

The vote was taken by electronic device, and there were—yeas 219, nays 205, not voting 9, as follows:

[Roll No. 191]

YEAS—219

TEKS 210

Aderholt	Goss	Peterson (PA)
Akin	Graham	Petri
Armey	Granger	Pickering
Bachus	Graves	Pitts
Baker	Green (WI)	Pombo
Ballenger	Greenwood	Portman
Barr	Grucci	Pryce (OH)
Bartlett	Gutknecht	Quinn
Barton	Hansen	Radanovich
Bass	Hart	Ramstad
Bereuter	Hastings (WA)	Regula
Biggert	Hayes	Rehberg
Bilirakis	Hayworth	Reynolds
Blunt	Hefley	Riley
Boehlert	Herger	Rogers (KY)
Boehner	Hilleary	Rogers (MI)
Bonilla	Hobson	Rohrabacher
Bono	Hoekstra	Ros-Lehtinen
Brady (TX)	Horn	Roukema
Brown (SC)	Hostettler	Royce
Bryant	Houghton	Ryan (WI)
Burr	Hulshof	Ryun (KS)
Buyer	Hunter	Saxton
Callahan	Hutchinson	Scarborough
Calvert	Hyde	Schaffer
Camp	Isakson	Schrock
Cannon	Issa	Sensenbrenner
Cantor	Istook	Sessions
Capito	Jenkins	Shadegg
Castle	Johnson (CT)	Shaw
Chabot	Johnson (IL)	Shays
Chambliss	Johnson, Sam	Sherwood
Coble	Jones (NC)	Shimkus
Collins	Keller	Shuster
Combest	Kelly	Simmons
Cooksey	Kennedy (MN)	Simpson
Cox	Kerns	Skeen
Crane	King (NY)	Smith (MI)
Crenshaw	Kingston	Smith (NJ)
Cubin	Kirk	Smith (TX)
Culberson	Knollenberg	Souder
Cunningham	Kolbe	Spence
Davis, Jo Ann	LaHood	Stearns
Davis, Tom	Largent	Stump
Deal	Latham	Sununu
DeLay	Leach	Sweeney
DeMint	Lewis (CA)	Tancredo
Diaz-Balart	Lewis (KY)	Tauzin
Doolittle	Linder	Taylor (NC)
Dreier	LoBiondo	Terry
Duncan	Lucas (OK)	Thomas
Dunn	Manzullo	Thornberry
Ehlers	McCrery	Thune
Ehrlich	McHugh	Tiahrt
Emerson	McInnis	Tiberi
English	McKeon	Toomey
Everett	Mica	Traficant
Ferguson	Miller (FL)	Upton
Flake	Miller, Gary	Vitter
Fletcher	Moran (KS)	Walden
Foley	Morella	Walsh
Forbes	Myrick	Wamp
Fossella	Nethercutt	Watkins (OK)
Frelinghuysen	Ney	Watts (OK)
Gallegly	Northup	Weldon (FL)
Ganske	Norwood	Weldon (PA)
Gekas	Nussle	Weller
Gibbons	Osborne	Whitfield
Gilchrest	Ose	Wicker
Gillmor	Otter	Wilson
Gilman	Oxley	Wolf
Goode	Paul	Young (AK)
Goodlatte	Pence	Young (FL)

NAYS—205

Abercrombie	Blumenauer	Condit
Ackerman	Bonior	Conyers
Allen	Borski	Costello
Andrews	Boswell	Coyne
Baca	Boucher	Cramer
Baird	Boyd	Crowley
Baldacci	Brady (PA)	Cummings
Baldwin	Brown (FL)	Davis (CA)
Barcia	Brown (OH)	Davis (FL)
Barrett	Capps	Davis (IL)
Becerra	Capuano	DeFazio
Bentsen	Cardin	DeGette
Berkley	Carson (IN)	Delahunt
Berman	Carson (OK)	DeLauro
Berry	Clay	Deutsch
Bishop	Clayton	Dicks
Blagojevich	Clyburn	Dingell

ett	Larson (CT)	Rangel
y	Lee	Reyes
e	Levin	Rivers
ards	Lewis (GA)	Rodriguez
o	Lipinski	Roemer
idge	Lofgren	Ross
s	Lowey	Rothman
	Lucas (KY)	Royal-Allard
	Luther	Rush

h	Bach	Stach
r	Maloney (CT)	Sabo
x	Maloney (NY)	Sanchez
ardt	Markey	Sanders
alez	Mascara	Sandlin
on	Matheson	Sawyer
(TX)	Matsui	Schakowsky
rrez	McCarthy (MO)	Schiff
(OH)	McCarthy (NY)	Scott
(TX)	McCullom	Serrano
an	McDermott	Sherman
ngs (FL)	McGovern	Shows
a	McIntyre	Skelton
y	McKinney	Slaughter
el	McNulty	Smith (WA)
n	Meehan	Snyder
a	Meek (FL)	Solis
y	Meeks (NY)	Spratt
·	Menendez	Stark
e	Millender-	Stenholm
son (IL)	McDonald	Strickland
on-Lee	Miller, George	Stupak
)	Mink	Tanner
erson	Mollohan	Tauscher
son, E. B.	Moore	Taylor (MS)
(OH)	Moran (VA)	Thompson (CA)
orski	Murtha	Thompson (MS)
edy (RI)	Nadler	Thurman
e	Napolitano	Tierney
trick	Neal	Towns
(WI)	Oberstar	Turner
ka	Obey	Udall (CO)
ich	Olver	Udall (NM)
ee	Ortiz	Velazquez
son	Owens	Visclosky
evin	Pallone	Waters
os	Pascrell	Watson (CA)
n (WA)	Pastor	Watson (NC)
	Pelosi	Watt (NC)
	Peterson (MN)	Waxman
	Phelps	Weiner
	Pomeroy	Wexler
	Price (NC)	Woolsey
	Rahall	Wu
		Wynn
NOT VOTING—9		
on	Hinojosa	Payne
ent	Kaptur	Platts
rd	LaTourette	Putnam

NOT VOTING—9

Mrs. MEEK of Florida, Mrs. NAPOLITANO, Ms. VELÁZQUEZ, Mrs. CAPPS, and Messrs. BECERRA, INSLEE and JONES of Ohio changed their vote from "yea" to "nay."

Mr. HOUGHTON changed his vote from "nay" to "yea."

So the resolution was agreed to.
The result of the vote was announced

A motion to reconsider was laid on the table.

RECOGNIZING OUTSTANDING AND
INVALUABLE DISASTER RELIEF
ASSISTANCE PROVIDED DURING
TROPICAL STORM ALLISON

The SPEAKER pro tempore (Mrs. WILSON). The pending business is the question of suspending the rules and agreeing to the resolution, H. Res. 166.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Louisiana (Mr. COOKSEY) that the House suspend the rules and agree to the resolution, H. Res. 166, on which the yeas and nays are ordered.

This will be a 5-minute vote

The vote was taken by electronic device, and there were—yeas 411, nays 0, not voting 22, as follows:

[Roll No. 192]

YEAS—411

Abercrombie	DeMint	Jackson-Lee
Ackerman	Deutsch	(TX)
Aderholt	Diaz-Balart	Jefferson
Akin	Dicks	John
Allen	Dingell	Johnson (CT)
Andrews	Doggett	Johnson (IL)
Armey	Doolittle	Johnson, E. B.
Baca	Doyle	Johnson, Sam
Bachus	Dreier	Jones (NC)
Baird	Dunn	Jones (OH)
Baker	Edwards	Kanjorski
Baldacci	Ehlers	Keller
Baldwin	Ehrlich	Kelly
Ballenger	Emerson	Kennedy (MN)
Barcia	Engel	Kennedy (RI)
Barr	English	Kerns
Barrett	Eshoo	Kildee
Bartlett	Etheridge	Kilpatrick
Barton	Evans	Kind (WI)
Bass	Everett	King (NY)
Becerra	Farr	Kingston
Bentsen	Fattah	Kirk
Bereuter	Ferguson	Kleczka
Berkley	Filner	Knollenberg
Berman	Flake	Kolbe
Berry	Fletcher	Kucinich
Biggert	Foley	LaFalce
Bilirakis	Forbes	LaHood
Bishop	Ford	Lampson
Blagojevich	Fossella	Langevin
Blumenauer	Frank	Lantos
Blunt	Frelinghuysen	Largent
Boehlert	Frost	Larsen (WA)
Boehner	Gallegly	Larson (CT)
Bonilla	Ganske	Latham
Bonior	Gekas	Leach
Bono	Gephhardt	Lee
Borski	Gibbons	Levin
Boswell	Gilchrest	Lewis (CA)
Boucher	Gillmor	Lewis (GA)
Boyd	Gilman	Lewis (KY)
Brady (PA)	Gonzalez	Linder
Brady (TX)	Goode	Lipinski
Brown (FL)	Goodlatte	LoBiondo
Brown (OH)	Gordon	Lofgren
Brown (SC)	Goss	Lowey
Burr	Graham	Lucas (KY)
Buyer	Granger	Lucas (OK)
Callahan	Graves	Luther
Camp	Green (TX)	Maloney (CT)
Cannon	Green (WI)	Maloney (NY)
Cantor	Greenwood	Manzullo
Capito	Grucci	Markey
Capps	Gutierrez	Mascara
Capuano	Gutknecht	Matheson
Cardin	Hall (OH)	Matsui
Carson (IN)	Hall (TX)	McCarthy (MO)
Carson (OK)	Hansen	McCarthy (NY)
Castle	Harman	McCullom
Chabot	Hart	McCrery
Chambliss	Hastings (FL)	McDermott
Clay	Hastings (WA)	McGovern
Clayton	Hayes	McHugh
Clyburn	Hayworth	McInnis
Coble	Hefley	McIntyre
Collins	Herger	McKinney
Combest	Hill	McNulty
Condit	Hinchey	Meehan
Conyers	Hinojosa	Meek (FL)
Cooksey	Hobson	Meeks (NY)
Costello	Hoeffel	Menendez
Cox	Hoekstra	Mica
Coyne	Holden	Millender-
Cramer	Holt	McDonald
Crane	Honda	Miller (FL)
Crenshaw	Hooley	Miller, George
Crowley	Horn	Mink
Cubin	Hostettler	Mollohan
Culberson	Houghton	Moore
Cummings	Hoyer	Moran (KS)
Davis (CA)	Hulshof	Moran (VA)
Davis (FL)	Hunter	Morella
Davis (IL)	Hutchinson	Murtha
Davis, Jo Ann	Hyde	Myrick
Davis, Tom	Inslee	Nadler
Deal	Isakson	Napolitano
DeFazio	Israel	Neal
DeGette	Issa	Nethercutt
Delahunt	Istook	Ney
DeLauro	Jackson (IL)	Northup
DeLay		Norwood

Nussle	Rush	Sweeney
Oberstar	Ryan (WI)	Tancredo
Obey	Ryun (KS)	Tanner
Olver	Sabo	Tauscher
Ortiz	Sanchez	Tauzin
Osborne	Sanders	Taylor (MS)
Ose	Sandlin	Taylor (NC)
Otter	Sawyer	Terry
Owens	Saxton	Thomas
Oxley	Scarborough	Thompson (CA)
Pallone	Schaffer	Thompson (MS)
Pascarell	Schakowsky	Thornberry
Pastor	Schiff	Thune
Paul	Schrock	Thurman
Pelosi	Scott	Tiaht
Pence	Sensebrenner	Tiberi
Peterson (MN)	Serrano	Tierney
Peterson (PA)	Sessions	Toomey
Petri	Shadegg	Towns
Phelps	Shaw	Traficant
Pickering	Shays	Udall (CO)
Pitts	Sherman	Udall (NM)
Pombo	Sherwood	Upton
Pomeroy	Shimkus	Velazquez
Portman	Shows	Visclosky
Price (NC)	Shuster	Vitter
Pryce (OH)	Simmons	Walden
Quinn	Simpson	Walsh
Radanovich	Skeen	Waters
Rahall	Skelton	Watkins (OK)
Rangel	Slaughter	Watson (CA)
Regula	Smith (MI)	Watts (OK)
Rehberg	Smith (NJ)	Waxman
Reyes	Smith (TX)	Weiner
Reynolds	Smith (WA)	Weldon (FL)
Riley	Snyder	Weldon (PA)
Rivers	Solis	Weller
Rodriguez	Souder	Wexler
Roemer	Spence	Whitfield
Rogers (KY)	Spratt	Wicker
Rogers (MI)	Stark	Wilson
Rohrabacher	Stearns	Wolf
Ros-Lehtinen	Stenholm	Woolsey
Ross	Strickland	Wu
Roukema	Stump	Wynn
Royalb-Allard	Stupak	Young (AK)
Royce	Sununu	Young (FL)

NOT VOTING—22

Bryant	Hilliard	Putnam
Burton	Jenkins	Ramstad
Calvert	Kaptur	Rothman
Clement	LaTourette	Turner
Cunningham	McKeon	Wamp
Dooley	Miller, Gary	Watt (NC)
Duncan	Payne	
Hildeary	Platts	

□ 1435

So (two-thirds having voted in favor thereof) the rules were suspended and the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. ROGERS of Kentucky. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H.R. 2299, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mrs. WILSON). Is there objection to the request of the gentleman from Kentucky?

There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

The SPEAKER pro tempore. Pursuant to House Resolution 178 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. 2299.

□ 1436

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. 2299) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes, with Mr. CAMP 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 Kentucky (Mr. ROGERS) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Kentucky (Mr. ROGERS).

Mr. ROGERS of Kentucky. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I am very pleased to present to the House the Department of Transportation and related agencies appropriations bill for fiscal year 2002. This is an excellent bill that reflects not only the priorities of the budget submitted by the President earlier this year but also the important contributions of all the Members of our subcommittee and full committee and we hope now the full House.

I want to especially thank the gentleman from Minnesota (Mr. SABO) for his tireless and insightful support of transportation programs during the many hours of our hearings, deliberations, and the markup of this bill this year. I also want to thank both the gentleman from Florida (Mr. YOUNG), the full committee chairman; and the gentleman from Wisconsin (Mr. OBEY), the ranking member of the full committee, for their support of this subcommittee and the programs we oversee. I am also thankful to all the members of our subcommittee who had a part in the drafting of this bill and the full Committee on Appropriations, which had the chance to amend and correct as we went through that process. And, of course, we would not be here without our wonderful staff, both on the majority and the minority side upon whom we all so much depend.

Mr. Chairman, the bill I present today provides an increase of 6 percent in the programs and activities of the Department of Transportation. At first blush, this appears to be a healthy increase over current levels, but in fact it is barely enough to cover the 4.6 percent pay raise that will go to all Federal employees next year as well as the general cost of inflation for programs in our jurisdiction. So this is a lean bill, especially when compared with the explosive growth in needs caused by highway and air travel in this country. We are doing a lot in this bill to respond to that demand but not nearly as much as we would like. The Depart-

ment of Transportation will have to economize, it will have to be more efficient, and it will have to live within the constraints of the spending limits set by the budget just like every other agency.

The bill is within our 302(b) allocation, in both budget authority and outlays. It fully funds the highway and aviation spending increases established by TEA-21 and AIR-21, and it will help relieve the congestion that is frustrating citizens on our interstates, in the skies, and in our bus and train terminals.

Our bill fully funds the Coast Guard's operating budget and provides \$600 million, which is a huge increase, in their capital account. Within the capital appropriation, we have provided \$300 million to kick off the Deepwater program, which will provide a vitally needed upgrade and replacement of the Coast Guard's ships and aircraft. Members should know that this is the largest acquisition program, that is the Deepwater program in the Coast Guard, ever attempted by the Department of Transportation or the Coast Guard. The Coast Guard estimates that the acquisition costs alone for the Deepwater program will cost \$18 billion, and this bill allows the agency to award the first major contracts next year. This is a major step forward for the Deepwater program, and we are optimistic it will succeed. It will only succeed with careful oversight by the Coast Guard, the administration, and the Congress.

The bill also includes, Mr. Chairman, funds to address serious staffing, training, and equipment problems at our small-boat stations of the Coast Guard which were highlighted in our hearings with the Inspector General and the Coast Guard this year. I am proud that we could find a small amount of money to raise the staffing levels and the training at these stations which provide the backbone of our Nation's search and rescue capability. With an average workweek, Mr. Chairman, of 80 hours-plus, Coast Guardsmen at these stations are in desperate need of some help. We provide it in this bill.

Consistent with the provisions of AIR-21, this bill fully funds the airport grants program at \$3.3 billion and fully funds FAA's capital appropriation at \$2.9 billion. It also provides nearly 100 percent of the FAA's operating budget. In addition, this bill includes several initiatives that will hopefully lead to reductions in the number and severity of airline delays. Our gridlocked aviation system has been a major focus of this subcommittee, and it will continue to receive the scrutiny of our panel until we untangle it for the good of consumers and the economy. We will continue to press the aviation industry to cooperate, to come up with solutions, and to put those solutions to the test. In this bill we are doing everything possible to make sure the money is there for work and technologies that address the problem.