

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)

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