

Houghton	Miller (FL)	Sensenbrenner
Hulshof	Minge	Sessions
Hunter	Molinari	Shadegg
Hutchinson	Moran (KS)	Shaw
Hyde	Moran (VA)	Shays
Inglis	Morella	Sherman
Istook	Murtha	Shimkus
Jenkins	Myrick	Shuster
John	Nethercutt	Sisisky
Johnson (CT)	Neumann	Skeen
Johnson, Sam	Ney	Smith (MI)
Jones	Northup	Smith (NJ)
Kaptur	Norwood	Smith (OR)
Kelly	Nussle	Smith (TX)
Kim	Ortiz	Smith, Adam
Kind (WI)	Oxley	Smith, Linda
King (NY)	Packard	Snowbarger
Kingston	Pappas	Snyder
Klink	Parker	Solomon
Klug	Pascrell	Souder
Knollenberg	Paxon	Spence
Kolbe	Pease	Stabenow
LaHood	Peterson (MN)	Stearns
Lampson	Peterson (PA)	Stenholm
Largent	Petri	Strickland
Latham	Pickering	Stump
LaTourette	Pickett	Sununu
Lazio	Pitts	Talent
Leach	Pombo	Tanner
Lewis (CA)	Pomeroy	Tauscher
Lewis (KY)	Porter	Tauzin
Linder	Portman	Taylor (MS)
Lipinski	Pryce (OH)	Taylor (NC)
Livingston	Quinn	Thomas
LoBiondo	Radanovich	Thornberry
Lowey	Ramstad	Thune
Lucas	Regula	Tiahrt
Luther	Reyes	Traficant
Manton	Riggs	Turner
Manzullo	Riley	Upton
Mascara	Roemer	Visclosky
Matsui	Rogan	Walsh
McCarthy (MO)	Rogers	Wamp
McCarthy (NY)	Rohrabacher	Watts (OK)
McCollum	Ros-Lehtinen	Weldon (FL)
McCrery	Roukema	Weldon (PA)
McDade	Royce	Weller
McDermott	Ryun	Wexler
McHale	Salmon	White
McHugh	Sanchez	Whitfield
McInnis	Sandlin	Wicker
McIntosh	Sanford	Wise
McIntyre	Saxton	Wolf
McKeon	Scarborough	Young (AK)
Metcalf	Schaefer, Dan	Young (FL)
Mica	Schaffer, Bob	

NOES—132

Abercrombie	Frank (MA)	Millender-
Allen	Frost	McDonald
Baldacci	Gejdenson	Miller (CA)
Barrett (WI)	Gephardt	Mink
Becerra	Gonzalez	Moakley
Berman	Gordon	Mollohan
Bishop	Gutierrez	Nadler
Blumenauer	Hall (OH)	Neal
Bonior	Hastings (FL)	Oberstar
Borski	Hilliard	Obey
Boswell	Hinchey	Olver
Boucher	Hinojosa	Owens
Brown (CA)	Hoyer	Pallone
Brown (FL)	Jackson (IL)	Pastor
Brown (OH)	Jackson-Lee	Paul
Carson	(TX)	Payne
Clay	Jefferson	Pelosi
Clayton	Johnson (WI)	Poshard
Clement	Johnson, E.B.	Price (NC)
Clyburn	Kanjorski	Rahall
Conyers	Kennedy (MA)	Rangel
Costello	Kennedy (RI)	Rivers
Coyne	Kennelly	Rodriguez
Cummings	Kildee	Rothman
Davis (IL)	Kilpatrick	Roybal-Allard
DeFazio	Kucinich	Rush
DeGette	LaFalce	Sabo
Delahunt	Lantos	Sanders
DeLauro	Levin	Sawyer
Dellums	Lewis (GA)	Schumer
Dingell	Lofgren	Scott
Dixon	Maloney (CT)	Serrano
Engel	Maloney (NY)	Skaggs
Eshoo	Markey	Slaughter
Etheridge	Martinez	Spratt
Evans	McGovern	Stark
Farr	McKinney	Stokes
Fattah	McNulty	Stupak
Fazio	Meehan	Thompson
Filner	Meek	Thurman
Foglietta	Menendez	Tierney

Torres	Waters	Woolsey
Towns	Watt (NC)	Wynn
Velázquez	Waxman	Yates
Vento	Weygand	

NOT VOTING—8

Andrews	Kasich	Skelton
Flake	Klecza	Watkins
Hefner	Schiff	

□ 1543

Mr. FORD changed his vote from "no" to "aye."

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Mr. KASICH. Mr. Speaker, on rollcall No. 127, I was inadvertently detained in a budget meeting. Had I been present, I would have voted "yes."

GENERAL LEAVE

Mr. LAZIO of New York. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill just passed.

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

There was no objection.

AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 2, HOUSING OPPORTUNITY AND RESPONSIBILITY ACT OF 1997

Mr. LAZIO of New York. Mr. Speaker, I ask unanimous consent that in engrossment of the bill, H.R. 2, the Clerk be authorized to make technical corrections and conforming changes to the bill.

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

There was no objection.

□ 1545

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. COMBEST). Under the Speaker's announced policy of January 7, 1997, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Missouri [Mr. HULSHOF] is recognized for 5 minutes.

[Mr. HULSHOF addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

RECOGNITION OF CUSTOMS AND INS INSPECTORS AS LAW ENFORCEMENT OFFICERS

The SPEAKER pro tempore. Under a previous order of the House, the gen-

tleman from Texas [Mr. REYES] is recognized for 5 minutes.

Mr. REYES. Mr. Speaker, I rise today on behalf of the men and women, officers and inspectors of the Immigration and Naturalization Service and the U.S. Customs Service and ask all of my colleagues to support H.R. 1215 which was recently introduced by my friend and colleague, the gentleman from California [Mr. FILNER]. This bill will grant the same law enforcement status to inspectors of the INS and Customs as all other Federal law enforcement officers. This action is long overdue, in my opinion.

The inspectors of the INS and Customs carry a badge, a gun, and are exposed to the same rigors, challenges, and dangers of any other law enforcement officer in the United States. Last year alone, there were more than 280 million border crossings, all requiring inspection and many escalating into violent conflicts, yet we have not provided our inspectors with the same benefits and security as other law enforcement officers. I know firsthand what these inspectors are asked to deal with on a daily basis.

I spent 4 years as an inspector at the various ports of entry around El Paso, and I can tell my colleagues that I sympathize with these men and women who put their lives on the line each and every day.

In the past 2 years, 140 inspectors have been assaulted along our Nation's borders. During fiscal year 1995, we had 88 assaults on our inspectors. During fiscal year 1996, there were 52. I think it is important, Mr. Speaker, that we recognize that on any given day, our officers, our inspectors at those ports of entry are subject to being attacked and being injured.

It is time that we recognize these courageous men and women and provide them with the benefits that they have earned and rightfully deserve. I urge all of my colleagues to support H.R. 1215. It is time we recognize the inspectors of INS and Customs as law enforcement officers.

Mr. Speaker, at this time I yield 2½ minutes to my colleague, the gentleman from California [Mr. FILNER].

Mr. FILNER. Mr. Speaker, I thank the gentleman for yielding. I am especially honored by his support of this legislation. His stature as a former chief patrol agent in El Paso is recognized around the Nation. The gentleman knows the problems, he has been effective in dealing with them, and I again appreciate joining with him in this legislation.

Mr. Speaker and colleagues, in the spirit of National Police Week, I rise to honor 43 courageous U.S. Customs and Immigration and Naturalization Service inspectors who were killed in the line of duty, and honoring at the same time the inspectors who currently perform the same dangerous work the others died doing. The most recent of these brave officers to fall are Customs Inspectors James Buczel and Timothy

Cal McCaghren, and INS inspectors Reynaldo DeLaGarza and Tammy Aamodt. The inspectors' names are engraved in the wall of the National Law Enforcement Memorial here in Washington, DC. Yes, I said the National Law Enforcement Memorial. Yet, as my colleague stated, while they lived and while they did their job, they were not considered law enforcement officers. Only when they died did they get that honor.

My bill, H.R. 1215, will finally grant the same status to U.S. INS and Customs inspectors as all other Federal law enforcement officers and firefighters.

These inspectors are the country's first line of defense against terrorism and the smuggling of drugs through our borders and our large international airports. My district is home to the busiest port of entry in the world: 200,000 people a day cross the border in San Ysidro, San Diego. The inspectors face daily dangerous felons and disarm people carrying every weapon imaginable. Shootouts with drug smugglers happen all too frequently.

Because of the current lopsided law, INS and Customs lose vigorous, trained professionals to other law enforcement agencies and also lose millions of dollars in training and revenues that experienced inspectors help generate.

It is time we value our INS inspectors and Customs inspectors, both living and dead. I urge the support of H.R. 1215 to correct the unequal treatment of these Federal law enforcement officers.

Mr. Speaker, I yield back to my colleague, the gentleman from Texas [Mr. REYES], who knows all too well the valor of these fine Federal employees.

Mr. REYES. Mr. Speaker, it is indeed an honor and a privilege for me, knowing exactly what these men and women go through each and every day as they carry out their duties at the frontline of defense for this Nation.

I again would like to urge all of my colleagues to support H.R. 1215. It is time we recognize the inspectors of the INS and Customs for the law enforcement officers that they truly are.

STEP 21—RESTRUCTURING OUR HIGHWAY FUNDING SYSTEM

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas [Mr. DELAY] is recognized for 5 minutes.

Mr. DELAY. Mr. Speaker, I rise on an issue that is of great concern to the Nation this year, the restructuring of our system of highway funding.

Earlier this year, with the help of my colleagues, the gentleman from California [Mr. CONDIT], the gentleman from Indiana [Mr. BUYER], the gentleman from Indiana [Mr. HOSTETTLER], and many others, I introduced the ISTEA Integrity Restoration Act, H.R. 674, also known as the STEP 21 proposal.

Our bill has 101 cosponsors and it is very bipartisan. It has strong support

in the Senate and has a bipartisan coalition of 20 State departments of transportation behind it. The Southern Governors Association has endorsed STEP 21, and many private sector industries and associations have mobilized behind our bill.

H.R. 674 accomplishes four primary objectives. First, it maintains a strong Federal role in transportation by funding the national highway system as the key responsibility. Under STEP 21, 40 percent of a State's funds must be spent on NHS roads or bridges.

Second, it simplifies and makes more flexible the Federal highway program by consolidating the myriad of existing highway programs into two, the national highway system program and the streamlined surface transportation program. Within these programs, Federal funds may still be spent on all ISTEA activities that are currently allowed. This means CMAQ enhancements, bridges, et cetera. However, removing the mandated Federal set-asides gives States and local transportation officials the flexibility and responsibility to decide on what, when, where, and how much to spend to meet the individual and diverse transportation needs.

Third, our bill updates the antiquated Federal funding distribution formulas. Currently, outdated factors such as 1980 census figures and postal route mileage are used to determine each State's share of highway funds. We believe formulas should be based on need.

The Federal Highway Administration issued a scientific study that defines need in a statistically accurate manner to show what factors are related to road maintenance needs. The top three factors are: vehicle miles traveled, annual highway trust fund contributions, and lane miles. H.R. 674 uses these three factors, which demonstrate where highways are actually being used, in allocating resources to the States.

Fourth, our bill creates an objective, simple method of distributing highway funds among the States that strikes a more equitable balance between taxes paid and funds returned. We ensure that all States receive at least 95 percent return on the payments made to the Federal highway trust funds. States like Texas have been short-changed for too long.

Over the life of ISTEA, Texas taxpayers received 77 cents back for every dollar they contributed to the highway trust fund. Clearly there is a need for greater equity where States like Massachusetts receive \$2.41 back for every dollar they put in. However, in order to guarantee that we maintain a strong national road system, our bill also has provisions to ensure an adequate level of resources for highways in low population density States that do not have the tax base to support their needs.

This point leads me to one other issue. Many have characterized supporters of STEP 21 as a southern State coalition or a donor State coalition.

Our provisions to protect the current highway funding levels of low population States were included specifically to reach out to nonsouthern and nondonor States such as Montana, Wyoming, and New Hampshire. Further, while the STEP 21 coalition includes many southern States, it also includes nonsouthern and nondonor States such as Wisconsin, Minnesota, and Nebraska.

In sum, we call our bill the ISTEA Integrity Restoration Act because we believe it restores the original intent of ISTEA to promote State flexibility and to direct dollars where the greatest need exists. It strikes the appropriate balance between the national interests in highways and the rights and responsibilities of each State.

I look forward to continue to work with the Committee on Transportation and Infrastructure and the rest of my colleagues on this legislation as it develops.

GENERAL LEAVE

Mr. DELAY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the subject of my special order.

OFFICER BRIAN GIBSON TAX-FREE PENSION EQUITY ACT OF 1997

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from the District of Columbia [Ms. NORTON] is recognized for 5 minutes.

Ms. NORTON. Mr. Speaker, come tomorrow, we will be celebrating the 16th annual National Peace Officers Memorial Day, and the President of the United States is going to be here on the west front. I am sure, regardless of party, many of us are going to be out there to honor slain police officers. It is the culmination of National Police Week, and I come to the floor this afternoon to encourage my colleagues to do something more than mourn slain police officers.

I have sponsored the Officer Brian Gibson Tax-Free Pension Equity Act of 1997. This is a bill that has almost no fiscal consequences, but it would allow the families of officers killed in the line of duty to receive survivor benefits tax-free.

We already allow officers who retire on disability to receive their benefits tax-free. Surely we would want to this year erase the disparate treatment between officers who still live, but are disabled, and survivors of officers who have been killed in the line of duty. Is this small deed merely honorific, or is it necessary?

□ 1600

I got the idea, Mr. Speaker, when Officer Brian Gibson was killed a few months ago. I learned that this officer was only 28 years old and had left infants behind. Then, right after that,