

referred to the House Calendar and ordered to be printed.

PERMISSION TO REDUCE TIME FOR ELECTRONIC VOTING DURING CONSIDERATION OF H.R. 5576, TRANSPORTATION, TREASURY, HOUSING AND URBAN DEVELOPMENT, THE JUDICIARY, THE DISTRICT OF COLUMBIA AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2007

Mr. BOEHNER. Mr. Speaker, I ask unanimous consent that, during consideration of H.R. 5576 pursuant to House Resolution 865, the Chair may reduce to 2 minutes the minimum time for electronic voting under clause 6 of rule XVIII and clause 9 of rule XX.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

PROVIDING FOR CONSIDERATION OF H.R. 5576, TRANSPORTATION, TREASURY, HOUSING AND URBAN DEVELOPMENT, THE JUDICIARY, THE DISTRICT OF COLUMBIA AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2007

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 865 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 865

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. 5576) making appropriations for the Departments of Transportation, Treasury, and Housing and Urban Development, the Judiciary, District of Columbia, and independent agencies for the fiscal year ending September 30, 2007, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill 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: beginning with "to" on page 5, line 23 through the comma on line 24; beginning with the colon on page 6, line 22 through "year" on line 26; beginning with "for" on page 13, line 1 through "Code" on line 6; beginning with the colon on page 13, line 17 through "expended" on line 25; and sections 120, 127, 129, 206, 530, 707, and 931. Where points of order are waived against part of a paragraph, points of order against language in another part of such paragraph may be made only against such other part and not against the entire paragraph. During consideration of the bill for 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 8 of rule XVIII. Amendments so printed shall be considered as read. When the committee rises and reports the bill back to the House with a recommendation that the bill do pass, 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. The gentleman from Florida (Mr. LINCOLN DIAZ-BALART) is recognized for 1 hour.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Florida (Mr. HASTINGS), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. LINCOLN DIAZ-BALART of Florida asked and was given permission to revise and extend his remarks.)

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, the rule provides 1 hour of general debate evenly divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. It also provides one motion to recommit, with or without instructions.

I would like to take a moment to reiterate that we bring this rule forward under an open rule. Historically, appropriations legislation has come to the House governed by open rules, and we continue to do so in order to allow each and every Member of the House the opportunity to submit amendments for consideration as long as they comply with the rules of the House.

The legislation that we bring to the floor today appropriates over \$67 billion for the Departments of Transportation, Treasury, and Housing and Urban Development, the Judiciary, the District of Columbia, and independent agencies, an increase of 6 percent over last year. And yet the bill is fiscally sound. It also represents our commitment to provide the necessary resources for programs and projects across the Nation ranging from transportation to housing, the judiciary, the executive office of the President, and the District of Columbia.

The Nation's transportation infrastructure is the backbone of the economy. Its continued strength is essential to foster economic growth, and the bill that we bring to the floor today ensures that we have a reliable and stable transportation infrastructure, that we continue to do so, so that the economy can continue to grow.

The bill includes \$39.1 billion in funds for our highway system, representing an increase of \$3.5 billion. Included in the bill is \$900 million for Amtrak. It includes significant financial and management reforms. In addition, the DOT Inspector General is required to report back regularly to Congress on Amtrak's progress on financial reforms.

The bill that we bring to the floor also includes over \$15 billion for the

Federal Aviation Administration, an increase of \$1.4 billion. Included in that amount is \$16 million to hire and train 132 new air traffic controllers. That is vitally important as air traffic controllers begin to retire and yet air traffic continues to grow. This is essential, for example, in my district, which is the home of Miami National Airport, the third largest international airport in the country. Without an increase in the number of air traffic controllers, Miami International would not be able to continue its projected growth and continue to serve as the Hub of the Americas.

The Department of Housing and Urban Development is funded at \$35 billion, an increase of \$1.7 billion. These funds will permit the Department to administer programs and assist the public with their housing needs, economic and community development and fair housing opportunities. Under HUD the bill includes funding for such important programs as Tenant Based Rental Assistance, also known as section 8, and project-based rental assistance. These two programs serve almost 3.5 million households with vouchers and project-based housing. The bill includes over \$21 billion in funds for the program, an increase of over \$800 million.

H.R. 5576 provides \$6.1 billion for the Federal Judiciary, an increase, Mr. Speaker, of almost 6 percent. This funding will enable the courts to effectively process priority criminal, civil, and bankruptcy cases.

This legislation was introduced by Chairman JOE KNOLLENBERG and reported out of the Appropriations Committee on June 6 by a voice vote. It is good legislation, essential to our continued commitment to the security and safety of all citizens and residents of the United States; and we bring it forth, as I stated before, under a fair and open rule.

I would like to thank Chairman KNOLLENBERG and Ranking Member OLVER for their leadership on this important issue. I urge my colleagues to support both the rule and the underlying legislation.

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

Mr. HASTINGS of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I thank the gentleman from Florida, my good friend, Representative DIAZ-BALART, for yielding me time. And I rise today in opposition to this rule and with great concern and reservation about the Transportation, Treasury, Housing and Urban Development Appropriations bill for fiscal year 2007.

While the underlying legislation is a significant improvement over President Bush's proposed budget, I am deeply troubled that Republicans continue to use their inability to manage the fiscal needs of our country as a convenient scapegoat for underfunding or completely eliminating programs of

critical importance to the neediest of Americans.

Let me say from the outset I do believe that the subcommittee, led by Chairman KNOLLENBERG and Ranking Member OLVER, did all that it could do with the unreasonable fiscal constraints that the majority of this body gave them to work with. At the same time, this is the eighth appropriations bill for fiscal year 2007 that the House has considered; and in almost every single bill, the wants of the well-to-do are trumping the needs of the less fortunate. The underlying legislation is following this very unfortunate trend, and its priorities are short-sighted.

While no one single area was completely spared from funding cuts, the Department of Housing and Urban Development and the critical public housing assistance programs funded in this important Department are, without doubt, the worst off in this bill.

Fair housing activities, the Community Development Financial Institutions fund, rental assistance, the Public Housing Capital fund, Community Development Block Grants, and elderly housing, let me go back to that, elderly housing programs, all that I just identified are just some of the many programs whose budgets have been placed on the chopping block in this bill.

I find it incomprehensible as to why the majority in this body continues to cut funding for public housing assistance at a time when people need it most. Do my colleagues realize that it costs much less to keep someone in a home or apartment than it does to put a roof over their head once they have become homeless?

I ask: Where is Congress's commitment to keeping people in their homes? Where is our commitment to helping those most in need? If we are committed to them, then we certainly have a weird way of showing it around here.

Later today, Representative AL GREEN and I are going to offer an amendment to restore funding for fair housing activities at HUD. I am hopeful that the House will approve our amendment along with others who would seek to restore funding for section 8 vouchers, rural housing programs, and the HOPE VI program, which is completely eliminated in this bill.

□ 1515

Additionally, the underlying legislation cuts Amtrak's funding next year by more than one-third to a level that is barely half of what Amtrak has identified to continue operating at its current level.

Yesterday in the Rules Committee, the subcommittee's ranking Democrat, my good friend, Representative OLVER, asked that his amendment restoring \$400 million in Amtrak funding cuts be made in order under the rule.

Why did he need a waiver? Because unlike other amendments that will be offered today, Mr. OLVER's amendment would have paid for itself by rolling

back a small portion of the tax cuts to those making \$1 million or more. The rule, however, blocks Mr. OLVER from offering his amendment. As a result, the House will never have the opportunity to vote on restoring funding cuts to Amtrak.

I find it so difficult to believe that we think that it is okay to have a second-hand rail system in this country. That is foolish. And somehow or another we must preserve the integrity of the last remaining rail system of consequence for people in a corridor to be transported.

Finally, I intend to offer an amendment which prohibits the Federal Aviation Administration from consolidating or eliminating Terminal Radar Control Centers, or TRACONs, at airports in federally designated high threat urban areas.

In some places, FAA's TRACON consolidation program is leaving entire States without an approach radar system to coordinate and oversee approaching air traffic in that State. In other instances, consolidation runs the risk of placing undue stress on nearby TRACONs already having to deal with larger air spaces and staffing shortfalls.

The consolidation of these centers in high risk urban areas which are already considered to be at greater risk for terrorist attack or for natural disasters is not good policy. Do we really want to limit the capacity of our air traffic radar systems during national emergencies, especially if Congress can do something about it?

I hope that my colleagues will support my amendment later today. Case in point. In West Palm Beach, Florida, what we find is that one is being consolidated into Miami. And if that whole radar system goes down, when we have a natural hurricane disaster, as is always the potential, then we do not have, if the Miami system goes down, the backup of the West Palm Beach radar system. Mr. Speaker, I find it very difficult to believe that FAA does not understand that.

Mr. Speaker, in my 14 years in the House, I have been fond of saying that the budget and appropriations bills present Congress with the opportunity to outline its priorities. The underlying transportation appropriations bill provides the American people with the grim reality that the majority in this body would rather cut the taxes of those of us in our society who are better off financially, they would rather cut our taxes than pay for housing assistance programs which benefit the less fortunate in our country.

This is not political rhetoric, as some on the other side of the aisle may suggest today. On the contrary, it is the obvious and very real fiscal mess which we have all brought upon ourselves. How we get out of this mess will be up to the American people in just a few short months. I urge my colleagues to oppose this rule.

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

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I simply would reiterate that the legislation we bring to the floor today by this rule appropriates 6 percent more for the Departments of Transportation and Treasury and Housing and Urban Development, and the Judiciary and District of Columbia and other agencies, 6 percent more than last year.

And we are proud of the legislation we bring forth. I know that Chairman KNOLLENBERG has worked long and hard, as well as many of our members of the Appropriations Committee on this legislation, to prioritize needs and to bring forth as fair a piece of legislation as possible.

With regard to the area of housing, the bill, as I stated before, includes funding for important programs such as the tenant-based rental assistance, also known as Section 8, and as a matter of fact, the bill includes over \$21 billion for the program, an increase of over \$800 million from last year.

I think Chairman KNOLLENBERG has done a very good job, and he deserves our commendation, as do the other members of the committee.

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

Mr. HASTINGS of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, before yielding to Mr. OLVER, I would just respond to my friend who brags about a 6 percent increase. He and I have districts that are very close to each other, we adjoin each other, but we evidently live in different sections of south Florida where fair housing programs are being cut in this program, with a 2.2 percent reduction.

Community development financial assistance, a cut of \$15½ million; tenant-based rental assistance program that you just talked about, my good friend from Florida, is funded at \$14.3 billion. You say that is a great increase. Guess what the administration requested? \$100 million more that they did not get.

Project-based rental assistance is cut \$200 million. Cost-share requirement for HUD earmark, the bill requires that HUD earmarks in the bill is subject to a 40 percent cost sharing. Rural housing received a cut. Public housing capital fund, \$261 million, 10 percent below for fiscal year 2006.

How in the world can you all make increases out of cuts, when in fact people are hurting and need adequate housing?

Mr. Speaker, I yield 6 minutes to the distinguished gentleman from Massachusetts (Mr. OLVER).

Mr. OLVER. I thank the gentleman from Florida for yielding me the time.

Mr. Speaker, once again, I am going to dwell upon what my Member from the Rules Committee has already spoken about. The majority of the House shows its true priorities.

The rule that we have before us today does not make in order my amendment that reflects some very important national priorities. My amendment would have added a badly needed \$1.7 billion to the bill. Specifically it would have provided increases for the following programs: First, \$400 million for Amtrak, which would bring total funding to \$1.3 billion, just barely above last year's \$1.294 billion, and allow Amtrak to continue to provide national intercity passenger rail service.

Remember that the Transportation, Treasury, HUD bill proposes a \$900 million amount for Amtrak, which is below, \$394 million below the 2006 enacted, which would at least require substantial cuts in service provided, and probably in routes, the termination of routes in order to manage to get through the year. And without that money, they would have no chance of dealing with the huge backlog of infrastructure improvements that affect reliability and safety of the system.

Second, the amendment would have provided a \$636 million increase for public housing operating fund. That is the level of funding of \$3.56 billion that is already there, but that account funds the operating costs that exceed the rents that the public housing authorities may legally collect, and provides for major operating costs, including building maintenance, utilities and services for residents.

Remember that public housing authorities operate in every single congressional district in the country and serve the lowest income elderly people, for the most part, in that process. And the President's request, according to HUD's figures, only provide 85 percent of the authorities' operating requirement.

Third, the amendment would have provided a \$261 million increase for the public housing capital fund, which is funded in the bill at 10 percent below fiscal year 2006. Funding for this has declined steadily since 2001 when \$3 billion was provided, and there is a \$20 billion backlog in public housing capital repair needs, which really goes to the backlog of modernization, rehabilitation and replacement of housing units.

Fourth, \$144 million was provided in my amendment for tenant-based voucher programs, which just would restore funding levels to the President's request in the President's budget for this year.

Fifth, \$100 million was provided in my amendment for the HOPE VI program for revitalization of public housing. The bill before us provides no funding for HOPE VI. This is the fourth year in a row that the administration has proposed eliminating the program, and it is zeroed out in the committee bill before us as the program for revitalizing severely distressed public housing.

Sixth, there was a total of \$89 million provided for increases in construction

for housing for the elderly and housing for the disabled, which with what is provided in the bill would bring the total for that pair of accounts to less than 1 percent above the enacted level of 3 years ago, and this at a time when all of the demographic studies show that the average age of our population is rising steadily, and our over-80 elder population represents the fastest growing cohort.

Seventh, \$30 million increase for the CDFI program, which has been enormously successful in leveraging, by at least 20-1, additional private investment in underserved communities. \$40 million is appropriated for the CDFI fund, and while the subcommittee bill is an improvement over the President's request, it is still a 25 percent cut from the 2006 enacted number.

Eighth, there was a \$30 million amount for the rural housing and economic development program that is zeroed out in the bill before us. My amendment was fully offset by a 4.11 percent reduction to the tax cuts for individuals making over \$1 million annually. That represents a \$4,700 on average cut from the \$114,000-plus tax cut for those millionaire individuals.

The chairman of the subcommittee had faced difficult choices in this bill. The President's budget was inadequate in many respects, and left holes that had to be filled. The chairman did his best to provide a fair allocation of money within the amount assigned to the subcommittee, and in spite of the chairman's creativity, many problems still remain because of the majority party's decision to make tax cuts to the wealthiest 1 percent their number one priority. The majority party would rather help those that do not need help than those that do. My amendment would have corrected some of this imbalance.

I urge all of my colleagues to put our national priorities first and oppose this rule.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I simply reiterate that we bring this legislation forth with an open rule, which means that any Member of the House who has an idea for more funding for one program, less funding for another, they can bring forth any amendment as long as they obviously follow the rules of the House.

So we are bringing forth this appropriations bill with an open rule, we look forward to debate. We think it is good legislation.

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

□ 1530

Mr. HASTINGS of Florida. Mr. Speaker, I yield 2 minutes to the distinguished gentleman from Oregon (Mr. BLUMENAUER), my good friend and classmate.

Mr. BLUMENAUER. Mr. Speaker, I will be brief. I appreciate the gentleman's courtesy; and I agree, this is a

difficult challenge that the committee has faced. I look forward to full and vigorous debate.

I would just call attention to one element here on page 77, where the committee expresses its reservations about using land use and economic development as measures for new starts in terms of transit projects; and I would respectfully suggest that we need to have a serious conversation with the committee and staff, because they are sort of missing the boat in terms of what we did laboriously in the transportation and infrastructure committee for the last 2 years. There are 84 communities around the country that are interested in streetcars under the Small Starts Program to be able to move forward in something that isn't as expensive as light rail or heavy rail.

The whole reason communities are interested is because it has very powerful economic development impact, and it can prevent congestion in the first place because it encourages development along that streetcar line. The streetcar line can be built quickly, cheaply; and it prevents people from having to move out to vast stretches of the countryside and then come in.

I would hope that we would be able to work with the subcommittee to be able to give them examples of what is happening around the country and why people in Chicago and Charlotte are interested in what has already happened in my community in Portland, Oregon.

The subcommittee's suggestion that somehow this money come from HUD community block grant funding is a little off base because my understanding is those monies aren't supposed to be for transportation. The streetcar program, the Small Starts Program, is very definitely transportation, very definitely transit; and it enables us to avoid some of that congestion in the first place.

I look forward to a conversation with the committee at a later date.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, we have no further speakers on this side of the aisle, and I reserve the balance of my time.

Mr. HASTINGS of Florida. Mr. Speaker, I yield 2 minutes to the gentleman from Utah (Mr. MATHESON).

Mr. MATHESON. Mr. Speaker, I rise today to ask my colleagues to oppose the previous question. I do not think it is appropriate to let this bill go through without an up-or-down vote on whether or not Congress should have an increase in its own pay.

The effect of this legislation is that is exactly what is going to happen. Here we are in a circumstance where we continue to swim in a lake of red ink, \$8 trillion now. Our debt is above that now.

We just voted on a \$94 billion supplemental earlier today. I don't think it is appropriate to have this cost increase, this increase in salary for Members of Congress go through without an up-or-down vote. That is why I encourage my

colleagues to oppose the previous question, because a “no” vote on the previous question will give Members the opportunity to vote up or down on the automatic cost-of-living pay raise for Members of Congress.

If the previous question is defeated, I will offer an amendment to this rule. My amendment will block the fiscal year 2007 cost-of-living pay raise for Members of Congress. I urge my colleagues to vote “no” on the previous question so that we can have a debate and vote on this issue in the light of day.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, I reserve the balance of my time.

Mr. HASTINGS of Florida. Mr. Speaker, I have no further speakers at this time, and I yield back the balance of my time.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, again I am very proud of the work of Chairman KNOLLENBERG and the rest of the Members who have worked hard on this appropriation bill. We think it is a good bill. It is fair. We bring it forward to an open rule, which permits any germane amendment to be introduced, discussed, debated by this House.

I look forward to the debate. We are proud of the underlying legislation as well as the rule that we bring it forth with.

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

The SPEAKER pro tempore. The question is on ordering the previous question.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for electronic voting, if ordered, on the question of adoption of the resolution.

The vote was taken by electronic device, and there were—yeas 249, nays 167, not voting 16, as follows:

[Roll No. 261]

YEAS—249

Abercrombie	Bonner	Cooper
Ackerman	Bono	Costa
Akin	Boucher	Costello
Alexander	Boyd	Cramer
Andrews	Brady (PA)	Crenshaw
Baca	Brady (TX)	Crowley
Bachus	Brown (SC)	Cubin
Baker	Brown, Corrine	Culberson
Baldwin	Burton (IN)	Cummings
Barton (TX)	Butterfield	Davis (AL)
Bass	Buyer	Davis (FL)
Beauprez	Calvert	Davis (IL)
Berman	Camp (MI)	Davis, Tom
Biggart	Campbell (CA)	DeGette
Bilbray	Cannon	Diaz-Balart, L.
Bilirakis	Cantor	Diaz-Balart, M.
Bishop (GA)	Capuano	Dicks
Bishop (UT)	Cardin	Dingell
Blackburn	Clay	Doolittle
Blumenauer	Cleaver	Doyle
Blunt	Clyburn	Dreier
Boehlert	Cole (OK)	Ehlers
Bonilla	Conaway	Engel

English (PA)	Larsen (WA)	Rohrabacher
Eshoo	Larson (CT)	Ros-Lehtinen
Everett	LaTourette	Rothman
Farr	Lee	Roybal-Allard
Fattah	Levin	Ruppersberger
Feeney	Lewis (CA)	Rush
Ferguson	Linder	Sabo
Foley	Lipinski	Sanchez, Linda
Fortenberry	Lowey	T.
Frank (MA)	Lucas	Sanchez, Loretta
Franks (AZ)	Lungren, Daniel	Saxton
Frelinghuysen	E.	Schakowsky
Gallely	Mack	Schmidt
Garrett (NJ)	Marchant	Scott (VA)
Gilchrest	Markey	Serrano
Gillmor	Matsui	Shadegg
Gohmert	McCarthy	Shaw
Gonzalez	McCotter	Sherman
Goodlatte	McCrery	Simpson
Granger	McDermott	Skelton
Graves	McGovern	Slaughter
Green, Al	McHugh	Smith (NJ)
Green, Gene	McKeon	Smith (TX)
Grijalva	McNulty	Smith (WA)
Gutierrez	Meehan	Solis
Gutknecht	Meek (FL)	Souder
Harnman	Meeks (NY)	Stark
Harris	Millender-	Sullivan
Hastings (FL)	McDonald	Sweeney
Hastings (WA)	Miller, Gary	Tancred
Hefley	Miller, George	Tauscher
Herger	Mollohan	Terry
Hinchey	Moore (WI)	Thomas
Hinojosa	Moran (VA)	Thompson (CA)
Hobson	Murtha	Thompson (MS)
Hoekstra	Musgrave	Thornberry
Honda	Myrick	Tiahrt
Hostettler	Nadler	Tiberi
Hoyer	Neal (MA)	Turner
Hunter	Ney	Upton
Hyde	Nunes	Velazquez
Inglis (SC)	Oberstar	Visclosky
Israel	Oliver	Walsh
Issa	Ortiz	Wasserman
Istook	Owens	Schultz
Jackson (IL)	Oxley	Waters
Jackson-Lee	Pallone	Watson
(TX)	Pascarell	Watt
Jefferson	Pastor	Waxman
Johnson, E. B.	Pelosi	Weiner
Johnson, Sam	Pence	Weldon (FL)
Jones (OH)	Pombo	Weller
Kanjorski	Price (GA)	Wexler
Kilpatrick (MI)	Pryce (OH)	Wicker
King (IA)	Putnam	Wilson (NM)
King (NY)	Radanovich	Wilson (SC)
Kingston	Rangel	Wolf
Kirk	Regula	Woolsey
Kline	Rehberg	Wynn
Knollenberg	Reyes	Young (AK)
Kolbe	Reynolds	Young (FL)
Lantos	Rogers (AL)	

NAYS—167

Aderholt	Davis, Jo Ann	Inslee
Allen	DeFazio	Jenkins
Baird	Delahunt	Jindal
Barrett (SC)	Dent	Johnson (CT)
Barrow	Doggett	Johnson (IL)
Bartlett (MD)	Drake	Jones (NC)
Bean	Duncan	Kaptur
Becerra	Edwards	Keller
Berry	Emanuel	Kelly
Bishop (NY)	Emerson	Kennedy (MN)
Boozman	Etheridge	Kildee
Boren	Filner	Kind
Boswell	Fitzpatrick (PA)	Kucinich
Boustany	Flake	Kuhl (NY)
Bradley (NH)	Forbes	LaHood
Brown (OH)	Ford	Langevin
Brown-Waite,	Fossella	Latham
Ginny	Fox	Leach
Burgess	Lewis (KY)	Lewis (KY)
Capito	LoBiondo	LoBiondo
Capps	Lofgren, Zoe	Lofgren, Zoe
Cardoza	Goode	Lynch
Carnahan	Gordon	Maloney
Carson	Green (WI)	Marshall
Carter	Hall	Matheson
Case	Hart	McCauley (TX)
Castle	Hayes	McCollum (MN)
Chabot	Hayworth	McHenry
Chandler	Hensarling	McIntyre
Chocola	Hereth	McKinney
Coble	Higgins	McMorris
Cuellar	Holden	Melancon
Davis (CA)	Holt	Mica
Davis (KY)	Hooley	Michaud
Davis (TN)	Hulshof	Miller (FL)

Miller (NC)	Porter	Shimkus
Moore (KS)	Price (NC)	Shuster
Moran (KS)	Rahall	Simmons
Murphy	Ramstad	Snyder
Napolitano	Renzi	Sodrel
Neugebauer	Rogers (KY)	Spratt
Northup	Rogers (MI)	Stearns
Norwood	Ross	Stupak
Obey	Royce	Tanner
Osborne	Ryan (OH)	Taylor (MS)
Otter	Ryan (WI)	Taylor (NC)
Paul	Ryun (KS)	Tierney
Pearce	Salazar	Towns
Peterson (MN)	Sanders	Udall (CO)
Peterson (PA)	Schiff	Udall (NM)
Petri	Schwartz (PA)	Van Hollen
Pickering	Schwarz (MI)	Walden (OR)
Pitts	Scott (GA)	Wamp
Platts	Sensenbrenner	Westmoreland
Poe	Shays	Whitfield
Pomeroy	Sherwood	Wu

NOT VOTING—16

□ 1605

Mr. MURPHY, Mr. DUNCAN, Mrs. DRAKE, Mr. JENKINS, Mr. FLAKE, Mrs. MALONEY, Messrs. KIND, COBLE, SHIMKUS, NORWOOD, RYAN of Wisconsin, MILLER of Florida, PAUL, PICKERING, FOSSELLA, HAYES, PETERSON of Minnesota, HENSARLING, Mrs. CAPITO, Messrs. ROGERS of Kentucky, RENZI, BURGESS, GERLACH, CARTER, DAVIS of Kentucky, SCHWARZ of Michigan, WESTMORELAND, LATHAM, and HALL changed their vote from “yea” to “nay.”

Mr. FATTAH, Ms. SLAUGHTER, Messrs. GENE GREEN of Texas, RANGEL, STARK, WAXMAN, NADLER, OWENS, and PASTOR changed their vote from “nay” to “yea.”

So the previous question was ordered.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mr. DANIEL E. LUNGREN of California). The question is on the resolution.

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

RECORDED VOTE

Mr. HASTINGS of Florida. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

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

The vote was taken by electronic device, and there were—aye 221, noes 194, not voting 17, as follows:

[Roll No. 262]

AYES—221

Aderholt	Boehlert	Cannon
Akin	Boehner	Cantor
Alexander	Bonilla	Capito
Bachus	Bonner	Carter
Baker	Bono	Chocola
Barrett (SC)	Boozman	Coble
Bartlett (MD)	Boustany	Cole (OK)
Barton (TX)	Bradley (NH)	Conaway
Bass	Brown (SC)	Crenshaw
Beauprez	Brown-Waite,	Cubin
Berman	Ginny	Culberson
Biggart	Burgess	Davis (KY)
Bilbray	Burton (IN)	Davis, Jo Ann
Bilirakis	Buyer	Davis, Tom
Bishop (UT)	Calvert	Dent
Blackburn	Camp (MI)	Diaz-Balart, L.
Blunt	Campbell (CA)	Diaz-Balart, M.

Doolittle
Drake
Dreier
Duncan
Ehlers
Emerson
English (PA)
Everett
Feeney
Ferguson
Foley
Forbes
Fortenberry
Fossella
Foxx
Franks (AZ)
Frelinghuysen
Gallegly
Garrett (NJ)
Gerlach
Gibbons
Gilchrest
Gillmor
Gingrey
Gohmert
Goodlatte
Granger
Graves
Green (WI)
Gutknecht
Hall
Harris
Hart
Hastings (WA)
Hayes
Hayworth
Hefley
Hensarling
Herger
Hobson
Hoekstra
Hostettler
Hulshof
Hunter
Hyde
Inglis (SC)
Issa
Istook
Jefferson
Jenkins
Jindal
Johnson (CT)
Johnson (IL)
Johnson, Sam
Jones (NC)
Kaptur
Keller
Kelly

Kennedy (MN)
King (IA)
King (NY)
Kingston
Kirk
Kline
Knollenberg
Kolbe
Kuhl (NY)
LaHood
Larsen (WA)
Latham
LaTourette
Leach
Lewis (CA)
Lewis (KY)
Linder
Lucas
Lungren, Daniel
E.
Mack
Marchant
McCaul (TX)
McCotter
McCrery
McDermott
McHenry
McHugh
McKeon
McMorris
Mica
Miller (FL)
Miller, Gary
Mollohan
Moran (KS)
Murphy
Murtha
Musgrave
Myrick
Neugebauer
Ney
Northup
Norwood
Nunes
Oberstar
Osborne
Otter
Oxley
Pearce
Pence
Peterson (PA)
Petri
Pickering
Pitts
Poe
Pombo
Pomeroy
Porter

Price (GA)
Pryce (OH)
Putnam
Radanovich
Regula
Rehberg
Renzi
Reynolds
Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Royce
Ryan (WI)
Ryun (KS)
Saxton
Schmidt
Schwarz (MI)
Sensenbrenner
Shadegg
Shaw
Shays
Sherwood
Shimkus
Shuster
Simpson
Smith (NJ)
Smith (TX)
Sodrel
Souder
Stearns
Sullivan
Sweeney
Tancredo
Taylor (NC)
Terry
Thomas
Thornberry
Tiahrt
Tiberti
Turner
Upton
Walden (OR)
Walsh
Wamp
Weldon (FL)
Weller
Westmoreland
Whitfield
Wicker
Wilson (NM)
Wilson (SC)
Wolf
Young (AK)
Young (FL)

NOES—194

Abercrombie
Ackerman
Allen
Andrews
Baca
Baird
Baldwin
Barrow
Bean
Becerra
Berry
Bishop (GA)
Bishop (NY)
Blumenauer
Boren
Boswell
Boucher
Boyd
Brady (PA)
Brown (OH)
Brown, Corrine
Butterfield
Capps
Capuano
Cardin
Cardoza
Carnahan
Carson
Case
Castle
Chabot
Chandler
Clay
Cleaver
Clyburn
Cooper
Costa
Costello
Cramer

Crowley
Cuellar
Cummings
Davis (AL)
Davis (CA)
Davis (FL)
Davis (IL)
Davis (TN)
DeFazio
DeGette
Delahunt
Dicks
Dingell
Doggett
Doyle
Edwards
Emanuel
Engel
Eshoo
Etheridge
Farr
Fattah
Filner
Fitzpatrick (PA)
Flake
Ford
Frank (MA)
Gonzalez
Goode
Gordon
Green, Al
Green, Gene
Grijalva
Gutierrez
Harman
Hastings (FL)
Herseth
Higgins
Hinchey

Hinojosa
Holden
Holt
Honda
Hooley
Hoyer
Inslee
Israel
Jackson (IL)
Jackson-Lee
(TX)
Johnson, E. B.
Jones (OH)
Kanjorski
Kildee
Kilpatrick (MI)
Kind
Kucinich
Langevin
Lantos
Larson (CT)
Lee
Levin
Lipinski
LoBiondo
Lofgren, Zoe
Lowey
Lynch
Maloney
Markey
Marshall
Matheson
Matsui
McCarthy
McCollum (MN)
McGovern
McIntyre
McKinney
McNulty

Meehan
Meek (FL)
Meeks (NY)
Melancon
Michaud
Millender
McDonald
Miller (NC)
Miller, George
Moore (KS)
Moore (WI)
Moran (VA)
Nadler
Napolitano
Neal (MA)
Obey
Oliver
Ortiz
Owens
Pallone
Pascarell
Pastor
Paul
Pelosi
Peterson (MN)
Platts
Price (NC)

Rahall
Ramstad
Rangel
Reyes
Ross
Rothman
Roybal-Allard
Ruppersberger
Rush
Ryan (OH)
Sabo
Salazar
Sánchez, Linda
T.
Sanchez, Loretta
Sanders
Schakowsky
Schiff
Schwartz (PA)
Scott (GA)
Scott (VA)
Serrano
Sherman
Simmons
Skelton
Slaughter
Smith (WA)

Snyder
Solis
Spratt
Stark
Stupak
Tanner
Tauscher
Taylor (MS)
Thompson (CA)
Thompson (MS)
Tierney
Towns
Udall (CO)
Udall (NM)
Van Hollen
Velázquez
Visclosky
Wasserman
Schultz
Waters
Watson
Watt
Waxman
Weiner
Wexler
Woolsey
Wynn

NOT VOTING—17

Berkley
Brady (TX)
Conyers
Deal (GA)
DeLauro
Evans

Kennedy (RI)
Lewis (GA)
Manzullo
Miller (MI)
Nussle
Payne

Reichert
Sessions
Strickland
Weldon (PA)
Wu

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Members are advised there are 2 minutes left in this vote.

□ 1614

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.

PERSONAL EXPLANATION

Mr. REICHERT. Mr. Speaker, on June 13, 2006, I missed the following rollcall votes:

(1) Rollcall No. 261, Previous Question on H. Res. 865.

(2) Rollcall Vote No. 262, Adoption of H. Res. 865, the Rule for H.R. 5576—Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act for FY07.

Had I been present, I would have voted “nay” to rollcall vote 261, and “aye” to rollcall vote 262.

PERSONAL EXPLANATION

Mr. WELDON of Pennsylvania. Mr. Speaker, on rollcall No. 261 and 262, I was unavoidably detained giving a speech to a policy conference sponsored by Brookings Institute.

Had I been present, I would have voted “no” on 261 and “aye” on 262.

GENERAL LEAVE

Mr. KNOLLENBERG. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5576, and that I may include tabular material on the same.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

TRANSPORTATION, TREASURY, HOUSING AND URBAN DEVELOPMENT, THE JUDICIARY, THE DISTRICT OF COLUMBIA AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2007

The SPEAKER pro tempore. Pursuant to House Resolution 865 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. 5576.

□ 1616

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. 5576) making appropriations for the Departments of Transportation, Treasury, and Housing and Urban Development, the Judiciary, District of Columbia, and independent agencies for the fiscal year ending September 30, 2007, and for other purposes, with Mr. DREIER in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Michigan (Mr. KNOLLENBERG) and the gentleman from Massachusetts (Mr. OLIVER) each will control 30 minutes.

The Chair recognizes the gentleman from Michigan.

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

I am pleased to present the House H.R. 5576, the fiscal year 2007 Transportation-Treasury-HUD appropriations bill, which was passed out of committee by a voice vote on June 6.

As you know, this is only the subcommittee's second year with its current jurisdiction, and I believe the product before the House is worthy of strong support. It is a fiscally responsible bill funding high priority programs and eliminating Federal funds for other programs that are duplicative or ineffective.

I am aware of a number of amendments that would seek to undo these decisions, but I want people to know we made these decisions by looking at program performance, effectiveness and a balance of other priorities in the bill.

The bill before us is at our 302(b) allocation of \$67.8 billion in BA, and provides total budgetary resources, including transportation obligation limitations and mandatory spending of \$139.7 billion, an increase of \$8.5 billion over last year and \$1 billion over the request.

Many of the increases over the budget request are due to House rule mandating certain funding levels for highways, transit and aviation programs; restoring CDBG funding in the bill; and some scoring differences between CBO and OMB.

Mr. Chairman, I would like to salute the hard work of the subcommittee