

THE HOUSE MUST ADDRESS CERTAIN DISTURBING TRENDS IN GUN VIOLENCE

(Mr. BLAGOJEVICH asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BLAGOJEVICH. Mr. Speaker, among the disturbing trends in America relating to gun violence are those loopholes where teenagers and criminals can get guns at gun shows. This House has yet to address this issue.

Another dangerous trend is the increasing availability of military-style weapons to the civilian market. Examples of these are laser sights, high-capacity ammunition clips, and the 50-caliber sniper rifle.

Mr. Speaker, the 50-caliber sniper rifle is among the most destructive and powerful weapons available today. It fires armor-piercing ammunition. It was designed to take out armored personnel, helicopters, and concrete bunkers. It was used in the Gulf War. It has a range of up to 4 miles. You can shoot one of these from the Capitol and hit the Washington Monument with accuracy. It is 5 feet long and weighs over 28 pounds. You do not need it for hunting, yet you can buy it legally. It is less regulated than handguns, and it ought to be available only if you are in the military fighting a war.

Mr. Speaker, this House must address this issue immediately.

A TRIBUTE TO WILLIAM RONEY, A TENNESSEE HERO, AND A PLEA FOR CONGRESS TO DEBATE AND PASS MEANINGFUL LEGISLATION

(Mr. FORD asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FORD. Mr. Speaker, I wanted to rise and pay tribute to a young man in my district, a hero in my district, William Roney, who just recently on Sunday, June 20, alerted families in a Park Estates apartment in East Memphis Park in my district of a fire that had developed and which eventually consumed portions, large portions of the building.

Because of his actions, he certainly could have driven right by and made a phone call, but he jumped out of his car, knocked on doors, waved and yelled, and got all the families out of this building. It is my hope that those in my community will certainly pay the type of respects and certainly honor him in a way that he deserves.

I would say to my colleagues here in the Congress, we have heard a lot of talk this morning about guns and HMO reform and campaign finance. I would hope my colleagues, particularly on this side of the aisle and even on my side of the aisle, would realize that all we have really done in this Congress is pass a bunch of suspension bills. We fly back on Monday evenings and Tuesday

evenings to vote on naming Post Offices and other Federal buildings.

HMO reform, people are crying out for it. Campaign finance reform, people are crying out for it. People want some action on guns, maybe not what we want, maybe not what the other side wants, but people want something. Let us rise up and do what the American people have elected us to do: not pass suspension bills, but pass meaningful legislation.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES ACT, 2000

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 218 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 218

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the house resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, 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 4(c) of rule XIII 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 of rule XXI are waived except as follows: page 10, line 16, through page 13, line 13; "Notwithstanding any other provision of law," on page 13, line 16; "Notwithstanding any other provision of law," on page 15, line 20; "Notwithstanding any other provision of law," on page 17, line 14; "Notwithstanding any other provision of law," on page 18, line 4; "Notwithstanding any other provision of law," on page 19, line 5; "Notwithstanding any other provision of law," on page 19, line 25; "Notwithstanding any other provision of law," on page 25, line 9; "Notwithstanding any other provision of law," on page 32, line 8; page 50, lines 1 through 9; page 50, line 22, through page 51, line 12; and page 52, lines 1 through 10. 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 amendment printed in the report of the Committee on Rules accompanying this resolution may be offered only by a Member designated in the report and only at the appropriate point in the reading of the bill, shall be considered as read, and shall not be subject to amendment. Points of order against the amendment printed in the report for failure to comply with clause 2 of rule XXI are waived. 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 pur-

pose in clause 8 of rule XVIII. 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 15 minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such 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 recommit with or without instructions.

The SPEAKER pro tempore (Mr. HEFLEY). The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for purposes 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 purposes of debate only.

Mr. Speaker, House Resolution 218 is an open rule that governs the consideration of H.R. 2084, the Department of Transportation and related agencies appropriations bill for the fiscal year ending September 30, 2000.

The rule waives clause 4(c) of rule 13 requiring a 3-day availability of printed hearings on a general appropriations bill, and section 401(a) of the Congressional Budget Act prohibiting consideration of legislation containing contract authority not subject to appropriation against consideration of the bill.

□ 1045

The rule also provides for 1 hour of general debate to be equally divided between the chairman and the ranking minority member of the Committee on Appropriations.

In addition, the rule waives clause 2 of rule XXI, prohibiting unauthorized or legislative provisions in an appropriations bill, against provisions in the bill, except as otherwise specified in the rule.

The rule waives clause 2 of rule XXI against the amendment printed in the report accompanying this resolution, which may be offered only by a Member designated in the report and at the appropriate point in the reading of the bill, shall be considered as read, and shall not be subject to amendment.

Mr. Speaker, the rule authorizes the Chair to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD.

Further, the rule allows the Chairman of the Committee of the Whole to postpone votes during consideration of the bill, and to 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, this bill provides for the appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000.

The underlying legislation represents an increase in safety measures and resources in every area of America's transportation system, from our airports and roads to bridges and railroads.

The Committee on Appropriations carefully looked into each area and determined how best to target our valuable transportation dollars for maximum efficiency and safety.

H.R. 2084 urges our transportation agencies to set priorities for competing requirements and compels those agencies to select priorities among their vast ranges of programs.

The bill meets the funding obligation limitations set by the 105th Congress in the transportation legislation known as TEA 21, which provides \$27.7 billion in highway program obligation limitations, a \$3.5 billion increase over last year's level.

This much needed funding is directed to the States to construct and improve roads and highways. This includes the bridge replacement and rehabilitation program that provides assistance for bridges on public roads, including a discretionary set-aside for high cost bridges and for seismic retrofit of bridges.

The bill also includes technical assistance to other agencies and organizations involved in road building activities.

The bill provides for \$5.8 billion in transit program obligations, the funding level guaranteed in TEA 21, an \$824 million increase over last year's level.

This includes Federal financial assistance programs for planning, developing, and improving comprehensive mass transportation systems in both urban and nonurban areas.

The bill recommends \$4.6 billion for air traffic services, a 7.1 percent increase over the fiscal year 1999 level. Air traffic services make up an integral part of aviation safety.

Over the past several years, the problem of runway incursion continues to worsen, now occurring at a rate of almost one per day.

The bill also includes a general aviation provision to improve safety, including a \$5 million grant for contract tower cost sharing and an additional \$500,000 for the important aviation safety program.

In addition, the bill provides \$571 million for grants to the National Railroad Passenger Corporation, Amtrak, which has undergone remarkable rehabilitation over the past 4 years.

This funding will cover capital expenses and preventative maintenance. In addition, the Federal Government will continue to work with Amtrak to help it reach its goal of total self-sufficiency.

Mr. Speaker, safety should remain the Federal Government's highest responsibility in the transportation area. 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 on this measure.

I urge my colleagues to support this rule and the underlying bill.

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.

This is an open rule which will allow for full consideration of the bill making appropriations for the Department of Transportation.

As my colleague has described, this rule provides for 1 hour of general debate to be equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations.

The rule permits amendments under the 5-minute rule, which is the normal amending process in the House. All Members on both sides of the aisle will have the opportunity to offer amendments which are germane and which follow the rules for appropriation bills.

Assisting transportation is one of the oldest and most important duties of the Federal Government. Our leaders, going back to the Founding Fathers, knew that transportation is the glue that holds the Nation together. Therefore, passage of this bill, which funds the Department of Transportation and related agencies, is one of the highest priorities of the Congress.

The bill funds highway construction and highway safety and transit. It assists our Nation's air traffic control system and airport improvements. It makes possible Amtrak and Federal railroad programs.

I call attention to the report of the committee, which directs the Federal Aviation Administration to give priority consideration of grant applications for the development of Dayton International Airport, in my district. Dayton is considering three projects, including an aircraft parking apron, site development work, and engineering for an aircraft hangar, and expansion of de-icing facilities.

This bill was adopted by a voice vote in the Committee on Appropriations. It is supported on both sides of the aisle.

I want to commend the gentleman from Virginia (Mr. WOLF), the chairman of the Subcommittee on Transportation of the Committee on Appropriations, for a great job, and the gentleman from Minnesota (Mr. SABO), the ranking minority member, for their work in bringing this bill to the House floor.

The resolution was reported by a voice vote in the Committee on Rules.

It is an open rule. I urge adoption of the rule and the bill.

Mr. Speaker, I have no additional speakers, and I yield back the balance of my time.

Mr. REYNOLDS. 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 SPEAKER pro tempore (Mr. HEFLEY). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. HALL of Ohio. 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 416, nays 3, not voting 15, as follows:

[Roll No. 247]

YEAS—416

Abercrombie	Castle	Foley
Ackerman	Chabot	Forbes
Aderholt	Chambliss	Ford
Allen	Chenoweth	Fossella
Andrews	Clay	Fowler
Archer	Clayton	Frank (MA)
Armey	Clement	Franks (NJ)
Bachus	Clyburn	Frelinghuysen
Baird	Coble	Frost
Baker	Coburn	Gallegly
Baldacci	Collins	Ganske
Ballenger	Combest	Gejdenson
Barcia	Condit	Gekas
Barr	Conyers	Gephardt
Barrett (NE)	Cook	Gibbons
Barrett (WI)	Cooksey	Gillmor
Bartlett	Costello	Gilman
Bass	Cox	Gonzalez
Bateman	Coyne	Goode
Becerra	Cramer	Goodlatte
Bentsen	Crane	Goodling
Bereuter	Crowley	Gordon
Berkley	Cubin	Goss
Berman	Cummings	Graham
Berry	Cunningham	Green (TX)
Biggert	Danner	Green (WI)
Bilbray	Davis (FL)	Greenwood
Billirakis	Davis (IL)	Gutierrez
Bishop	Davis (VA)	Gutknecht
Blagojevich	Deal	Hall (OH)
Bliley	DeGette	Hall (TX)
Blumenauer	Delahunt	Hansen
Blunt	DeLauro	Hastings (FL)
Boehlert	DeLay	Hastings (WA)
Boehner	DeMint	Hayes
Bonilla	Deutsch	Hayworth
Bonior	Dickey	Hefley
Bono	Dicks	Herger
Borski	Dingell	Hill (IN)
Boswell	Dixon	Hill (MT)
Boucher	Doggett	Hilleary
Boyd	Dooley	Hilliard
Brady (PA)	Doolittle	Hinchey
Brady (TX)	Doyle	Hinojosa
Brown (FL)	Dreier	Hobson
Brown (OH)	Duncan	Hoeffel
Bryant	Dunn	Hoekstra
Burr	Edwards	Holden
Burton	Ehlers	Holt
Buyer	Ehrlich	Hooley
Callahan	Emerson	Horn
Calvert	English	Hostettler
Camp	Eshoo	Houghton
Campbell	Etheridge	Hoyer
Canady	Evans	Hulshof
Cannon	Everett	Hunter
Capps	Ewing	Hutchinson
Capuano	Farr	Hyde
Cardin	Fattah	Inslee
Carson	Filner	Isakson

Istook	Moakley	Shaw
Jackson (IL)	Mollohan	Shays
Jackson-Lee	Moore	Sherman
(TX)	Moran (KS)	Sherwood
Jefferson	Moran (VA)	Shimkus
Jenkins	Morella	Shows
John	Murtha	Shuster
Johnson (CT)	Myrick	Simpson
Johnson, E.B.	Nadler	Sisisky
Johnson, Sam	Napolitano	Skeen
Jones (NC)	Neal	Skelton
Jones (OH)	Nethercutt	Slaughter
Kanjorski	Ney	Smith (MI)
Kasich	Northup	Smith (NJ)
Kelly	Norwood	Smith (TX)
Kennedy	Nussle	Smith (WA)
Kildee	Oberstar	Snyder
Kilpatrick	Obey	Souder
Kind (WI)	Ortiz	Spence
King (NY)	Ose	Spratt
Kingston	Owens	Stabenow
Klecza	Oxley	Stark
Klink	Packard	Stearns
Knollenberg	Pallone	Stenholm
Kucinich	Pascrell	Strickland
LaFalce	Pastor	Stump
LaHood	Paul	Stupak
Lampson	Payne	Sununu
Lantos	Pease	Sweeney
Largent	Pelosi	Talent
Larson	Peterson (MN)	Tancredo
Latham	Peterson (PA)	Tanner
LaTourette	Petri	Tauscher
Lazio	Phelps	Tauzin
Lee	Pickering	Taylor (MS)
Levin	Pickett	Taylor (NC)
Lewis (CA)	Pitts	Terry
Lewis (GA)	Pombo	Thomas
Lewis (KY)	Pomeroy	Thompson (CA)
Linder	Porter	Thompson (MS)
Lipinski	Price (NC)	Thornberry
LoBiondo	Pryce (OH)	Thune
Lofgren	Quinn	Thurman
Lowey	Radanovich	Tiahrt
Lucas (KY)	Rahall	Tierney
Lucas (OK)	Ramstad	Toomey
Luther	Rangel	Trafficant
Maloney (CT)	Regula	Turner
Maloney (NY)	Reyes	Udall (CO)
Manzullo	Reynolds	Udall (NM)
Markey	Riley	Upton
Martinez	Rivers	Velazquez
Mascara	Rodriguez	Vento
Matsui	Roemer	Visclosky
McCarthy (MO)	Rogan	Vitter
McCarthy (NY)	Rohrabacher	Walden
McCollum	Ros-Lehtinen	Walsh
McCrery	Rothman	Wamp
McDermott	Roukema	Waters
McGovern	Roybal-Allard	Watkins
McHugh	Royce	Watt (NC)
McInnis	Rush	Watts (OK)
McIntosh	Ryan (WI)	Waxman
McIntyre	Ryun (KS)	Weiner
McKeon	Sabo	Weldon (FL)
McKinney	Salmon	Weldon (PA)
McNulty	Sanchez	Weller
Meehan	Sanders	Wexler
Meek (FL)	Sandlin	Weygand
Meeks (NY)	Sanford	Whitfield
Menendez	Sawyer	Wicker
Metcalf	Saxton	Wilson
Mica	Scarborough	Wise
Millender-	Schaffer	Wolf
McDonald	Schakowsky	Woolsey
Miller (FL)	Scott	Wynn
Miller, Gary	Sensenbrenner	Young (AK)
Miller, George	Serrano	Young (FL)
Minge	Sessions	
Mink	Shadegg	

NAYS—3

Baldwin	Kolbe	Wu
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NOT VOTING—15

Barton	Fletcher	Leach
Brown (CA)	Gilcrest	Olver
DeFazio	Granger	Portman
Diaz-Balart	Kaptur	Rogers
Engel	Kuykendall	Towns

□ 1113

Mr. INSLEE changed his 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. KUYKENDALL. Mr. Speaker, on rollcall No. 247, I was inadvertently detained. Had I been present, I would have voted "yes."

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. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, and that I may include tabular and extraneous material.

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

There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2000

The SPEAKER pro tempore. Pursuant to House Resolution 218 and rule XVIII, 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. 2084.

□ 1114

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. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, with Mr. CAMP in the chair.

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).

□ 1115

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

Mr. Chairman, today the House considers the third appropriations bill for Fiscal Year 2000, the Department of Transportation and Related Agencies Appropriations bill. This bill includes appropriations for our Nation's highways, transit systems, funding for the Coast Guard, the Federal Aviation Administration, the Federal Railroad Administration, and several other smaller agencies both within and separate from the Department of Transportation.

The bill totals \$12.7 billion in discretionary budget authority, an increase of over \$400 million over the fiscal year 1999 freeze level. Several of my colleagues have sought reductions to previous appropriations bills to bring those bills more in line with the levels provided in fiscal year 1999.

Mr. Chairman, it is important for the House to understand that more than 70 percent of the funding provided in this bill as discretionary spending is not within the control of the Committee on Appropriations. Funding of \$28.8 billion for the highways and transit programs, though included in this bill, is mandatory. This committee has no control over the spending levels.

The bill does include increases for highway and transit programs, but the committee had no other choice. The bill presented to the House in no way alters the funding levels contained in TEA21.

Let me also note, Mr. Chairman, that the House recently passed the authorization for the Federal Aviation Administration. That bill contains provisions which had the effect of increasing funding for the FAA by \$14 billion over the levels assumed in the budget resolution. It guarantees \$3 billion a year in general fund subsidies for aviation programs within the discretionary caps.

Next year, if the FAA authorization bill were enacted, the only truly discretionary program over which this subcommittee would exert any control would be the Coast Guard. Creating new mandatory programs, whether they are off-budget or within the discretionary caps, creates more Federal spending, not less. Such mandatory spending is uncontrollable and makes the Congress' job of balancing the budget and reducing the national debt doubly difficult.

If the committee were required to reduce program levels within the bill to the levels provided last year, the House would be asked to do one of three things: One, reduce funding for the Federal Aviation Administration just days after passing an authorization containing \$14 billion in new spending above the budget resolution and a few weeks after an aviation accident in Arkansas; two, reduce funding for the Coast Guard search and rescue operations and drug interdiction activities; or three, nearly eliminate all the Federal funding for Amtrak. The reported bill is a lean and balanced bill given the TEA21 aviation needs and one that should be supported by the House.

To briefly summarize, \$4 billion for the Coast Guard, including \$521 million for drug interdiction; \$10.5 billion for the FAA, including \$2.25 billion for the AIP program; \$27.7 billion for the Federal-aid highways program, the same level as guaranteed by TEA21; \$368 million for NHTSA, again the same level as authorized; \$718 million for the Federal Railroad Administration, including \$571 million for Amtrak; \$5.8 billion for the Federal Transit Administration, the same level as guaranteed by TEA21; and several smaller appropriations for other modal administrations and independent agencies.

The bill has been developed in cooperation with the minority and the gentleman from Minnesota (Mr. SABO). We have had a good close working relationship over the past several years,