The vote was taken by electronic device, and there were—yeas 267, nays 50, answered ''present'' 1, not voting 116, as follows:

[Roll No. 514]

YEAS—267

Abercrombie
Allen
Andrews
Baca
Bachus
Baldwin
Ballenger
Barcia
Barr
Barrett (NE)
Barrett (WI)
Bartlett
Bass
Becerra
Bentsen
Bereuter
Berkley
Berry
Biggert
Bishop
Blagojevich
Bliley
Blunt
Boehner
Bonilla
Boswell
Boyd
Brady (TX)
Brown (OH)
Bryant
Burr
Buyer
Callahan
Camp
Campbell
Capps
Cardin
Chabot
Chambliss
Clayton
Clement
Clyburn
Coble
Coburn
Combest
Condit
Cook
Cooksey
Cox
Coyne
Cramer
Cunningham
Danner
Davis (IL)
Deal
DeGette
DeLauro
DeMint
Deutsch
Dingell
Doggett
Dooley
Doyle
Dreier
Duncan
Ehlers
Emerson
Etheridge
Evans
Everett
Ewing
Farr
Fattah
Fletcher
Forbes
Fowler
Frank (MA)
Frelinghuysen
Frost
Gallegly
Ganske
Gejdenson
Gekas
Gillmor
Gilman
Gonzalez
Goode
Goodlatte
Goodling
Gordon
Granger
Green (TX)
Green (WI)
Greenwood
Hall (OH)
Hall (TX)
Hastert
Hastings (WA)
Hayworth
Hill (IN)
Hinojosa
Hobson
Hoeffel
Holden
Hooley
Horn
Hostettler
Houghton
Hunter
Hyde
Inslee
Isakson
Istook
Jackson (IL)
Jackson-Lee (TX)
Jefferson
Jenkins
John
Johnson, E. B.
Jones (NC)
Jones (OH)
Kanjorski
Kasich
Kelly
Kennedy
Kildee
Kilpatrick
Kind (WI)
Kingston
Knollenberg
Kolbe
Kuykendall
LaHood
Lampson
Lantos
Larson
Latham
LaTourette
Lee
Levin
Lewis (CA)
Lewis (KY)
Linder
Lofgren
Lucas (KY)
Lucas (OK)
Luther
Maloney (CT)
Maloney (NY)
Manzullo
Markey
Mascara
Matsui
McCarthy (NY)
McCrery
McHugh
McInnis
McIntyre
McKeon
Menendez
Mica
Miller, Gary
Minge
Mink
Moakley
Moore
Moran (VA)
Morella
Murtha
Myrick
Nadler
Napolitano
Nethercutt
Ney
Northup
Nussle
Olver
Ortiz
Ose
Oxley
Packard
Pallone
Pascrell
Pastor
Payne
Pease
Pelosi
Peterson (PA)
Petri
Pickering
Pickett
Pitts
Pomeroy
Portman
Price (NC)
Pryce (OH)
Rahall
Regula
Reynolds
Rivers
Roemer
Rohrabacher
Ros-Lehtinen
Rothman
Roukema
Roybal-Allard
Royce
Ryan (WI)
Ryun (KS)
Salmon
Sandlin
Sanford
Saxton
Scarborough
Schakowsky
Sensenbrenner
Serrano
Sessions
Shadegg
Shaw
Shays
Sherman
Sherwood
Shimkus
Shows
Simpson
Sisisky
Skeen
Skelton
Smith (NJ)
Smith (WA)
Snyder
Spratt
Stearns
Stenholm
Stump
Sununu
Talent
Tanner
Tauscher
Tauzin
Taylor (NC)
Terry
Thornberry
Thune
Thurman
Tiahrt
Tierney
Toomey
Towns
Traficant
Turner
Upton
Velazquez
Walden
Walsh
Wamp
Watkins
Watts (OK)
Weiner
Weldon (PA)
Weygand
Wilson
Wolf
Woolsey
Wynn
Young (FL)

NAYS—50

Aderholt
Baird
Baldacci
Borski
Brady (PA)
Capuano
Costello
Crowley
DeFazio
Dickey
Gibbons
Gutierrez
Gutknecht
Hastings (FL)
Hill (MT)
Hilleary
Hilliard
Hoekstra
Holt
Hutchinson
Kucinich
LaFalce
Lipinski
LoBiondo
McDermott
McNulty
Miller, George
Moran (KS)
Neal
Oberstar
Obey
Phelps
Ramstad
Riley
Sabo
Sanchez
Sawyer
Schaffer
Slaughter
Stark
Stupak
Sweeney
Taylor (MS)
Thompson (CA)
Thompson (MS)
Udall (CO)
Udall (NM)
Visclosky
Weller
Wu

ANSWERED ''PRESENT''—1

Smith (MI)

NOT VOTING—116

Ackerman
Archer
Armey
Baker
Barton
Berman
Bilbray
Bilirakis
Blumenauer
Boehlert
Bonior
Bono
Boucher
Brown (FL)
Burton
Calvert
Canady
Cannon
Carson
Castle
Chenoweth-Hage
Clay
Collins
Conyers
Crane
Cubin
Cummings
Davis (FL)
Davis (VA)
Delahunt
DeLay
Diaz-Balart
Dicks
Dixon
Doolittle
Dunn
Edwards
Ehrlich
Engel
English
Eshoo
Filner
Foley
Ford
Fossella
Franks (NJ)
Gephardt
Gilchrest
Goss
Graham
Hansen
Hayes
Hefley
Herger
Hinchey
Hoyer
Hulshof
Johnson (CT)
Johnson, Sam
Kaptur
King (NY)
Kleczka
Klink
Largent
Lazio
Leach
Lewis (GA)
Lowey
Martinez
McCarthy (MO)
McCollum
McGovern
McIntosh
McKinney
Meehan
Meek (FL)
Meeks (NY)
Metcalf
Millender-McDonald
Miller (FL)
Mollohan
Norwood
Owens
Paul
Peterson (MN)
Pombo
Porter
Quinn
Radanovich
Rangel
Reyes
Rodriguez
Rogan
Rogers
Rush
Sanders
Scott
Shuster
Smith (TX)
Souder
Spence
Stabenow
Strickland
Tancredo
Thomas
Vento
Vitter
Waters
Watt (NC)
Waxman
Weldon (FL)
Wexler
Whitfield
Wicker
Wise
Young (AK)

□ 0931

So the Journal was approved.

The result of the vote was announced as above recorded.

Stated for:

Mr. OWENS. Mr. Speaker, this morning I was unavoidably absent on a matter of critical importance and missed the following vote:

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 minutes 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. REYNOLDS asked and was given permission to revise and extend his remarks, and include extraneous material.)

Mr. REYNOLDS. 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 improve 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 shortchanged 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.

Thd 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 noes 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
Aderholt
Archer
Armey
Bachus
Ballenger
Barr
Barrett (NE)
Bartlett
Barton
Bass
Bereuter
Biggert
Bilbray
Bilirakis
Bishop
Blagojevich
Bliley
Blunt
Boehlert
Boehner
Bonilla
Bono
Brady (TX)
Bryant
Burr
Burton
Buyer
Callahan
Calvert
Camp
Campbell
Canady
Cardin
Castle
Chabot
Chambliss
Chenoweth-Hage
Clement
Clyburn
Coble
Collins
Combest
Cook
Cooksey
Cox
Coyne
Cramer
Cubin
Cunningham
Danner
Davis (FL)
Davis (IL)
Davis (VA)
Deal
DeFazio
DeLay
DeMint
Dickey
Dooley
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
Shays
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
Traficant
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
Hinchey
Hinojosa
Hoekstra
Holden
Holt
Hooley
Jackson (IL)
Jackson-Lee (TX)
Jefferson
John
Johnson, E. B.
Jones (OH)
Kennedy
Kildee
Kilpatrick
Kind (WI)
Kleczka
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
Phelps
Price (NC)
Rivers
Roemer
Rothman
Roybal-Allard
Sabo
Sanchez
Sanders
Sandlin
Sawyer
Scott
Sensenbrenner
Sherman
Slaughter
Smith (WA)
Snyder
Stark
Stenholm
Stupak
Sweeney
Tanner
Taylor (MS)
Thompson (CA)
Thompson (MS)
Thurman
Tierney
Towns
Turner
Udall (CO)
Udall (NM)
Velazquez
Visclosky
Watt (NC)
Weiner
Wexler
Woolsey
Wu

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 with its rollover testing proposal while the National Academy of Sciences studies static versus dynamic testing. Once the study is completed, the administration must propose any appropriate revisions to their testing procedures.

Second, the agreement permits the Federal Motor Carrier Safety Administration to collect and analyze public comments and data on its proposed hours-of-service rule-making during fiscal year 2001. The administration may also issue a supplemental notice of proposed rule-making once this analysis is complete. However, the agreement prohibits the Federal Motor Carrier Administration from taking any final action on the proposed rule during the year 2001. However, a lot of Members in this body and on the committee will be watching to see the Motor Carrier move ahead, because over 5,000 people a year are killed with regard to trucks every year and a number because of tired truck drivers.

Third, the agreement modifies the Senate provision on .08 but still adopts a national standard for drunk driving. This new provision requires all States to adopt a blood alcohol level of .08 by fiscal year 2004. If States do not adopt this standard, they will lose a portion of their highway funds each year, 2 percent in the year 2004, 4 percent in 2005, 6 percent in 2006, and 8 percent in 2007. However, the highway funding would be restored if a State moves to the lower standard by the end of the year 2007. This is basically in honor and in memory of the moms and dads who have lost loved ones on the road because by doing this, we will save four to 500 lives every year. It is my understanding that the Department of Transportation and the White House supports all three of these compromises.

Mr. Speaker, the conference agreement also includes a provision relating to the Central Artery project. This provision is the culmination of 6 years of review and scrutiny by this committee and the Department of Transportation's Inspector General on the project. The Central Artery/Tunnel project in Boston, first estimated to cost $2.5 billion in fiscal year 1985, is now estimated to top $13.1 billion. This provision contained in the conference agreement codifies a recent agreement with Massachusetts officials and the Federal Highway Administration which limits Federal financial participation in the project to $8.5 billion, and sets forward other terms and conditions, including the requirement that the Commonwealth of Massachusetts undertake a balanced statewide construction program of $400 million a year.

Mr. Speaker, this provision is not meant to impugn the administration of, or the recent actions by, the Massachusetts Turnpike Authority. In fact, over the last recent months, the new administration has been forthcoming with details of the cost overruns and the cost to complete the project, something that previous MTA officials withheld from Federal officials. This provision is not to prejudice the current administration of the MTA but rather to ensure that the Federal Highway Administration and the Secretary of Transportation fulfill their fiduciary responsibilities to the American taxpayer.

This conference agreement is a good bill, it is balanced, and it is a bill which will clearly, whether it be on the rollover, whether it be on the .08, whether it be on the trucks and the others and the Coast Guard will save lives. Seldom do we get an opportunity to vote for something that we clearly know will save so many lives. It deserves, hopefully, the body's support. It is my understanding the administration has no serious objections to the bill and will sign it.

Before I close, I would like to thank the gentleman from Minnesota (Mr. SABO), the ranking member, and the other members of the subcommittee for the bipartisan spirit which they have shown in helping us to reach an agreement on these issues. This has never been a partisan bill, and I am pleased that this tradition continues. The gentleman from Minnesota (Mr. SABO) and the gentleman from Wisconsin (Mr. OBEY) have been most gracious and willing to reach compromises needed to move this bill forward to the President.

The gentleman from Florida (Mr. YOUNG), our full committee chairman who has done such an outstanding job, has always ensured that this subcommittee's allocation is ample to accommodate the needs of this subcommittee. With that spirit, I think we have a good bill.

Mr. Speaker, I would like to also take a moment to express my deepest