

On the Journal (rollcall No. 514), I would have voted "yea."

Mr. FOLEY. Mr. Speaker, on rollcall No. 514, I was unavoidably detained. Had I been present, I would have voted "yea."

Ms. MCCARTHY of Missouri. Mr. Speaker, during rollcall vote No. 514, I was unavoidably detained. Had I been present, I would have voted "yea."

Stated against:

Mr. FILNER. Mr. Speaker, on rollcall No. 514, I was inadvertently detained. Had I been present, I would have voted "nay."

#### PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore (Mr. UPTON). Will the gentleman from Idaho (Mr. SIMPSON) come forward and lead the House in the Pledge of Allegiance.

Mr. SIMPSON led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. One minute will be postponed until the end of the day except for the gentlewoman from Illinois (Ms. SCHAKOWSKY).

#### ANNOUNCEMENT OF THE PASSING OF FORMER CONGRESSMAN SIDNEY YATES

(Ms. SCHAKOWSKY asked and was given permission to address the House for 1 minute.)

Ms. SCHAKOWSKY. Mr. Speaker, I rise with a very sad announcement. Congressman Sidney Yates died last night.

Those who loved the arts, who cherish the environment, who struggle for human freedom and dignity lost a hero. Many of us, many of you lost a very dear friend, a true gentleman in this body for 48 years.

There will be an opportunity at a later time for those who are moved to pay tribute to Sid to speak on this floor, and details about arrangements will be provided to all Members as soon as they are available.

#### WAIVING POINTS OF ORDER AGAINST CONFERENCE REPORT ON H.R. 4475, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 612 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 612

*Resolved*, That upon adoption of this resolution it shall be in order to consider the

conference report to accompany the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes. All points of order against the conference report and against its consideration are waived. The Conference report shall be considered as read.

SEC. 2. House Resolutions 586, 592, 595, 599, and 600 are laid on the table.

The SPEAKER pro tempore (Mr. LAHOOD). The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Ohio (Mr. HALL); pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 612 is a standard conference report rule providing for consideration of the conference report to accompany H.R. 4475, the Department of Transportation and Related Agencies Appropriations for the Fiscal Year 2001.

The rule waives all points of order against the conference report and against its consideration. Additionally, the rule provides that the conference report shall be considered as read. Finally, the rule lays House Resolutions 586, 592, 595, 599, and 600 on the table.

Mr. Speaker, whether cross-town or cross-country, by car, train or plane, ensuring the safety and efficiency of our transportation networks is one of the Federal Government's highest responsibilities. The conference report accompanying H.R. 4475 continues the Republican Congress' focus on safety for all modes of transportation.

This bill improves and invests in the Nation's infrastructure and safety by targeting funds to critical programs such as air traffic control modernization, airport improvement grants, motor carrier safety, and increasing investments in highway safety research.

The bill enhances the safety and capacity of the aviation system and the highway and rail networks. It makes runway prevention systems and devices eligible for airport improvement funds and directs the FAA to make such requests for discretionary funding the highest priority. Under this bill, air traffic services continue to make up an integral part of aviation safety.

The bill provides a total of nearly \$17.8 billion in discretionary budget authority for our Nation's infrastructure and transportation safety, including the Federal Aviation Administration, transit program spending, the United States Coast Guard, and the National Highway Traffic Safety Administration.

The bill includes \$279 million for the Federal Motor Carrier Safety Administration, an increase of more than 50 percent from last year's levels, to im-

prove the safety of the trucks of our Nation's roads. The underlying legislation also increases investments to critical highway safety research and development of smart vehicle technologies.

Another significant piece of the Transportation Appropriations is to fund the drug interdiction activities carried out by the U.S. Coast Guard. The bill provides for \$565 million for these activities, helping the men and women of the Coast Guard prevent addictive and deadly narcotics from ever reaching our shores, let alone our neighborhoods and school yards.

Additionally, the bill meets the funding obligations for the highway and aviation accounts, as prescribed under TEA-21 and AIR-21 reauthorization bills. These programs are critical to improvements and modernization of our roadways and our airways, providing desperately needed funds across the Nation.

The bill also contains an increase in funding for pipeline safety, an increase of 25 percent over last year.

I am also pleased the underlying bill makes available a \$2 million continuing appropriation for the Rochester Genesee Regional Transportation Authority bus project, an important public transportation project that will serve my district and region. It also contains an additional appropriation for reverse commuting that will help those most in need to reach their jobs, wherever they may be, demonstrating our commitment to better, safer public transportation.

Similarly, the conference report provides much needed funding of \$2 million for the Niagra Falls Transportation Authority in the Buffalo area. Under this legislation, Western New York will be able to be better served with more reliable and safe bus transportation and improve job access and reverse commute efforts.

Mr. Speaker, safety should remain the Federal Government's highest responsibility in the transportation area, and clearly this bill addresses those needs and concerns.

In conclusion, I would like to commend the gentleman from Florida (Mr. YOUNG), chairman of the Committee on Appropriations, and the gentleman from Wisconsin (Mr. OBEY), the ranking member, for their hard work in bringing this measure before the House today. I would also like to commend the gentleman from Virginia (Mr. WOLF), chairman of the Subcommittee on Transportation, and the gentleman from Minnesota (Mr. SABO), the ranking member, for their hard work and continued commitment to our Nation's infrastructure.

Mr. Speaker, I urge my colleagues to support the rule and the underlying measure.

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

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

Mr. Speaker, I want to thank the gentleman from New York (Mr. REYNOLDS) for yielding me the time.

Mr. Speaker, this rule will waive all points of order against the conference report to accompany H.R. 4475. This is the bill that makes appropriations for the Department of Transportation and related agencies in the year 2001.

Mr. Speaker, the bill funds much of the Nation's transportation infrastructure. It includes money for the construction, the maintenance, the operation of highways, airports, public transit systems and Amtrak. It also supports transportation safety and research for all modes.

The bill spends \$3.5 billion in discretionary spending, more than last year. This is an investment that will pay off in safer and more efficient transportation for most Americans.

The conference agreement sets a national standard for drunken driving. Drivers will be considered legally drunk if they have a blood alcohol level of 0.8. This standard will save lives and reduce traffic accidents.

I am also pleased with the bill because it includes funds for the Centennial of Flight Commission. This is a national commission helping to coordinate and promote the celebration of the centennial of the Wright Brothers' first flight. The anniversary will take place in the year 2003.

The bill also funds programs on the Department of Treasury, Executive Office of the President, General Services Administration, National Archives and Records Administration.

This will be the last House vote on the Transportation appropriations bill under the gentleman from Virginia (Mr. WOLF) as chairman of the Subcommittee on Transportation. The gentleman from Virginia (Mr. WOLF) will be leaving this particular position of chairman of the Subcommittee on Transportation in the next Congress.

And despite many of the tensions around here, the Transportation appropriations bill has emerged largely without partisanship. That is a tribute to the leadership and fairness of the gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO). I join my colleagues on both sides today in thanking the gentleman from Virginia (Mr. WOLF) for a job well done.

This is the way I think in the House of Representatives that we are to conduct our business, in a very good, very efficient, very bipartisan way.

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

Mr. REYNOLDS. Mr. Speaker, does the gentleman from Ohio (Mr. HALL) have any further speakers?

Mr. HALL of Ohio. Mr. Speaker, I have one speaker.

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

Mr. HALL of Ohio. Mr. Speaker, I yield 10 minutes to the gentleman from

Wisconsin (Mr. OBEY), who is the ranking minority member of the Committee on Appropriations, former chairman of the committee.

Mr. OBEY. Mr. Speaker, I am sorry to say that this conference report demonstrates that people who too frequently promise regular order should be regarded in the same way that Blaze Starr regarded men who used the phrase "trust me."

The process by which this bill is being brought to the floor is truly amazing. The normal process, the legislative process is for both Houses to pass bills. Then we have a conference between the committees representing both Houses. They produce a document, and then each House has an opportunity to vote on that document.

If the Senate has adopted amendments out of the normal scope of the conference, then House Members are protected and authorizing committees are protected by having the ability to have a vote on those amendments on the House floor.

Instead, this rule today takes the conference report on this bill, and instead of bringing it back as a conference report, it introduces as a new bill the conference report.

□ 0945

It then files a report that refers to that conference report. So to figure out what is in this bill, Members do not have to just go and look at the document accompanying this conference report, they have to go look at a second document. It is a two-step operation and it has two convenient results: Number one, it makes it just a little bit more difficult for the average rank-and-file Member to figure out what has been done in the conference; and, secondly, it guts our ability as an institution to deal with subject matters that individual Members, rather than a few power brokers in this House, feel that they ought to have an ability to comment on.

Now, this abuse on this bill would be far less disturbing if it were not part of a broad pattern of abuse of the legislative process which is having the effect of depriving the great majority of Members in this institution in both parties from having a real opportunity to play a meaningful role in the resolution of these issues.

One Member told me earlier this week that we are evolving into a system in which no more than 30 or 40 people have any meaningful input on the major decisions happening here, and nearly half of those people are staff. That is a sad reality. That means that well over 400 of the 435 Members of this institution are effectively cut out of the process, and that means 400 congressional districts, representing 200 million Americans, virtually have little league say, at best, in the decisions that are made here. And that simply is not fair.

In fact, one Member observed to me that, given the way this House has approached appropriation bills for the past year, most Members really do not have to show up in this place for real until October because the institution spends most of its time passing meaningless resolutions trying to nail the people on the other side of the aisle on controversial issues, or else we pass appropriation bills that have no relationship whatsoever to what is expected to finally be in those bills when they emerge as a final product. So we debate political press releases, unfortunately, instead of debating our real convictions on these bills, and that is a destruction of the process that needs to stop.

I would note that the reason that this is being done today is simply to get around Senate rules, because we are apparently afraid that an individual Senator on the majority side of the aisle is unhappy with the contents of this bill and wants to read the bill on the floor. Now, the problem is that this House's rules are being destroyed in order for us to deal with the Senate rules as an institution, and the leadership of the House is making that worse.

In the Senate, major appropriation bills in the Senate, major appropriation bills involving half of the departments of the Federal Government, were never even taken to the Senate Floor. And we have gotten so far from the regular order that I fear that if this continues, the House will not have the capacity to return to the precedents and procedures of the House that have given true meaning to the term Representative Democracy. The reason that we have stuck to regular order as long as we have in this institution is to protect the rights of every Member to participate. And when we lose those rights, we lose the right to be called the greatest deliberative body left in the world.

Last night, for instance, we had, after 2 months of waiting to go to conference because the majority party leadership was trying to decide what the contents of the agriculture bill should be, after 2 months we finally went to conference, after we had a motion to instruct the committee to have a full-blown conference on the Agriculture bill, and we had a very meaningful debate in that conference. But even then, at the end of that conference, we had to have the majority members march up to the leadership offices to find out what their marching orders were for the rest of the conference.

Now, I just do not believe that we ought to be proceeding in this manner. And what I find ironic about this is that the very people in this institution and in the House leadership who cry the most about central government power in Washington, are the very same people who are day by day centralizing power in this institution. And

that is not only wrong, it is dangerous. There needs to be a happy medium between power that lodges in the hands of individual Members, committees and the leadership.

I believe that this incredible centralization of decision-making in the hands of staff in the House leadership offices means that for most Members representing their districts in this body is diminishing every day in terms of their ability to have a say in what goes on around here. And that is the real problem with this rule.

I have problems with the underlying bill. I intend to vote against it, and I will explain why during the debate on that bill. But even more important to me is the increasing abuse of process. This House works best when we take advantage of the expertise that all Members have in each and every one of our committees. They bring that expertise to bear. It is leavened by the judgment of the leadership, which is a perfectly appropriate role.

But when we wind up having the judgment of the leadership come down like a hammer and prevent committees from doing their work in an orderly manner, and then they prevent individual Members from having a say on nongermane Senate amendments, it reminds me of the fights we used to have when the gentleman from Michigan (Mr. DINGELL) and the gentleman from California (Mr. MILLER) and the gentleman from California (Mr. BROWN) and the Republican counterparts, when the Republicans were in the minority, used to raise "you know what" because all kinds of nongermane amendments were being offered in Senate and the authorizing committees had no way here to protect themselves. That is why we built in some of these rules and protections. Today they have been stripped away in the name of one word: Convenience. There ought to be a higher standard in this place.

Mr. REYNOLDS. Mr. Speaker, I yield 5 minutes to the gentleman from Florida (Mr. YOUNG).

Mr. YOUNG of Florida. Mr. Speaker, I rise to not disagree with my friend, the gentleman from Wisconsin (Mr. OBEY). This is not the normal procedure. But I do rise to tell the Members of the House that no Member of the House is disadvantaged by using this procedure.

The conference report on H.R. 4475, and the new bill that is numbered H.R. 5394, are identical. The language of the new bill has been available to the Members at the same time as the conference report on H.R. 4475 because it is printed in the statement of the managers. So no Member of the House has been disadvantaged.

As the gentleman from Wisconsin (Mr. OBEY) has pointed out, this was done to accommodate the other body. Whether that is the best procedure or not, it has been done before, but it is

not really the regular order. The main issue here is Members of the House have not been disadvantaged by this procedure. The words in the copy of the bill in the statement of the managers on the conference report and the new bill are identical and they have been available to the House Members. Members are not disadvantaged because of timing and thus disadvantaged because of the language in the introduced bill.

So I think we ought to go ahead and pass this rule, and then I think we ought to go ahead and pass this conference report. As usual, as many Members often say, it is not perfect. There are things in there Members can be opposed to, but there are a lot of good things in there. This conference agreement provides for the highway needs and the transportation needs of the United States of America. And I believe, Mr. Speaker, that we ought to get on with business.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I will vote against H. Res. 612, the rule on the conference report for H.R. 4475, the FY2001 Transportation Appropriations bill. Like many of my colleagues, I voted "no" to signal my frustration at the chaotic manner in which this bill was fashioned. I would also like to take this opportunity to express an additional concern I had relating to the National Corridor Planning and Development Program.

First, let me thank the conferees for including significant investments for the Dallas Area Rapid Transit (DART) system. I am pleased that the bill includes my \$70 million request for DART to construct the North Central Light Rail Extension. This funding fulfills the federal government's commitments under a full funding grant agreement reached between DART and the Federal Transit Administration in October, 1999, and will ensure that the North Central extension can proceed on schedule.

I would also like to thank the conferees for including \$2 million for DART to acquire new buses that will be used throughout the 13 member jurisdictions within DART's service territory.

I was extremely disappointed, however, that the conferees could not fund my \$12 million request for the I-35 Bridge under the National Corridor Planning and Development Program. In recognition of the increased trade and traffic that NAFTA would bring to Texas, I-35 was designated as a corridor under the National Highway System Designation Act of 1995. The I-35 Bridge project is necessary to alleviate the heavy local and trade-related traffic that now traverses the Dallas area. Although the conferees did include \$1.325 million for I-35 construction in the Waco, Texas area, I was disappointed that no funding was provided for the heavily congested part of I-35 that traverses Dallas.

Moreover, I am extremely concerned that the State of Texas has again been short-changed under the National Corridor Planning and Development Program. Under H.R. 4475, total earmarks for this program total approximately \$95 million. However, only \$5.675 million, or less than 6 percent, was targeted toward projects in Texas. Even more disturbing

was that the bill provided funding for two individual projects that both individually exceed the total amount earmarked for Texas, and that these two projects are located in states that are not adjacent to Canada or Mexico.

The distribution provided in the National Corridor Planning and Development Program is fundamentally unfair to Texas. The corridor and border programs, authorized in TEA-21, were designed specifically to target assistance to nationally significant roadways that foster international trade and economic growth and that improve the flow of commerce at U.S. ports of entry. Texas has four nationally significant corridors, two of which (I-35 and I-10) carry almost 50 percent of all NAFTA trucks. Texas border crossings carry nearly 80 percent of international truck traffic, with 40 percent of this traveling through the state to other destinations in the U.S. and Canada. However, in the first two years of the programs, Texas has received only \$36 million out of approximately \$245 million, or less than 15 percent. By decreasing this meager amount to 6 percent, H.R. 4475 certainly goes in the wrong direction.

Mr. Speaker, I am extremely disappointed in this aspect of the Transportation Appropriations bill, and I now intend to redouble my efforts in this area so that future distributions to Texas will be more equitable.

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

Mr. REYNOLDS. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore (Mr. LAHOOD). The question is on the resolution.

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

Mr. REYNOLDS. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 244, nays 136, not voting 53, as follows:

[Roll No. 515]

YEAS—244

Abercrombie	Blunt	Chambliss
Aderholt	Boehlert	Chenoweth-Hage
Archer	Boehner	Clement
Armey	Bonilla	Clyburn
Bachus	Bono	Coble
Ballenger	Brady (TX)	Collins
Barr	Bryant	Combest
Barrett (NE)	Burr	Cook
Bartlett	Burton	Cooksey
Barton	Buyer	Cox
Bass	Callahan	Coyne
Bereuter	Calvert	Cramer
Biggert	Camp	Cubin
Bilbray	Campbell	Cunningham
Bilirakis	Canady	Danner
Bishop	Cardin	Davis (FL)
Blagojevich	Castle	Davis (IL)
Bliley	Chabot	Davis (VA)

Deal  
DeFazio  
DeLay  
DeMint  
Dickey  
Doolley  
Doolittle  
Doyle  
Dreier  
Duncan  
Dunn  
Ehlers  
Ehrlich  
Emerson  
English  
Evans  
Everett  
Ewing  
Fletcher  
Fossella  
Fowler  
Frelinghuysen  
Gallegly  
Ganske  
Gekas  
Gibbons  
Gillmor  
Gilman  
Goode  
Goodlatte  
Goodling  
Graham  
Granger  
Green (WI)  
Greenwood  
Gutknecht  
Hall (OH)  
Hall (TX)  
Hastings (WA)  
Hayes  
Hayworth  
Herger  
Hill (IN)  
Hilleary  
Hobson  
Hoeffel  
Horn  
Hostettler  
Houghton  
Hoyer  
Hulshof  
Hunter  
Hutchinson  
Hyde  
Inslee  
Isakson  
Istook  
Jenkins  
Johnson (CT)  
Johnson, Sam  
Jones (NC)  
Kanjorski  
Kaptur  
Kasich

Kelly  
Kingston  
Knollenberg  
Kolbe  
Kuykendall  
LaFalce  
LaHood  
Largent  
Larson  
Latham  
LaTourette  
Leach  
Lewis (CA)  
Lewis (KY)  
Linder  
Lipinski  
LoBiondo  
Lucas (OK)  
Maloney (CT)  
Manzullo  
Markey  
Mascara  
McCrery  
McHugh  
McInnis  
McKeon  
McNulty  
Menendez  
Mica  
Miller, Gary  
Mink  
Moore  
Moran (KS)  
Moran (VA)  
Morella  
Murtha  
Myrick  
Nethercutt  
Ney  
Northup  
Norwood  
Nussle  
Olver  
Ortiz  
Ose  
Oxley  
Packard  
Pascrell  
Pease  
Peterson (MN)  
Peterson (PA)  
Pickering  
Pickett  
Pitts  
Pombo  
Pomeroy  
Portman  
Pryce (OH)  
Quinn  
Radanovich  
Rahall  
Ramstad  
Regula  
Reynolds

Riley  
Rogan  
Rogers  
Rohrabacher  
Ros-Lehtinen  
Roukema  
Royce  
Ryan (WI)  
Ryun (KS)  
Salmon  
Sanford  
Saxton  
Scarborough  
Schaffer  
Schakowsky  
Serrano  
Sessions  
Shaw  
Shaays  
Sherwood  
Shimkus  
Simpson  
Sisisky  
Skeen  
Skelton  
Smith (MI)  
Smith (NJ)  
Souder  
Spratt  
Stabenow  
Stearns  
Stump  
Sununu  
Talent  
Tancredo  
Tauscher  
Tauzin  
Taylor (NC)  
Terry  
Thomas  
Thornberry  
Thune  
Tiahrt  
Toomey  
Trafigant  
Upton  
Vitter  
Walden  
Walsh  
Wamp  
Watkins  
Watts (OK)  
Weldon (FL)  
Weldon (PA)  
Weller  
Weygand  
Whitfield  
Wicker  
Wilson  
Wolf  
Wynn  
Young (FL)

## NAYS—136

Allen  
Andrews  
Baca  
Baird  
Baldacci  
Baldwin  
Barcia  
Barrett (WI)  
Becerra  
Bentsen  
Berkley  
Berry  
Bonior  
Borski  
Boswell  
Boyd  
Brady (PA)  
Brown (FL)  
Brown (OH)  
Capps  
Capuano  
Clayton  
Coburn  
Condit  
Costello  
Crowley  
DeGette  
DeLauro  
Deutsch

Dingell  
Doggett  
Edwards  
Etheridge  
Farr  
Fattah  
Filner  
Forbes  
Ford  
Frank (MA)  
Frost  
Gejdenson  
Gephardt  
Gonzalez  
Gordon  
Green (TX)  
Gutierrez  
Hastings (FL)  
Hill (MT)  
Hilliard  
Hinchee  
Hinojosa  
Hoekstra  
Holden  
Holt  
Hooley  
Jackson (IL)  
Jackson-Lee  
(TX)

Jefferson  
John  
Johnson, E.B.  
Jones (OH)  
Kennedy  
Kildee  
Kilpatrick  
Kind (WI)  
Klecza  
Kucinich  
Lampson  
Lantos  
Lee  
Levin  
Lofgren  
Lucas (KY)  
Luther  
Maloney (NY)  
Matsui  
McCarthy (MO)  
McCarthy (NY)  
McDermott  
McGovern  
McIntyre  
Meehan  
Millender  
McDonald  
Miller, George  
Minge

Moakley  
Mollohan  
Nadler  
Napolitano  
Neal  
Oberstar  
Obey  
Owens  
Pallone  
Pastor  
Payne  
Pelosi  
Petri  
Pheips  
Price (NC)  
Rivers  
Roemer

Rothman  
Roybal-Allard  
Sabo  
Sanchez  
Sanders  
Sandlin  
Sawyer  
Scott  
Sensenbrenner  
Sherman  
Slaughter  
Smith (WA)  
Snyder  
Stark  
Stenholm  
Stupak  
Sweeney

## NOT VOTING—53

Ackerman  
Baker  
Berman  
Blumenauer  
Boucher  
Cannon  
Carson  
Clay  
Conyers  
Crane  
Cummings  
Delahunt  
Diaz-Balart  
Dicks  
Dixon  
Engel  
Eshoo  
Foley

Franks (NJ)  
Gilchrest  
Goss  
Hansen  
Hefley  
King (NY)  
Klink  
Lazio  
Lewis (GA)  
Lowey  
Martinez  
McCollum  
McIntosh  
McKinney  
Meek (FL)  
Meeks (NY)  
Metcalf  
Miller (FL)

Tanner  
Taylor (MS)  
Thompson (CA)  
Thompson (MS)  
Thurman  
Tierney  
Towns  
Turner  
Udall (CO)  
Udall (NM)  
Velázquez  
Visclosky  
Watt (NC)  
Weiner  
Wexler  
Woolsey  
Wu

Paul  
Porter  
Rangel  
Reyes  
Rodriguez  
Rush  
Shadegg  
Shows  
Shuster  
Smith (TX)  
Spence  
Strickland  
Vento  
Waters  
Waxman  
Wise  
Young (AK)

□ 1015

Messrs. HILL of Montana, DOGGETT, ALLEN, PASTOR, WATT of North Carolina, MINGE, and Ms. HOOLEY of Oregon changed their vote from “yea” to “nay.”

Messrs. CLYBURN, McNULTY and OLVER changed their 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. FOLEY. Mr. Speaker, on rollcall No. 515, I was unavoidably detained. Had I been present, I would have voted “yea.”

## 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. 4475, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. LAHOOD). Is there objection to the request of the gentleman from Virginia? There was no objection.

## CONFERENCE REPORT ON H.R. 4475, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

Mr. WOLF. Mr. Speaker, pursuant to House Resolution 612, I call up the conference report on the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 612, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of October 5, 2000, at page H8922.)

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).

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

Mr. Speaker, I have the pleasure to present today the conference report on the Department of Transportation and related agencies. In total, the bill provides \$17.8 billion in discretionary budget authority for critical operations of the Department of Transportation, an increase of \$3.5 billion over fiscal year 2000. Much of the increase over last year's level is attributed to mandated increases in the Federal Aviation Administration as a result of the enactment of AIR21. In addition, the increase over last year is a result of additional operational requirements of the U.S. Coast Guard.

Allow me to mention a couple of highlights:

\$4.5 billion for the Coast Guard, of which \$565 million is for drug interdiction;

\$12 billion for the Federal Aviation Administration, a 25 percent increase over last year, consistent with the requirements of AIR21, of which \$3.2 billion is for airport improvement programs;

\$30 billion for the federal-aid highways program, an increase of almost \$2 billion over last year and consistent with TEA21;

\$720 million for the emergency relief highway program to fund the backlog of overdue bills to restore highways damaged in previous natural disasters;

\$6.3 billion for transit program spending, an increase of \$486 million;

\$279 million for the Federal Motor Carrier Safety Administration, more than double last year, to improve truck safety on our Nation's roads;

\$404 million for the National Highway Traffic Safety Administration, an increase of nearly 10 percent, again safety;

\$725 million for the Federal Railroad Administration, of which \$521 million is for Amtrak;

\$47 million for pipeline safety, which is an increase of over 25 percent.

In addition, the conference agreement contains several items that have been of deep interest to a lot of Members. The agreement before the body contains the following resolutions on rollover, hours-of-service, and .08.

First, on rollover, the agreement permits the National Highway Traffic Safety Administration to move forward