### CONGRESSIONAL RECORD—HOUSE

**June 26, 2001**

**MRS. MEEEK of Florida, Mrs. NAPOLITANO, Ms. VELAZQUEZ, Mrs. CAPPS, and Messrs. INSEL and JONES of changed their vote from "yea" to "nay."

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**Mr. HOUGHTON changed his vote from "nay" to "aye."

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.

**RECOGNIZING OUTSTANDING AND INVALUABLE DISASTER RELIEF ASSISTANCE PROVIDED DURING TROPICAL STORM ALLISON**

The SPEAKER pro tempore (Mrs. WILSON). The pending business is a question of suspending the rules and agreeing to the resolution, H. Res. 166. The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Louisiana (Mr. COOKSEY) that the House suspend the rules and agree to the resolution, H. Res. 166, on which the yeas and nays are ordered.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 411, nays 0, not voting 22, as follows:

![Table of Yea-Nay Votes](attachment:yea-nay_table.png)
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Mr. ROGERS of Kentucky. I am very pleased to present to the House the Department of Transportation and related agencies appropriations bill for fiscal year 2002. This is an excellent bill that reflects not only the priorities of the budget submitted by the President earlier this year but also the important contributions of all the Members of our subcommittee and full committee and we hope now the full House.

I want to especially thank the gentleman from Minnesota (Mr. SABO) for his tireless and insightful support of transportation programs during the many hours of our hearings, deliberations, and the markup of this bill this year. I also want to thank both the gentleman from Florida (Mr. YOUNG), the full committee chairman; and the gentleman from Wisconsin (Mr. OBETZ), the ranking member of the full committee, for their support of this subcommittee and the programs we oversee. I am also thankful to all the members of our subcommittee who had a part in the drafting of this bill and the full Committee on Appropriations. With an which had the chance to amend and correct as we went through that process. And, of course, we would not be here without our wonderful staff, both on the majority and the minority side upon whom we all so much depend.

Mr. Chairman, the bill I present today provides an increase of 6 percent in the programs and activities of the Department of Transportation. At first blush, this appears to be a healthy increase over current levels, but in fact it is barely enough to cover the 4.6 percent pay raise that will go to all Federal employees next year as well as the general cost of inflation for programs and personnel employees next year as well as the general cost of inflation for programs and personnel.

The Department of Transportation will have to live within the constraints of the spending limits set by the budget just like every other agency. The bill is within our 302(b) allocation, in both budget authority and outlays. It fully funds the highway and aviation spending increases established by TEA-21 and AIR-21, and it will help relieve the congestion that is frustrating citizens on our interstates, in the skies, and in our bus and train terminals.

Our bill fully funds the Coast Guard’s operating budget and provides $600 million, which is a huge increase, in their capital account. Within the capital appropriation, the bill allocates $500 million to kick off the Deepwater program, which will provide a vitally needed upgrade and replacement of the Coast Guard’s ships and aircraft. Members should know that this is the largest acquisition program, that is the Deepwater program in the Coast Guard. The Coast Guard estimates that the acquisition costs alone for the Deepwater program will cost $18 billion, and this bill allows the agency to award the first major contract next year. This is a major step forward for the Deepwater program, and we are optimistic it will succeed.

The bill also includes, Mr. Chairman, funds to address serious staffing, training, and equipment problems at our small-boat stations of the Coast Guard which were highlighted in our hearings with the Inspector General and the Coast Guard this year. I am proud that we could find a small amount of money to raise the staffing levels and the training at these stations which provide the backbone of our Nation’s search and rescue capability. With an average workweek, Mr. Chairman, of 80 hours-plus, Coast Guardsmen at these stations are in desperate need of some help. We provide it in this bill.

Consistent with the provisions of AIR–21, this bill fully funds the airport grants program at $3.3 billion and fully funds FAA’s capital appropriation at $2.9 billion. It also provides nearly 100 percent of the FAA’s operating budget. In addition, this bill includes several initiatives that will hopefully lead to reductions in the number and severity of airline delays. Our gridlocked aviation system has been a major focus of this subcommittee, and it will continue to receive the scrutiny of our panel until we untangle it for the good of all Americans and the needs caused by highway and air travel in this country. We are doing a lot in this bill to respond to that demand but not nearly as much as we would like. The Department of Transportation will have to do more efficient, and it will have to live within the constraints of the spending limits set by the budget just like every other agency.

The bill restores proposed cuts to the essential air service program. Under the administration’s proposal, 18 cities would have lost their air service next year. This bill maintains the eligibility of each of these cities in the program and provides the additional $15 million needed to maintain current service levels. That will be good news to 18 cities across the country where EAS provides a necessary life-line. In addition, the bill provides $10