	Blunt	Calvert
Aderholt	Boehner	Camp (MI)
Akin	Bonner	Campbell (CA)
Alexander	Bono Mack	Cannon
Bachmann	Boozman	Cantor
Bachus	Boustany	Capito
Barrett (SC)	Broun (GA)	Carter
Bartlett (MD)	Brown (SC)	Castle
Barton (TX)	Brown-Waite,	Cazayoux
Biggett	Ginny	Chabot
Bilbray	Buchanan	Childers
Bilirakis	Burgess	Coble
Bishop (UT)	Burton (IN)	Cole (OK)
Blackburn	Buyer	Conaway