

NOES—347

Abercrombie	Fazio	Martinez
Ackerman	Filner	Mascara
Aderholt	Flake	Matsui
Allen	Foglietta	McCarthy (MO)
Archer	Foley	McCarthy (NY)
Armey	Ford	McCollum
Bachus	Fowler	McCrery
Baesler	Fox	McDade
Baker	Frank (MA)	McDermott
Baldacci	Franks (NJ)	McGovern
Barr	Frelinghuysen	McHugh
Barrett (NE)	Frost	McIntosh
Bartlett	Furse	McKeon
Bateman	Galleghy	McNulty
Becerra	Ganske	Meek
Bentsen	Gejdenson	Menendez
Bereuter	Gephardt	Metcalf
Berman	Gibbons	Mica
Berry	Gilchrist	Millender-
Bilbray	Gillmor	McDonald
Billirakis	Gilman	Miller (CA)
Bishop	Goodlatte	Miller (FL)
Blagojevich	Gordon	Mink
Boehlert	Goss	Moakley
Boehner	Granger	Molinari
Bonilla	Green	Mollohan
Bonior	Greenwood	Moran (KS)
Bono	Gutierrez	Moran (VA)
Borski	Hall (OH)	Murtha
Boswell	Hansen	Myrick
Boucher	Hastert	Nadler
Brown (CA)	Hastings (FL)	Neal
Brown (FL)	Hastings (WA)	Nethercutt
Brown (OH)	Hayworth	Ney
Bryant	Hefley	Northup
Bunning	Hergert	Nussle
Burr	Hill	Oberstar
Burton	Hilleary	Obey
Buyer	Hilliard	Oliver
Callahan	Hinchey	Ortiz
Calvert	Hinojosa	Owens
Camp	Hobson	Oxley
Canady	Holden	Packard
Cannon	Hooley	Pappas
Capps	Hostettler	Parker
Cardin	Hoyer	Pascrell
Carson	Hulshof	Pastor
Chabot	Hunter	Paul
Chenoweth	Hyde	Paxon
Christensen	Istook	Payne
Clay	Jackson (IL)	Pease
Clayton	Jackson-Lee	Pelosi
Clement	(TX)	Peterson (PA)
Clyburn	Jefferson	Pickering
Coble	Jenkins	Pickett
Collins	Johnson (CT)	Pitts
Conyers	Johnson (WI)	Pombo
Cook	Johnson, E. B.	Pomeroy
Cooksey	Johnson, Sam	Portman
Costello	Jones	Poshard
Cox	Kanjorski	Price (NC)
Coyne	Kaptur	Pryce (OH)
Cramer	Kasich	Quinn
Crane	Kelly	Radanovich
Crapo	Kennedy (MA)	Rahall
Cubin	Kennedy (RI)	Rangel
Cummings	Kennelly	Redmond
Cunningham	Kildee	Reyes
Danner	Kilpatrick	Riggs
Davis (IL)	Kim	Riley
Davis (VA)	King (NY)	Rivers
Deal	Klecza	Rodriguez
DeGette	Klink	Rogan
Delahunt	Knollenberg	Rogers
DeLauro	Kucinich	Ros-Lehtinen
DeLay	LaFalce	Rothman
Dellums	LaHood	Roukema
Diaz-Balart	Lampson	Roybal-Allard
Dickey	Lantos	Rush
Dicks	Latham	Ryun
Dingell	LaTourette	Sabo
Dixon	Lazio	Salmon
Doolittle	Leach	Sanders
Dreier	Levin	Sandlin
Dunn	Lewis (CA)	Sawyer
Edwards	Lewis (GA)	Saxton
Ehrlich	Lewis (KY)	Scarborough
Emerson	Linder	Schaefer, Dan
Engel	Lipinski	Shumer
English	LoBiondo	Scott
Ensign	Lofgren	Serrano
Eshoo	Lowey	Sessions
Etheridge	Lucas	Shadegg
Evans	Maloney (CT)	Shaw
Everett	Maloney (NY)	Shays
Ewing	Manton	Sherman
Farr	Manzullo	Shimkus
Fattah	Markey	Shuster

Skaggs	Stump	Watt (NC)
Skeen	Stupak	Watts (OK)
Skelton	Sununu	Waxman
Slaughter	Talent	Weldon (FL)
Smith (MI)	Thomas	Weldon (PA)
Smith (NJ)	Thompson	Weller
Smith (OR)	Thornberry	Wexler
Smith, Adam	Thune	Weygand
Smith, Linda	Thurman	White
Snowbarger	Tiahrt	Whitfield
Snyder	Tierney	Wicker
Solomon	Torres	Wise
Souder	Towns	Wolf
Spence	Traficant	Woolsey
Spratt	Velazquez	Wynn
Stabenow	Vento	Yates
Stearns	Walsh	Young (FL)
Stokes	Waters	
Strickland	Watkins	

NOT VOTING—6

Gonzalez	Pallone	Stark
Hutchinson	Schiff	Young (AK)

□ 1354

Mrs. CHENOWETH, Mr. STUPAK, and Mr. CRAPO changed their vote from "aye" to "no."

So the bill was not passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PROVIDING FOR CONSIDERATION OF H.R. 2169, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

Mrs. MYRICK. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 189 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 189

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 1(b) of rule XXIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes. The first reading of the bill shall be dispensed with. Points of order against consideration of the bill for failure to comply with clause 2(l)(6) of rule XI, clause 7 of rule XXI, or section 401(a) of the Congressional Budget Act of 1974 are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. After general debate the bill shall be considered for amendment under the five-minute rule. Points of order against provisions in the bill for failure to comply with clause 2 or 6 of rule XXI are waived except as follows: on page 4, line 1, through line 6; beginning with ", of which" on page 10, line 20, through "Fund" on line 22; on page 52, line 8, through line 15; on page 53, line 3, through page 65, line 6. Where points of order are waived against part of a paragraph, points of order against a provision in another part of such paragraph may be made only against such provision and not against the entire paragraph. The amendments specified in section 2 of this resolution shall be considered as adopted in the House and in the Committee of the Whole. During consideration of the bill for further amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether

the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 6 of rule XXIII. Amendments so printed shall be considered as read. The Chairman of the Committee of the Whole may: (1) postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment; and (2) reduce to five minutes the minimum time for electronic voting on any postponed question that follows another electronic vote without intervening business, provided that the minimum time for electronic voting on the first in any series of questions shall be fifteen minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill, as amended, to the House with such further amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommend with or without instructions.

SEC. 2. The amendments considered as adopted in the House and in the Committee of the Whole are as follows—

(1) page 31, line 24, strike "Staten Island-Midtown Ferry service project" and insert "St. George Ferry terminal project"; and

(2) page 60, strike line 13 and all that follows through page 65, line 3, and redesignate the following section accordingly.

□ 1400

The SPEAKER pro tempore (Mr. BONILLA). The gentlewoman from North Carolina [Mrs. MYRICK] is recognized for 1 hour.

Mrs. MYRICK. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentlewoman from New York [Mrs. SLAUGHTER], pending which I yield myself such time as I may consume. During consideration of this resolution, all time is yielded for the purpose of debate only.

On Thursday, July 17, the Committee on Rules met and granted an open rule by voice vote for the consideration of H.R. 2169, the Transportation and Related Agencies Appropriation Act for fiscal year 1998. The rule waives clause 2(L)(6) of rule XI relating to the 3-day availability of the report, clause 7 of rule XXI relating to the 3-day availability of preprinted hearings and section 401(a) prohibiting consideration of legislation containing contract authority not previously subject to appropriation of the Congressional Budget Act against consideration of the bill.

The rule provides for 1 hour of general debate equally divided between the chairman and ranking member of the Committee on Appropriations. It waives clause 6 of rule XXI prohibiting reappropriations in an appropriations bill against provisions in the bill and clause 2 of rule XXI prohibiting unauthorized provisions in an appropriations bill against provisions in the bill, except as otherwise specified in the rule.

An amendment related to the St. George Ferry Terminal project printed in section 2 of this resolution shall be considered as adopted upon passage of this resolution.

The rule also strikes from the bill expeditious procedures related to the total

realignment of the Amtrak Commission because it falls under the jurisdiction of the Committee on Rules and should not be included in an appropriations bill before it has been properly considered by the Committee on Rules.

Priority recognition will be provided to those Members who have preprinted their amendments in the CONGRESSIONAL RECORD. The Chairman of the Committee of the Whole may postpone votes during consideration of the bill and reduce votes to 5 minutes on a postponed question if the vote follows a 15-minute vote. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, an effective and well-integrated transportation infrastructure has long been one of our Nation's greatest assets. It has enabled us to foster a diverse and expansive economy and made it possible for families to travel easily around the Nation and the world. Each region of the country has distinct needs with regard to transportation.

Each year, we in this House are tasked with the responsibility of guaranteeing that our vast transportation network does not slide into disrepair. I congratulate the Appropriations Subcommittee on Transportation for the fine work they have done on this bill. The gentleman from Virginia [Mr. WOLF], the chairman, and the gentleman from Minnesota [Mr. SABO], the ranking member, worked very hard to make sure that the bill fairly and effectively distributed needed funds across the Nation. They produced a good bill with bipartisan support, and I urge my colleagues to support it.

I also realize that some in this House may have different views on this important issue that they would like to express. That is why I am also happy that this bill will be considered under an open rule so that open and honest debate can be carried out.

This bill is another step toward achieving a balanced budget, but it does not sacrifice the needs and safety of the traveling public. The need for new and improved highway systems connecting our Nation's cities with emerging suburban centers and more rural areas increases every year. H.R. 2169 includes a 20-percent increase in highway funding that is desperately needed.

I am particularly aware of this problem because it is one that I faced while serving as mayor of Charlotte, NC. The growth that we are experiencing in Charlotte is typical of many emerging cities throughout the South and the Nation.

The disaster of TWA flight 800 last year focused a great deal of concern on air travel safety in the United States. Like all of my colleagues and millions of Americans, I spend a great deal of time in the air. Safe air transportation is important not only for commerce but also for a growing number of families on vacations.

Safety issues are a key component of H.R. 2169. The bill increases funding for

the FAA, including the installation of airport security devices, alert systems to prevent runway collisions, and improved weather detection and forecasting systems. It also increases FAA personnel by adding 500 air traffic controllers and 326 staff members responsible for safety certification and regulation.

Unfortunately, too many Americans lose their lives on our Nation's highways each year. It seems like every news report during Christmas, Thanksgiving, and other holidays always includes stories about the number of fatalities. Of course, those stories are not limited to holidays, it happens every day.

This bill provides \$333 million to programs designed to help reduce those numbers and includes a new precertification drug testing program and critical airbag safety initiative. To many, Amtrak is a vital link to work and family, particularly in the Northeast. H.R. 2169 increases capital appropriations to the embattled rail line by \$30 million over last year. It also provides a \$75 million increase for Amtrak's Northeast corridor improvement program.

The Coast Guard has long been a partner in the war on drugs. They must enforce Federal laws on the high seas and other waterways within its jurisdiction. There has been an increase in drug trafficking in the waters off the United States. The Coast Guard works diligently to put a stop to that activity. Perhaps the most important part of this bill increases funding for the Coast Guard's operating expenses to target efforts to interdict ocean drug trafficking.

I again congratulate the Committee on Appropriations on a fine bill and ask that my colleagues support its passage and the open rule under which it will be debated.

Mr. Speaker, I reserve the balance of my time.

Ms. SLAUGHTER. Mr. Speaker, I thank the gentlewoman from North Carolina [Mrs. MYRICK] for yielding me the customary 30 minutes, and I yield myself such time as I may consume.

Mr. Speaker, while I do not oppose this open rule, I do have some serious concerns about the impact of the underlying bill on Amtrak. This passenger rail system is vital to the economic needs of millions of train passengers and thousands of communities across the Nation, including my own community in upstate New York.

The bill provides a total of \$793 million for Amtrak in fiscal year 1998, but only \$283 million of that will go for operating costs. This is the lowest operating budget in 20 years for Amtrak and represents a cut of \$61 million below the administration's request for operations. A cut of this size could make Amtrak's cash problems insurmountable. According to Amtrak President Thomas Downs, Amtrak could go bankrupt within a year. Amtrak is already borrowing to go meet the payroll and may soon reach its commercial borrowing limits.

By failing to provide the necessary funding in this bill to allow Amtrak to meet its existing obligations, we are placing at risk 23,000 American jobs. Moreover, we risk losing this essential transportation and economic resource forever.

If that happens, under current law, the Federal Government would be responsible for an estimated \$6 billion in costs associated with closing Amtrak. These include the costs of the unemployment benefits, the C-2 label protections, tax revenue losses, and \$2.3 billion in debt to public and private investors. I am not convinced that this Congress has fully considered the ramifications of dropping this potentially massive liability into the laps of the U.S. taxpayer or the economic consequences on our communities if they were to lose Amtrak.

In the past 2 years, Amtrak has increased ridership and revenues, cut costs, and made important investments to modernize its aging train fleet. While much work remains to be done, unfortunately this bill does not do enough to ensure that Amtrak has the operating resources it needs to remain an economically viable transportation option for the community it serves.

While I have that major reservation about the underlying bill, Mr. Speaker, I urge my colleagues to support this open rule.

Mr. Speaker, I reserve the balance of my time.

Mrs. MYRICK. Mr. Speaker, I yield as much time as he may consume to the gentleman from Florida [Mr. GOSS].

[Mr. GOSS asked and was given permission to revise and extend his remarks.]

Mr. GOSS. Mr. Speaker, I thank the gentlewoman from North Carolina [Mrs. MYRICK], a valued member of the Committee on Rules, for yielding me the time.

I rise in support of this fair and open rule. Mr. Speaker, transportation funding is obviously a very important issue to every Member and for all the States in our country, and for growth States like Florida it has a special meaning. And southwest Florida is one of the fastest growing areas in the country and one of the nicest, and it will continue to be fast growing.

In my districts, our roads and airports are stretched nearly to capacity by an ever-increasing flow of new residents and tourists. In the past, we have had some very serious concerns about the inequities in highway funding in ISTEA, our funding program. We certainly are not going to get into the fairness issue today related to the distribution of the gas tax. But I am pleased that we are going to be dividing a bigger transportation pie this year. I think that matters a lot, nearly 20 percent bigger I understand for highway spending. I think that is very good news for America.

Even with the current funding inequities, this bigger pie of \$21.5 billion

will mean more dollars for transportation priorities in fast-growth areas like Florida. In the short term, this will help improve safety on our roads and make long overdue improvements, which are obviously needed for those who have been using those infrastructure areas.

In the long term, we are going to be looking for a greater share. And in Florida we say our fair share is the formulas that we find in the upcoming ISTEA reauthorization process.

But today I am also pleased that the bill provides \$1.7 billion for the airport improvement program. Southwest Florida International Airport is the third fastest growing airport in the country, and other airports nearby, like Naples and Immokalee, are also feeling the pressure of increased trade and traffic. Without Federal support available through the AIP to supplement local and State funding, these airports simply cannot respond to the need for capacity expansion programs for upgraded air traffic systems and for the runway improvements that we need for safety.

The committee has wisely increased funding levels for this program despite the opposition of the Clinton administration, and I am grateful to the committee.

Another issue on the minds of my constituents is the drug war, and it should be on the minds of all Americans. A major component of that struggle, the war on drugs, must be increased funding for drug interdiction efforts by the U.S. Coast Guard. We all know that. Everybody who reads the newspaper, watches television, draws a breath in this country, and opens their eyes and listens a little bit understands what a valuable role the Coast Guard has in drug interdiction.

Last week, a hearing was held in the Subcommittee on National Security, International Affairs, and Criminal Justice of the Committee on Government Reform and Oversight on the increase in narcotics traffic just through the State of Florida, a serious issue for Florida, obviously, with consequences for the whole Nation. The good news from that hearing is that the different agencies in the war on drugs are increasing coordination so that in south Florida the Drug Enforcement Agency, the Customs Service, and the Coast Guard are all working together. That may sound like a simple thing to say, but it is a hard thing to accomplish. And it is good news when it happens, and it is very effective and it has positive results; and I hope it continues to happen. This legislation ought to help in that direction.

Hopefully, the director of the ONDCP, the so-called drug czar's office, will review the Coast Guard's activities and ensure that these funds that we are providing are being used for their intended purpose of drug interdiction. The Coast Guard must be able to respond on the basis of good intelligence with the interdiction efforts necessary

to fight the dangerous inflow of drugs on the high seas before they reach our shores.

I think most people know that the way we get most of these drug busts is through good intelligence, through good tips, through good information, and then we direct the Coast Guard and the other enforcement agencies to go make the bust.

The rest of the time, the random searches and checks just do not have the same kind of success record. I think it is very important that we understand the link between information and the Coast Guard and the money it takes to do enforcement.

I commend the gentleman from Virginia [Mr. WOLF], the chairman, for the work he has done on this bill, and I urge the House to support this fair rule and the bill it makes in order, and I am most thankful for the time.

Mrs. SLAUGHTER. Mr. Speaker, I yield back the balance of my time.

Mrs. MYRICK. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid upon the table.

□ 1415

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 bill (H.R. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes, and that I may be permitted to include, tables, charts, and other extraneous matter.

The SPEAKER pro tempore (Mr. BONILLA). Is there objection to the request of the gentleman from Virginia? There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

The SPEAKER pro tempore. Pursuant to House Resolution 189 and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 2169.

□ 1416

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. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes, with Mr. BEREUTER 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 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. Chairman, I yield myself such time as I may consume. I am pleased to present to the House today H.R. 2169, the fiscal year 1998 transportation appropriations bill.

This bill is the product of a bipartisan effort, and we have endeavored to involve the gentleman from Minnesota [Mr. SABO], the ranking member of the subcommittee. Like last year, I hope this bill will have the overwhelming support of the House today.

Again this year, the No. 1 priority in developing this bill was maintaining and improving safety. In addition, we have placed a high priority on funding for our Nation's infrastructure.

In total, the bill provides \$12.48 billion in discretionary budget authority, an increase of \$400 million over the 1997 level, and the bill is \$10 million over the President's budget request. Outlays mostly needed for transportation infrastructure are up over 4 percent compared to last year. These increases respond to the calls of many Members of this body that sought to increase transportation and infrastructure spending. The bill is \$31 million below the subcommittee's allocation for budget authority.

On the safety front, the bill raises funding for Federal Aviation Administration operations by over 8 percent, an increase of over \$400 million. This level will fund the requested increase of 500 air traffic controllers and 326 additional staff in certification and regulation. The bill also includes 18 initiatives to improve air safety. These initiatives total \$153 million and include additional funds for installing airport surface detection systems, automatic alerting systems to prevent runway collisions and approach lighting systems. Additional funds are provided for research into hazardous weather conditions, aircraft safety, and human factors.

In highway safety, the bill provides more funding for the National Highway Traffic Safety Administration than the President requested. In fiscal year 1998, a total of \$333 million is allocated for NHTSA. This organization does critical work in research and public education to make our highways safer. Earlier advances in reducing highway fatalities in this country have flattened out in recent years, and in some States, Mr. Chairman, fatalities are going back up with the repeal of the national speed limit last year and increased alcohol use. These increases will allow the agency to aggressively work on solving the air bag problem and focus more resources on rising alcohol-related highway fatalities. In addition, the bill also includes \$9 million for a new occupant protection grant program.

Recognizing the importance of investing in the Nation's infrastructure,