

Blunt	Gejdenson	Maloney (CT)	Salmon	Souder	Turner	Castle	Inslee	Pastor
Boehlert	Gekas	Maloney (NY)	Sanchez	Spence	Udall (CO)	Chabot	Isakson	Payne
Boehner	Gephardt	Manzullo	Sanders	Spratt	Udall (NM)	Chambliss	Istook	Pease
Bonilla	Gibbons	Markey	Sandlin	Stabenow	Upton	Clayton	Jackson (IL)	Pelosi
Bonior	Gilchrest	Martinez	Sanford	Stark	Velazquez	Clement	Jackson-Lee	Peterson (PA)
Bono	Gillmor	Mascara	Sawyer	Stearns	Vento	Clyburn	(TX)	Petri
Borski	Gitman	Matsui	Saxton	Stenholm	Visclosky	Coble	Jenkins	Phelps
Boswell	Gonzalez	McCarthy (MO)	Schaffer	Strickland	Vitter	Coburn	John	Pickering
Boucher	Goode	McCarthy (NY)	Schakowsky	Stump	Walden	Combest	Johnson (CT)	Pitts
Boyd	Goodlatte	McCollum	Scott	Stupak	Walsh	Condit	Johnson, Sam	Pombo
Brady (PA)	Goodling	McCrery	Sensenbrenner	Sununu	Wamp	Conyers	Jones (NC)	Pomeroy
Brady (TX)	Gordon	McDermott	Serrano	Sweeney	Waters	Cook	Jones (OH)	Porter
Brown (FL)	Goss	McGovern	Sessions	Talent	Watkins	Cooksey	Kanjorski	Portman
Brown (OH)	Graham	McHugh	Shadegg	Tancredo	Watt (NC)	Cox	Kaptur	Price (NC)
Bryant	Granger	McInnis	Shaw	Tanner	Watts (OK)	Coyne	Kasich	Pryce (OH)
Burr	Green (TX)	McIntosh	Shays	Tauscher	Waxman	Cramer	Kelly	Quinn
Burton	Green (WI)	McIntyre	Sherman	Tauzin	Weiner	Crowley	Kennedy	Radanovich
Buyer	Greenwood	McKinney	Sherwood	Taylor (MS)	Weldon (FL)	Cummings	Kildee	Rahall
Callahan	Gutierrez	McNulty	Shimkus	Taylor (NC)	Weller	Cunningham	Kilpatrick	Rangel
Calvert	Gutknecht	Meehan	Shows	Terry	Wexler	Davis (FL)	Kind (WI)	Regula
Camp	Hall (OH)	Meek (FL)	Shuster	Thomas	Weygand	Davis (IL)	King (NY)	Reyes
Campbell	Hall (TX)	Menendez	Simpson	Thompson (CA)	Whitfield	Davis (VA)	Kingston	Reynolds
Canady	Hansen	Metcalf	Sisisky	Thompson (MS)	Wicker	Deal	Klecza	Riley
Cannon	Hastings (FL)	Mica	Skeen	Thornberry	Wilson	DeGette	Knollenberg	Rivers
Capps	Hastings (WA)	Millender-	Skelton	Thune	Wise	Delahunt	Kolbe	Rodriguez
Capuano	Hayes	McDonald	Slaughter	Thurman	Wolf	DeLauro	Kuykendall	Roemer
Cardin	Hayworth	Miller (FL)	Smith (MI)	Tiahrt	Woolsey	DeMint	LaFalce	Rogan
Carson	Hefley	Miller, Gary	Smith (NJ)	Tierney	Wynn	Deutsch	LaHood	Rogers
Castle	Herger	Miller, George	Smith (TX)	Toomey	Young (AK)	Diaz-Balart	Lampson	Rohrabacher
Chabot	Hill (IN)	Minge	Smith (WA)	Towns	Young (FL)	Dicks	Lantos	Ros-Lehtinen
Chambliss	Hill (MT)	Mink	Snyder	Traficant		Dingell	Largent	Rothman
Clay	Hilleary	Moakley				Dixon	Larson	Roukema
Clayton	Hilliard	Mollohan				Doggett	Latham	Royal-Allard
Clement	Hinche	Moore	Becerra	Hooley	Scarborough	Dooley	LaTourette	Royce
Clyburn	Hinojosa	Moran (KS)	Chenoweth	Houghton	Weldon (PA)	Doolittle	Lazio	Rush
Coble	Hobson	Moran (VA)	Cubin	Jefferson	Wu	Doyle	Leach	Ryan (WI)
Coburn	Hoeffel	Morella	Danner	McKeon		Dreier	Lee	Ryun (KS)
Collins	Hoekstra	Murtha	Engel	Meeks (NY)		Duncan	Levin	Salmon
Combest	Holden	Myrick				Dunn	Lewis (CA)	Sanchez
Condit	Holt	Nadler				Edwards	Lewis (GA)	Sanders
Conyers	Horn	Napolitano				Ehlers	Lewis (KY)	Sandlin
Cook	Hostettler	Neal				Ehrlich	Linder	Sanford
Cooksey	Hoyer	Nethercutt				Emerson	Lipinski	Saxton
Costello	Hulshof	Ney				Engel	Lofgren	Schakowsky
Cox	Hunter	Northup				Eshoo	Lowey	Scott
Coyne	Hutchinson	Norwood				Etheridge	Lucas (KY)	Sensenbrenner
Cramer	Hyde	Nussle				Evans	Lucas (OK)	Serrano
Crane	Inslee	Oberstar				Everett	Luther	Sessions
Crowley	Isakson	Obey				Ewing	Maloney (CT)	Shadegg
Cummings	Istook	Olver				Farr	Maloney (NY)	Shaw
Cunningham	Jackson (IL)	Ortiz				Fletcher	Manzullo	Shays
Davis (FL)	Jackson-Lee	Ose				Foley	Markey	Sherman
Davis (IL)	(TX)	Owens				Forbes	Martinez	Sherwood
Davis (VA)	Jenkins	Oxley				Fossella	Mascara	Shimkus
Deal	John	Packard				Fowler	Matsui	Shows
DeFazio	Johnson (CT)	Pallone				Frank (MA)	McCarthy (MO)	Shuster
DeGette	Johnson, E. B.	Pascrell				Franks (NJ)	McCarthy (NY)	Simpson
Delahunt	Johnson, Sam	Pastor				Frelinghuysen	McCollum	Sisisky
DeLauro	Jones (NC)	Paul				Frost	McCrery	Skeen
DeLay	Jones (OH)	Payne				Gallely	McGovern	Skelton
DeMint	Pease	Pease				Ganske	McHugh	Slaughter
Deutsch	Kaptur	Pelosi				Gejdenson	McInnis	Smith (MI)
Diaz-Balart	Kasich	Peterson (MN)				Gekas	McIntosh	Smith (NJ)
Dickey	Kelly	Peterson (PA)				Gilchrest	McIntyre	Smith (TX)
Dicks	Kennedy	Petri				Gitman	McKinney	Smith (WA)
Dingell	Kildee	Phelps				Gonzalez	Meehan	Snyder
Dixon	Kilpatrick	Pickering				Goode	Meek (FL)	Souder
Doggett	Kind (WI)	Pickett				Goodlatte	Menendez	Spence
Dooley	King (NY)	Pitts				Goodling	Metcalf	Spratt
Doolittle	Kingston	Pombo				Gordon	Mica	Stabenow
Doyle	Klecza	Pomeroy				Goss	Millender-	Stearns
Dreier	Klink	Porter				Graham	McDonald	Stenholm
Duncan	Knollenberg	Portman				Granger	Miller (FL)	Strickland
Dunn	Kolbe	Price (NC)				Green (TX)	Miller, Gary	Stump
Edwards	Kucinich	Pryce (OH)				Green (WI)	Minge	Sununu
Ehlers	Kuykendall	Quinn				Greenwood	Mink	Talent
Ehrlich	LaFalce	Radanovich				Gutierrez	Moakley	Tanner
Emerson	LaHood	Rahall				Hall (OH)	Mollohan	Tauscher
English	Lampson	Ramstad				Hall (TX)	Moran (VA)	Tauzin
Eshoo	Lantos	Rangel				Hansen	Morella	Taylor (NC)
Etheridge	Largent	Regula				Hastings (WA)	Murtha	Terry
Evans	Larson	Reyes				Hayes	Myrick	Thomas
Everett	Latham	Reynolds				Hayworth	Nadler	Thornberry
Ewing	LaTourette	Riley				Herger	Napolitano	Thune
Farr	Lazio	Rivers				Hill (IN)	Neal	Tiahrt
Fattah	Leach	Rodriguez				Hill (MT)	Nethercutt	Tierney
Filner	Lee	Roemer				Hilleary	Ney	Toomey
Fletcher	Levin	Rogan				Hinojosa	Northup	Towns
Foley	Lewis (CA)	Rogers				Hobson	Norwood	Traficant
Forbes	Lewis (GA)	Rohrabacher				Hoeffel	Nussle	Turner
Ford	Lewis (KY)	Ros-Lehtinen				Hoekstra	Obey	Upton
Fossella	Linder	Rothman				Holden	Olver	Vitter
Fowler	Lipinski	Roukema				Holt	Ortiz	Walden
Frank (MA)	LoBiondo	Royal-Allard				Horn	Ose	Walsh
Franks (NJ)	Lofgren	Royce				Hostettler	Owens	Wamp
Frelinghuysen	Lowey	Rush				Hulshof	Oxley	Watkins
Frost	Lucas (KY)	Ryan (WI)				Hunter	Packard	Watt (NC)
Gallely	Lucas (OK)	Ryun (KS)				Hutchinson	Pallone	Watts (OK)
Ganske	Luther	Sabo				Hyde	Pascrell	Waxman

## NOT VOTING—13

□ 1114

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.

## THE JOURNAL

The SPEAKER pro tempore (Mr.  
BARRETT of Nebraska).

Pursuant to clause 8 of rule XX, the  
pending business is the question of  
agreeing to the Speaker's approval of  
the Journal of the last day's pro-  
ceedings.

The question is on the Speaker's ap-  
proval of the Journal.

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

Mr. VITTER. Mr. Speaker, on that I  
demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. This  
will be a 5-minute vote.

The vote was taken by electronic de-  
vice, and there were—yeas 362, nays 52,  
answered "present" 1, not voting 18, as  
follows:

[Roll No. 461]

YEAS—362

Abercrombie	Bateman	Boucher
Ackerman	Bentsen	Boyd
Allen	Bereuter	Brady (TX)
Andrews	Berkley	Brown (FL)
Archer	Berman	Brown (OH)
Armey	Berry	Bryant
Bachus	Biggart	Burr
Baker	Bilirakis	Burton
Baldacci	Bishop	Buyer
Baldwin	Blagojevich	Callahan
Ballenger	Bliley	Calvert
Barcia	Blumenauer	Camp
Barr	Blunt	Campbell
Barrett (NE)	Boehlert	Canady
Barrett (WI)	Boehner	Cannon
Bartlett	Bonilla	Capps
Barton	Bono	Cardin
Bass	Boswell	Carson

Weiner	Wicker	Wynn
Weldon (FL)	Wilson	Young (AK)
Wexler	Wise	Young (FL)
Weygand	Wolf	
Whitfield	Woolsey	

## NAYS—52

Aderholt	Hefley	Sawyer
Baird	Hilliard	Schaffer
Bilbray	Hinchey	Stark
Borski	Hoyer	Stupak
Brady (PA)	Johnson, E. B.	Sweeney
Capuano	Klink	Taylor (MS)
Clay	Kucinich	Thompson (CA)
Costello	LoBiondo	Thompson (MS)
Crane	McDermott	Thurman
Dickey	McNulty	Udall (CO)
English	Miller, George	Udall (NM)
Fattah	Moore	Velazquez
Filner	Moran (KS)	Vento
Ford	Oberstar	Visclosky
Gibbons	Peterson (MN)	Waters
Gillmor	Pickett	Weller
Gutknecht	Ramstad	
Hastings (FL)	Sabo	

## ANSWERED "PRESENT"—1

Tancredo

## NOT VOTING—18

Becerra	DeFazio	McKeon
Bonior	DeLay	Meeks (NY)
Chenoweth	Gephardt	Paul
Collins	Hooley	Scarborough
Cubin	Houghton	Weldon (PA)
Danner	Jefferson	Wu

□ 1122

So the Journal was approved.

The result of the vote was announced as above recorded.

# NATIONAL TRANSPORTATION SAFETY BOARD AMENDMENTS ACT OF 1999

The SPEAKER pro tempore (Mr. QUINN). Pursuant to House Resolution 312 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. 2910.

□ 1123

## 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. 2910) to amend title 49, United States Code, to authorize appropriations for the National Transportation Safety Board for fiscal years 2000, 2001, and 2002, and for other purposes, with Mr. BARRETT of Nebraska 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 for the first time.

Under the rule, the gentleman from Tennessee (Mr. DUNCAN) and the gentleman from Illinois (Mr. LIPINSKI) each will control 30 minutes.

The Chair recognizes the gentleman from Tennessee (Mr. DUNCAN).

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

This bill before us today reauthorizes the National Transportation Safety Board, the NTSB, for 3 years. The House needs to move forward with this legislation because the Board's authorization expires at the end of this fiscal year.

We are all familiar with the work of the Safety Board. It investigates all

aviation accidents as well as accidents in other modes of transportation. The problems it uncovers and the recommendations it makes often lead to changes that make travel safer for us all.

The bill before the House now would increase the authorized funding levels for the Safety Board. Currently, the agency is receiving \$54 million per year. This bill would increase that amount to \$57 million in fiscal year 2000, \$65 million in 2001, and \$72 million in 2002. These are substantial increases in the second and third years, but the funding levels in these last 2 years are much less than the Board had sought. They seem to be necessary to provide the Board with the employees and the training to keep up with rapidly changing technology.

Also, as the agency's budget increases, it is becoming more important that it be subject to the proper level of oversight. Therefore, for the first time this bill will give the Inspector General the authority to review the business and financial management of the NTSB. With this provision, we do not mean to imply that there is anything improper going on. We are merely treating the NTSB the same as other agencies which are subject to Inspector General review.

There are several other provisions in this bill worth noting. The first makes clear that the NTSB's jurisdiction over accidents on the navigable waters and territorial sea of the United States extends 12 miles from the coast. This is consistent with Presidential Proclamation 5928 and with the Coast Guard's jurisdiction.

The second change authorizes the NTSB to enter into agreements with foreign governments for the provision of technical assistance and to be reimbursed for those services which the NTSB provides. The NTSB requested that this be clarified.

The bill would also permit the NTSB to pay time-and-a-half to its employees who work overtime on an accident investigation. These employees sometimes are called unexpectedly to work in difficult conditions during nights and weekends. This provision would fairly compensate them for that. Employees in the private sector usually receive time-and-a-half when they work overtime. However, I know that overtime provisions have been abused at other agencies. Therefore, the overtime provision in this bill is subject to two limitations to ensure that such abuse does not occur at the Safety Board, and it should be done in other agencies. These limitations are that an employee cannot get more than 15 percent of his base yearly salary in any year, and the NTSB cannot pay more than \$570,000, or 1 percent of their authorized amount, per year total under this section. Moreover, overtime pay would be subject to an annual reporting requirement to ensure the committee's continued oversight of this issue. The NTSB had requested even more au-

thority in the personnel area but indicated that it was the overtime issue addressed here that it is most interested in.

Another important provision, Mr. Chairman, in this bill is the section that ensures confidentiality of video recorders on aircraft and of voice and video recorders on surface vehicles. The NTSB requested this change in case these new technologies are installed in the future. We take no position on whether these recorders should be installed. We merely want to make sure that if recorders are installed, the information on them is used only for safety purposes and not generally released for sensational purposes or to invade the privacy of the operators.

The bill once again makes clear that the NTSB safety investigation takes priority over other investigations of the same accident. However, there is a carefully negotiated procedure in the bill for the NTSB to turn over its investigation to the FBI when the FBI notifies the Board that the accident may have been caused by a criminal act.

Finally, the bill directs the FAA to install a terminal Doppler weather radar at the former Coast Guard station in Brooklyn, New York. The FAA has already decided that this is needed for the safety of all air travelers but we want to make sure that nothing else holds this up. The need for this provision arose out of our hearing on aviation and weather accidents in July.

□ 1130

There it was revealed that the Park Service was objecting to the placement of this equipment which would very much enhance safety at LaGuardia and Kennedy airports. The Park Service has since backed down from its objection, but we want to keep pressure on them to make sure that important safety equipment is installed as quickly as possible.

Mr. Chairman, I believe this bill gives the NTSB the tools it will need to carry it into the next century. I urge the House to support this legislation.

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

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

Mr. Chairman, I rise today in strong support of H.R. 2910, the National Transportation Safety Board Amendments Act of 1999. H.R. 2910 is a bipartisan bill that reauthorizes the NTSB for 3 years so it can continue to play a critical role in ensuring the safety of our Nation's transportation system.

The NTSB is an independent agency that investigates transportation accidents and promotes safety for transportation. It investigates accidents in all of transportation's various modes: Aviation, highway, transit, maritime, railroad, and pipeline and hazardous material transportation and makes recommendations on ways in which to improve safety. In the last 3 years alone, the board has investigated more