

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

## NAYS—3

Baldwin Kolbe Wu

## 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