

Rush	Smith (TX)	Tierney
Ryun	Smith, Adam	Torres
Sabo	Smith, Linda	Towns
Salmon	Snowbarger	Trafficant
Sanchez	Snyder	Turner
Sanders	Solomon	Upton
Sandlin	Souder	Velazquez
Sanford	Spence	Vento
Sawyer	Spratt	Visclosky
Saxton	Stabenow	Walsh
Scarborough	Stark	Wamp
Schaffer, Bob	Stearns	Watt (NC)
Schumer	Stenholm	Watts (OK)
Scott	Stokes	Waxman
Sensenbrenner	Strickland	Weldon (FL)
Serrano	Stump	Weldon (PA)
Sessions	Stupak	Weller
Shadegg	Sununu	Wexler
Shaw	Talent	Weygand
Shays	Tanner	White
Sherman	Tauscher	Whitfield
Shimkus	Tauzin	Wicker
Shuster	Taylor (MS)	Wise
Sisisky	Taylor (NC)	Wolf
Skaggs	Thomas	Woolsey
Skeen	Thompson	Wynn
Skelton	Thornberry	Yates
Slaughter	Thune	Young (AK)
Smith (MI)	Thurman	Young (FL)
Smith (NJ)	Tiahrt	

NAYS—8

Bachus	Hostettler	Schaefer, Dan
Barton	Paul	Watkins
Gillmor	Paxon	

NOT VOTING—11

Cannon	Kennedy (MA)	Royce
Condit	Klug	Smith (OR)
Gonzalez	Payne	Waters
Jefferson	Rangel	

□ 1336

Mr. PAXON and Mr. BARTON of Texas changed their vote from "yea" to "nay."

Messrs. DOYLE, HEFNER, CHRISTENSEN and MEEHAN changed their vote from "nay" to "yea."

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: "A bill to amend the Federal Credit Union Act to clarify existing law with regard to the field of membership of Federal credit unions, to preserve the integrity and purpose of federal credit unions, to enhance supervisory oversight of insured credit unions, and for other purposes."

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Mr. CONDIT. Mr. Speaker, I was unavoidably detained for roll call vote 92, The Credit Union Membership Access Act. Had I been present, I would have voted aye. I would ask that this be reflected in the RECORD in the appropriate section.

GENERAL LEAVE

Mr. BEREUTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 1151, as amended.

The SPEAKER. Is there objection to the request of the gentleman from Nebraska?

There was no objection.

LAYING ON THE TABLE HOUSE RESOLUTION 309 AND HOUSE RESOLUTION 403

Mr. SOLOMON. Mr. Speaker, I ask unanimous consent that House Resolution 309, dealing with the rule on fast track, and House Resolution 403, dealing with the rule on the bank reform bill, be laid on the table.

The SPEAKER pro tempore (Mr. HEFLEY). Is there objection to the request of the gentleman from New York?

There was no objection.

BUILDING EFFICIENT SURFACE TRANSPORTATION AND EQUITY ACT OF 1998

The SPEAKER pro tempore. Pursuant to House Resolution 405 and rule XXIII, the Chair declares the House in the Committee of the Whole on the State of the Union for the consideration of the bill, H.R. 2400.

□ 1340

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. 2400) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, with Mr. HASTINGS of Washington in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Minnesota (Mr. OBERSTAR) each will control one hour, and the gentleman from Texas (Mr. ARCHER) and the gentleman from New York (Mr. RANGEL) will each control 15 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chairman, I yield myself such time as I may consume.

(Mr. SHUSTER asked and was given permission to revise and extend his remarks.)

Mr. SHUSTER. Mr. Chairman, today we bring to the floor of the House historic legislation, legislation to rebuild America so that we have a 21st Century transportation system. In the 21st Century, from Seattle to Miami, from New York to California, America is growing and prospering, but our infrastructure is crumbling.

There are two fundamental principles in the bill we bring to the floor today. The first is to put the trust back in the Transportation Trust Funds. It is to restore honesty in budgeting.

Every time an American drives up to the gas pump and pays his or her 18.4-cent gas tax for every gallon of tax, that money goes into the Highway Trust Fund and Americans have the right to believe that the money in the trust fund is going to be spent to improve transportation.

In fact, that is the way it was, until in the mid-1960's President Johnson got the idea that by not spending the money, he could help fund the Vietnam War.

Indeed, it was Eisenhower and the Congress which made a Contract with America, and that contract was you pay your gas tax, and that money is spent to improve highways. Unfortunately, in the past several years, we have had a fraud perpetrated on the American people. It has not happened. We have had abate and switch. You pay your gas tax, but the money in the trust fund does not get spent. To the tune, there is \$23 billion in that Highway Trust Fund today.

Let me share with Members something that a very well-known American said when he was Governor of a State just a few years ago. He said this on television: "The Congress took that money from us under a solemn contract to turn right around and give it back to the States to be spent on roads and highways. Instead, they are hoarding that money up there, and the only reason is to make the Federal deficit look smaller than it is. It is just wrong. It is wrong as it can be, and we ought to stop it. It is in violation of the solemn contract the national government has to the people who pay the tax." Governor Bill Clinton.

So I say now to the Clinton Administration, join us. Keep your word. Help us unlock the trust fund so that money can go where it is supposed to go, to improve America's transportation infrastructure.

We swallowed hard in the committee to get where we are today on a couple of very, very important compromises. We agreed that from this point forward, we would not count the interest in the trust fund.

Over the life of this bill, that means \$15 billion in debt reduction for our country. And we swallowed hard and said that approximately \$10 billion of the \$23 billion in the balance will be returned.

□ 1345

Put those two figures together and you get about \$25 billion in reduced debt for the Federal Government, an amount which approximates the increase in spending that this bill proposes. We only spend the revenue coming into this Trust Fund from this point forward. We only spend the money paid for by the American people in the gas tax and the related transportation taxes. Indeed, the projection is we come in over the 6-year period about \$3 billion under the revenue coming in.

I would be quick to say, if there is no need to spend this money, we certainly should not spend it, nor should we let it accumulate. We should reduce the taxes.

So that brings me to, really, the second fundamental principle: That is, what are the needs for investment in infrastructure for America? I suggest