

26,500 miles. While Federal regulations require automobiles to undergo stringent emissions testing and certification, aircraft do not receive the same level of scrutiny. We all want to live in a peaceful and safe location.

And I would simply say I understand the needs of airports and airlines. I said yesterday in my remarks to the ACI, airports, airlines connect us to the world and to the Nation. They are the engine of economic opportunity. But I also am concerned about the communities that grow up around them or are already there when they have to expand. We must find a way in this Government to assist our local governments in this effort of mitigation.

I want to thank the ranking member and the chairman for their consideration. Let me say that I do not know if we have unanimous consent to extend for a response, but I hope to ask both the gentleman from Oklahoma (Mr. ISTOOK) and the ranking member for their consideration of this important issue.

Exposure to excessive noise (that is, 55 decibels) can: (1) Lower children's learning and academic performance, (2) increase blood pressure and incidence of cardiovascular disease, (3) cause mental health disorders, stress, and depression, and (4) cause work performance issues. Each decibel increase in airport noise results in a 0.5 to 2.0 percent decrease in real estate value.

According to a 1998 Cornell University study, the constant roar of a jet aircraft can seriously affect the health and psychological well-being of children. These health problems include higher blood pressure and boosted levels of stress hormones and have lifelong effects.

On April 17, 2003, the Federal Aviation Administration (FAA) proposed to modify the Houston Class B airspace area. The FAA proposed this action due to a significant growth in aircraft operations over the past 10 years and thousands of complaints from residents. To address this growth, the City of Houston completed construction of a new Runway 8L/26R in October 2003. Since the runway expansion, residents near the airport have suffered increased noise and vibrations from aircraft and airport operations and the complaints have actually doubled! While the Airport and FAA have taken some steps toward mitigation, local residents continue to raise legitimate concerns and demand that more be done to solve the noise problem.

I joined my colleagues Mr. LAMPSON, GREEN, and BRADY in calling for Houston Airport Systems to make improvements to its noise abatement program for aircraft operations at Intercontinental Airport (IAH). This problem still exists, so I ask this Subcommittee to use this legislation, H.R. 5025 as a vehicle to bring peace and good health to densely populated communities like the one surrounding Intercontinental in Houston.

Each member should understand the significant environmental impact that airports have on abutting communities. The concept of "Not In My Back Yard" usually comes to mind when we speak of nuisances and their effect on communities. One 747 arriving and departing from JFK airport in New York City pro-

duces as much smog as a car driven over 5,600 miles and as much noxious nitrogen oxides as a car driven nearly 26,500 miles. While Federal regulations require automobiles to undergo stringent emissions testing and certification, aircraft do not receive the same level of scrutiny. We all want a peaceful and safe place to raise our children and to live.

I speak now to advocate for families like one of my constituents who is actually a pilot out of Intercontinental Airport (IAH). He indicated that aircraft would fly between 300–500 feet away from his home in the Woodcreek Subdivision of Houston, TX. Furthermore, as a pilot, he measured the height of some of his own flights as low as 540 feet above heavily populated areas—and this was typical of flight patterns out of the airport.

He, his wife, and his two children once counted over 150 flights directly over his home. The health impacts of such proximity to flying aircraft are tremendous and inhuman. Federal dollars are needed to standardize flight patterns and design runways in such a way that respects the health of abutting communities—regardless of whether the region has zoning laws on its books.

Legislation such as H.R. 5025 allocates funds for enhancements to be made for modes of transportation. These funds should not be allocated without the inclusion of funding for damage mitigation and future monitoring for damages to abutting communities. I suggest that language should be included in this legislation that restricts funding for airports unless adequate damage or nuisance mitigation plans and agreements have been executed. Furthermore, this legislation needs more oversight provisions in the area of the Federal Aviation Administration (FAA). The agency should not have the ability to publish and promulgate rules that serve to hurt communities. Appropriations legislation serves as effective tools for guiding government behavior.

As I have learned from community activist groups in Houston, we must work to guide the FAA to change the way it assigns its air space categories. Low intercept altitudes should not be allowed in heavily populated areas or where landing paths cannot avoid residential areas. These low intercept altitudes decrease property values severely, destroy quality of life, promote illness and disease among inhabitants, and do not aid our efforts to keep our homeland secure in light of current elevated threat levels. Furthermore, we should include mandatory noise and pollution monitoring for areas that abut airports and lower the legal designation of "significant noise" from 65 DNL to 55 DNL.

Mr. Chairman, I ask that the conferees take this grave issue into consideration, and I support the legislation.

LEGISLATIVE OBJECTIVES

Federal:
Mandatory damage mitigation funding.
Reduce Class B Airspace over populated areas.
Increased FAA oversight.
Mandatory noise and pollution monitoring.
Enforcement of land use and clean air assurances.
State and Local:
Direct notice laws.
Mandatory noise abatement procedures for airport owners.
Mandatory land use management plans around airports.

[May 26, 2004, Coalition of Homeowner Alliances Requiring Government Equity]

CHARGE SHORT RANGE GOALS?

Short Range Goals:
Combat the noise of IAH.
Address the related pollution exposures.
Secure compensation for those experiencing extreme noise.

[May 26, 2004, Coalition of Homeowner Alliances Requiring Government Equity]

Mr. NEY. Mr. Chairman, I rise in strong support of the \$15 million appropriation in the Transportation-Treasury bill dedicated to enabling the Election Assistance Commission, EAC, to carry out its responsibilities under the Help America Vote Act, HAVA. During its first year in existence, the EAC has done a commendable job in carrying out its responsibilities while operating on a shoestring budget. In order for the Commission to fully achieve the many tasks assigned to it by HAVA, however, it will need the \$15 million appropriated in this bill during the upcoming fiscal year.

The funds being made available will ensure that the EAC has the resources necessary for conducting research on voting system security and other important election-related issues. It will also allow the EAC to hire the staff and invest in the infrastructure needed to fulfill its numerous HAVA obligations.

The American people demand and deserve a voting process in which they can have full confidence. That is why I am proud to have been a chief sponsor and author of HAVA, which holds the potential for fundamentally improving the health of our Nation's democracy. The EAC plays an important role in ensuring that the promise of HAVA becomes a reality.

I, therefore, urge my colleagues to support the \$15 million appropriation to the EAC.

Mr. ISTOOK. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. FLAKE) having assumed the chair, Mr. THORNBERRY, Chairman pro tempore of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 5025) making appropriations for the Departments of Transportation and Treasury, and independent agencies for the fiscal year ending September 30, 2005, and for other purposes, had come to no resolution thereon.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m.

Accordingly (at 6 o'clock and 18 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

□ 1832

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. PEARCE) at 6 o'clock and 32 minutes p.m.

TRANSPORTATION, TREASURY,
AND INDEPENDENT AGENCIES
APPROPRIATIONS ACT, 2005

The SPEAKER pro tempore. Pursuant to House Resolution 770 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 5025.

□ 1832

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 further consideration of the bill (H.R. 5052) making appropriations for the Departments of Transportation and Treasury, and independent agencies for the fiscal year ending September 30, 2005, and for other purposes, with Mr. THORNBERRY (Chairman pro tempore) in the Chair.

The Clerk read the title of the bill.

The CHAIRMAN pro tempore. When the Committee of the Whole rose earlier today, a request for a recorded vote on Amendment No. 2 offered by the gentleman from Florida (Mr. DAVIS) had been postponed and the bill had been read through page 166, line 3.

SEQUENTIAL VOTES POSTPONED IN COMMITTEE
OF THE WHOLE

The CHAIRMAN pro tempore. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments on which further proceedings were postponed, in the following order: Amendment No. 11 offered by Mr. VAN HOLLEN of Maryland; amendment No. 5 offered by Mr. SANDERS of Vermont; amendment offered by Ms. NORTON of the District of Columbia; and amendment No. 2 offered by Mr. DAVIS of Florida.

The Chair will reduce to 5 minutes the time for any electronic vote after the first vote in this series.

AMENDMENT NO. 11 OFFERED BY MR. VAN
HOLLEN

The CHAIRMAN pro tempore. The pending business is the demand for a recorded vote on the amendment offered by the gentleman from Maryland (Mr. VAN HOLLEN) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The CHAIRMAN pro tempore. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 210, noes 187, not voting 36, as follows:

[Roll No. 457]

AYES—210

Abercrombie	Bell	Boyd
Ackerman	Berkley	Brady (PA)
Alexander	Berman	Brown (OH)
Allen	Berry	Burr
Andrews	Bishop (NY)	Butterfield
Baca	Boehlert	Capito
Baldwin	Boswell	Capps
Becerra	Boucher	Capuano

Cardin	Jackson-Lee	Pascarell
Cardoza	(TX)	Pastor
Carson (IN)	Jefferson	Payne
Case	Johnson (IL)	Pelosi
Chandler	Johnson, E. B.	Peterson (MN)
Clay	Jones (NC)	Pomeroy
Clyburn	Jones (OH)	Price (NC)
Conyers	Kanjorski	Quinn
Cooper	Kaptur	Rahall
Costello	Kelly	Rangel
Cramer	Kennedy (RI)	Reyes
Crowley	Kildee	Rodriguez
Cummings	Kilpatrick	Ross
Davis (AL)	Kind	Rothman
Davis (CA)	Kleczka	Roybal-Allard
Davis (FL)	Kucinich	Ruppersberger
Davis (IL)	LaHood	Rush
Davis (TN)	Lampson	Ryan (OH)
Davis, Jo Ann	Langevin	Sabo
DeFazio	Lantos	Sánchez, Linda
DeGette	Larsen (WA)	T.
DeLauro	Larson (CT)	Sanchez, Loretta
Deutsch	LaTourette	Sanders
Dicks	Lee	Schakowsky
Dingell	Levin	Schiff
Doggett	Lewis (GA)	Scott (GA)
Dooley (CA)	Lewis (KY)	Scott (VA)
Doyle	Lipinski	Serrano
Edwards	LoBiondo	Sherman
Emanuel	Lofgren	Shimkus
Emerson	Lowey	Simmons
Engel	Lucas (KY)	Skelton
English	Lynch	Slaughter
Eshoo	Maloney	Smith (NJ)
Etheridge	Markey	Snyder
Evans	Marshall	Solis
Farr	Matheson	Spratt
Fattah	McCarthy (MO)	Stark
Filner	McCarthy (NY)	Strickland
Ford	McCollum	Stupak
Frank (MA)	McDermott	Sweeney
Gephardt	McGovern	Tanner
Gonzalez	McHugh	Tauscher
Gordon	McIntyre	Taylor (MS)
Green (TX)	McNulty	Thompson (CA)
Grijalva	Meehan	Thompson (MS)
Gutknecht	Meeks (NY)	Tierney
Harman	Menendez	Towns
Hastings (FL)	Michaud	Udall (CO)
Herseeth	Miller (NC)	Udall (NM)
Hill	Miller, George	Van Hollen
Hinojosa	Moore	Velázquez
Hoeffel	Moran (VA)	Walsh
Holden	Murtha	Walters
Holt	Nadler	Watson
Hoolley (OR)	Napolitano	Watt
Hostettler	Neal (MA)	Waxman
Hoyer	Oberstar	Weiner
Hyde	Obey	Wexler
Inslee	Olver	Woolsey
Israel	Ortiz	Wu
Jackson (IL)	Owens	Wynn
	Pallone	

NOES—187

Aderholt	Chocola	Goode
Akin	Coble	Goodlatte
Bachus	Cole	Granger
Baker	Collins	Graves
Ballenger	Cox	Green (WI)
Barrett (SC)	Crane	Hall
Bartlett (MD)	Crenshaw	Harris
Barton (TX)	Cubin	Hart
Bass	Cunningham	Hastings (WA)
Beauprez	Davis, Tom	Hayes
Biggart	Deal (GA)	Hayworth
Bilirakis	DeLay	Hefley
Bishop (UT)	Diaz-Balart, L.	Herger
Blackburn	Diaz-Balart, M.	Hobson
Blunt	Doolittle	Houghton
Boehner	Dreier	Hulshof
Bonilla	Duncan	Hunter
Bono	Ehlers	Issa
Boozman	Everett	Istook
Bradley (NH)	Feeney	Johnson (CT)
Brady (TX)	Ferguson	Johnson, Sam
Brown (SC)	Flake	Keller
Brown-Waite,	Foley	Kennedy (MN)
Ginny	Forbes	King (IA)
Burgess	Fossella	Kingston
Burns	Franks (AZ)	Kirk
Burton (IN)	Frelinghuysen	Kline
Buyer	Galleghy	Knollenberg
Calvert	Garrett (NJ)	Kolbe
Camp	Gerlach	Latham
Cantor	Gibbons	Leach
Carter	Gilchrest	Lewis (CA)
Castle	Gillmor	Linder
Chabot	Gingrey	Lucas (OK)

Manzullo	Platts	Smith (TX)
McCotter	Pombo	Smith (WA)
McCrery	Porter	Souder
McKeon	Portman	Stearns
Mica	Pryce (OH)	Stenholm
Miller (MI)	Putnam	Sullivan
Miller, Gary	Radanovich	Taylor (NC)
Moran (KS)	Ramstad	Terry
Murphy	Regula	Thomas
Musgrave	Rehberg	Thornberry
Myrick	Renzi	Tiahrt
Nethercutt	Reynolds	Tiberi
Neugebauer	Rogers (AL)	Toomey
Ney	Rogers (KY)	Turner (OH)
Northup	Rogers (MI)	Turner (TX)
Norwood	Ros-Lehtinen	Upton
Nunes	Royce	Vitter
Nussle	Ryan (WI)	Walden (OR)
Osborne	Ryun (KS)	Wamp
Ose	Saxton	Weldon (FL)
Otter	Sensenbrenner	Weldon (PA)
Oxley	Sessions	Weller
Paul	Shadegg	Whitfield
Pearce	Shaw	Wilson (NM)
Pence	Shays	Wilson (SC)
Peterson (PA)	Sherwood	Wolf
Petri	Shuster	Young (AK)
Pickering	Simpson	Young (FL)
Pitts	Smith (MI)	

NOT VOTING—36

Baird	Gutierrez	Millender-
Bishop (GA)	Hensarling	McDonald
Blumenauer	Hinchey	Miller (FL)
Bonner	Hoekstra	Mollohan
Brown, Corrine	Honda	Rohrabacher
Cannon	Isakson	Sandlin
Carson (OK)	Jenkins	Schrock
Culberson	John	Tancredo
DeMint	King (NY)	Tauzin
Dunn	Majette	Visclosky
Frost	Matsui	Wicker
Goss	McInnis	
Greenwood	Meek (FL)	

ANNOUNCEMENT BY THE CHAIRMAN PRO
TEMPORE

The CHAIRMAN pro tempore (Mr. THORNBERRY) (during the vote). Members are advised there are 2 minutes remaining in this vote.

□ 1858

Mr. NEY, Mrs. MYRICK, and Messrs. BACHUS, HALL, and KINGSTON changed their vote from “aye” to “no.”

Mr. WALSH changed his vote from “no” to “aye.”

So the amendment was agreed to.

The result of the vote was announced as above recorded.

ANNOUNCEMENT BY THE CHAIRMAN PRO
TEMPORE

The CHAIRMAN pro tempore. Pursuant to clause 6 of rule XVIII, the remainder of this series will be conducted as 5-minute votes.

AMENDMENT NO. 5 OFFERED BY MR. SANDERS

The CHAIRMAN pro tempore. The pending business is the demand for a recorded vote on the amendment offered by the gentleman from Vermont (Mr. SANDERS) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The CHAIRMAN pro tempore. A recorded vote has been demanded.

A recorded vote was ordered.

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

The vote was taken by electronic device, and there were—ayes 237, noes 162, not voting 34, as follows: