

WAIVING REQUIREMENT OF
CLAUSE 4(b) OF RULE XI WITH
RESPECT TO SAME DAY CONSID-
ERATION OF CERTAIN RESOLU-
TIONS REPORTED FROM COM-
MITTEE ON RULES

Mr. MCINNIS. MR. SPEAKER, BY DIRECTION OF THE COMMITTEE ON RULES, I CALL UP HOUSE RESOLUTION 445 AND ASK FOR ITS IMMEDIATE CONSIDERATION.

The clerk read the resolution, as follows:

H. RES. 445

Resolved, That the requirement of clause 4(b) of rule XI for a two-thirds vote to consider a report from the Committee on Rules on the same day it is presented to the House is waived with respect to any resolution reported from that committee on the legislative day of May 22, 1998, providing for consideration or disposition of the bill (H.R. 2400) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, an amendment thereto, a conference report thereon, or an amendment reported in disagreement from a conference thereon.

The SPEAKER pro tempore (Mr. EVERETT). The gentleman from Colorado (Mr. MCINNIS) is recognized for 1 hour.

Mr. MCINNIS. Mr. Speaker, for purposes of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MOAKLEY), 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. Speaker, House Resolution 445 is a simple resolution. The proposed rule merely waives the requirement of clause 4(b) of Rule XI for a two-thirds vote to consider a report from the Committee on Rules on the same day it is presented to the House for resolutions reported from the committee on May 22, 1998, under certain circumstances.

This narrow, short-term, waiver only applies to special rules providing for the consideration or disposition of H.R. 2400, BESTEA, which will authorize funds for the Federal-aid highways, highway safety programs, transit programs and for other purposes, amendments thereto, a conference report thereon, or an amendment reported in disagreement from a conference for H.R. 2400.

Mr. Speaker, House resolution 445 was reported by the Committee on Rules with voice vote. The Committee recognizes the need for an expedited procedure to bring this important bill forward as soon as possible.

Mr. Speaker, approval of the conference report to H.R. 2400 will provide desperately needed funds to help rebuild America's roads and bridges. This legislation provides the resources to meet America's infrastructure needs. Simply put, this bill is going to build America, reduce congestion, save lives. I urge my colleagues to support House Resolution 445.

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

Mr. MOAKLEY. Mr. Speaker, I thank the gentleman from Colorado (Mr.

MCINNIS), my good friend, for yielding me the customary half hour, and I yield myself such time as I may consume.

Mr. Speaker, this rule waiving the two-thirds requirement for same day consideration of the transportation conference report is really a terrible way to legislate.

This conference report has only been available to Members for a very short period of time, and I would be willing to bet that most Members have not seen this legislation, and that very few, if any, have had a chance to read the whole conference report, unless they are actually a member of the conference committee.

Mr. Speaker, this bill is a major piece of legislation which impacts every single Congressional District in this country, but few in the House have had an opportunity to look at the final product. We are spending billions upon billions of dollars, and we should know what we are voting on.

However, having said that, I will not oppose the rule because I realize that this conference report needs to be considered by the House before we leave for the Memorial Day break. We need to get highway construction monies back in the pipeline in time for the summer construction period.

I can only add that I hope the leadership will exercise more caution in the future when a bill of this magnitude comes before the House so that it will give Members sufficient time to read and fully comprehend the contents before voting on such comprehensive, far-reaching, expensive legislation.

Mr. Speaker, although this is not a good way to legislate, this transportation bill is far too important to let it fall by the wayside at this late hour, so I will reluctantly support this two-thirds rule.

Mr. Speaker, I yield back the balance of my time.

Mr. MCINNIS. 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 resolution was agreed to.

A motion to reconsider was laid on the table.

WAIVING POINTS OF ORDER
AGAINST CONFERENCE REPORT
ON H.R. 2400, BUILDING EFFI-
CIENT SURFACE TRANSPOR-
TATION AND EQUITY ACT OF 1998

Mr. MCINNIS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 449 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 449

Resolved, That upon adoption of this resolution it shall be in order to consider the conference report to accompany the bill (H.R. 2400) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. All

points of order against the conference report and against its consideration are waived. The conference report shall be considered as read.

The SPEAKER pro tempore. The gentleman from Colorado (Mr. MCINNIS) is recognized for 1 hour.

Mr. MCINNIS. Mr. Speaker, for purposes of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MOAKLEY), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for purpose of debate only.

House Resolution 449 is a straightforward resolution. The proposed rule merely waives all points of order against the conference report and against its consideration. This resolution was reported out of the Committee on Rules by a voice vote.

Mr. Speaker, the approval of House Resolution 449 will allow us to move forward with the consideration of the conference report to H.R. 2400, the new highway bill entitled the Transportation and Equity Act for the 21st Century.

Mr. Speaker, this is legislation that will provide desperately needed funds to help rebuild America's roads and bridges. This bill provides the resources to meet America's infrastructure needs.

Furthermore, the legislation improves safety on America's highways. For example, the conference report significantly strengthens drunk driving protections, including an increase in funding to help States enact and enforce programs to combat drunk driving. States can strengthen the .08 blood alcohol concentration legal limits, license revocation for repeat offenders, young offenders aged 21-34, and other targeted efforts.

Mr. Speaker, I urge my colleagues to support House Resolution 449 and the underlying legislation.

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

Mr. MOAKLEY. Mr. Speaker, I once again thank the gentleman from Colorado (Mr. MCINNIS) for yielding me the customary half-hour, and I yield myself such time as I may consume.

Mr. Speaker, I would like to at this time congratulate my colleagues, the gentleman from Pennsylvania (Mr. BUD SHUSTER) and the ranking member, the gentleman from Minnesota (Mr. JIM OBERSTAR), for their very hard work on this bill.

Despite the months and months of clamoring, despite the vastly different transportation needs of the 50 States, the gentleman from Pennsylvania and the gentleman from Minnesota have managed to come up with a bill that satisfies the vast majority of Members and, for that, they deserve our thanks.

I am sure that most Members would change a thing or two in this bill if they could, but, all things being considered, it is about the best we are going to get, and I urge all my colleagues to support it.

As far as I am concerned, this conference report is coming not a moment too soon. The Intermodal Surface Transportation Efficiency Act of 1997 expired in September of 1997. It is critical that we do not leave the States with enormous half-finished transportation projects on their hands.

Mr. Speaker, a lot of people take America's infrastructure for granted. They get in their car and drive to work or school without even thinking about it. But those roads they drive and those bridges they cross do not last forever, especially in the northeast, and we need to do our best to make sure they stay as safe and as accessible as possible.

So anyone who does not understand the need for transportation funding needs to remember that this is how we get our products to the market, this is how we get our Reebok sneakers to the malls, our Gillette blades to the malls, and our computer chips to the docks to be sent overseas.

A good transportation system creates jobs, keeps America safe and advances our country's economy. The conference report we are considering today is a 6-year bill that retains the basic structure from ISTEA, including its good environmental programs and its commitment to safety.

It also encourages equal opportunities by keeping the disadvantaged business enterprise program for women and minority-owned construction firms.

I am happy to say, Mr. Speaker, that this bill applies Federal labor standards and employee protections like the Davis-Bacon Act for people working on the highway and transit projects that are contained in this bill.

In my opinion, Mr. Speaker, the safety programs in this bill are well worth it. Every year some 40,000 people die in motor-vehicle-related deaths in this country. And if this bill improves highway safety enough to lower that number by just one, it is well worth it.

Once again, Mr. Speaker, I thank the chairman of the committee, the gentleman from Pennsylvania (Mr. SHUSTER), and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), for their outstanding work on this bill; and I urge my colleagues to support the rule.

Mr. Speaker, I yield such time as he may consume to the gentleman from Wisconsin (Mr. OBEY), the ranking member of the Committee on Appropriations.

Mr. OBEY. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, I take this time on the rule to simply announce to the House that I intend to oppose the conference report and, if I have the opportunity, I intend to offer a motion to recommit.

I do so for the following reasons: Number one, this bill is a budget bust-er. It is a veritable pork bonanza. It now contains not the 1,500 special projects which we were told about yesterday. I am told that it now contains about 1,800 special projects. That is 80

percent more projects in 1 year than was provided by the Congress in the previous 42 years of the history of the Highway Act combined.

There are projects in here that have been scrutinized by no one other than the Member who requested them. There are a number of projects that have nothing whatsoever to do with transportation. There is funding for museums, the Corporation for Public Broadcasting, grants to medical schools, direct subsidy payments to private corporations, money paid to trade schools, renovations for historic buildings. A lot of that may be worthy, but it has no business in a highway bill.

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I would say that I do not know how many Members know it, but this bill actually authorizes a \$120 million project for a highway in a foreign country, \$120 million for a highway in Canada, paid for by U.S. taxpayers.

The worst thing about this bill in my view is that it is financed out of the hides of veterans' health care and now, as of early this morning, out of child care for our kids, Meals on Wheels for our seniors, foster care, and adoption services for orphans, because the bill provides for a \$2 billion cut in the title XX block grant. So we are again pummeling the most defenseless people in this society in order to provide more concrete.

I am a strong supporter of highway construction, but I do not want to build roads on the backs of kids who need child care and poor seniors who have difficulty getting their wheelchair to the sidewalk and are not going to be getting congregate meals and will not have the luxury of using the public highways. It just seems to me that this is an irresponsible bill, a spectacularly irresponsible bill.

I would close by reading two paragraphs from two letters from veterans' organizations. One from the Disabled American Veterans reads: "We strongly urge a no vote on the previous question for consideration of any such recommitment motion. Defeat of the previous question will allow the veterans' recommitment motion to be offered and give veterans the straight up or down vote on this proposal to cut compensation, which simple fairness dictates they be given."

Paralyzed Veterans of America says as follows: "It has been purported that veterans do now agree to the offsets due to the inclusion of certain other increases in benefits."

This is patently untrue. Paralyzed Veterans Association, and I am sure other veterans' organizations, have never supported the increase of one benefit at the expense of another. The conferees should reconsider their actions in using veterans' funds as offsets to pay for transportation highway projects that far exceed the levels established in last year's Balanced Budget Amendment.

That is why, Mr. Speaker, if I have the opportunity, I will plan to offer a

motion to recommit this conference report and ask the conferees to take out the cut in veterans' funding. If someone attempts to preempt my motion with a sweetheart motion that denies the House an up or down vote on the veterans' issue, I will ask for a rollcall on the previous question. Veterans' groups have indicated in writing that they strongly support the motion that I will offer.

Mr. MOAKLEY. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. EDWARDS).

Mr. EDWARDS. Mr. Speaker, I respect those who have worked hard to develop America's highway infrastructure. I believe that is an important function of the Federal Government.

But for anyone who has come to this Congress on the platform of fiscal responsibility, I would like to suggest there is something very wrong with our voting in just a few minutes to spend \$200 billion of our taxpayers' money, when frankly I cannot get a copy of the bill to even look at before we vote on it.

Whether one thinks this could be a great bill or one thinks it is a horrible bill, the fact is that we are about to spend \$200 billion and most Members have not even had a chance to look at the bill. It is fiscally irresponsible.

Whether you are Republican or a Democrat or an Independent, the fact is that this does not make sense for us to so cavalierly spend that much money of taxpayers' dollars without being given a fair opportunity to review the details of this bill.

A few minutes ago, I was told by staff that we could get a copy of this bill sometime tomorrow, of course, after we have voted on it. And I guess it would be nice if they vote for this to get a copy tomorrow so they can tell their constituents what is in it.

So my objection to this rule, Mr. Speaker, is not any specific content in the bill. Because, frankly, most of us do not have a chance, I cannot find a copy of the bill, at least on this side of the aisle. Perhaps the majority party has a copy of the bill. But we also have a constitutional responsibility to review legislation before we vote on it even though we are on the minority side of the aisle.

So I object and I hope other Members of this House from both parties who have gone back home year after year after year and said, we have got to spend your taxpayer dollars wisely, we have got to be careful in how we spend it, we ought to show fiscal responsibility, I hope those Members will think twice before spending \$200 billion without even looking at a copy of the bill.

Mr. MOAKLEY. Mr. Speaker, I yield back the balance of my time.

Mr. MCINNIS. Mr. Speaker, before I yield to the honorable gentleman from Pennsylvania (Mr. SHUSTER) I should point out that I am overly impressed with the comments of the gentleman from Texas (Mr. EDWARDS) about worrying about the taxpayer.

Also, the gentleman from Wisconsin (Mr. OBEY) impresses me. I am glad that both of these individuals have come forth on behalf of the taxpayer. Because, in 1997, under the National Taxpayers Union, both of them were rated with F's as big spenders. But, apparently, in the last couple hours we had have had a conversion. I am pleased to see it. I am impressed. I am excited about it.

Mr. Speaker, I yield such time as he may consume to the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Speaker, I simply rise to announce that the Senate has just passed this conference report by a vote of 88-5 and also to announce that at 2:30 this afternoon, the President of the United States announced that he will be pleased to sign this law.

The President said that first it must keep our budget balanced, it must preserve the budget surplus until we have saved Social Security, and then it must not undermine our national priorities, including education, health care, child care, and the environment.

The bill being considered by the Congress this afternoon meets those principles. I am quoting the President of the United States, and he says: "I will be pleased to sign this bill into law."

Mr. MCINNIS. Mr. Speaker, I yield myself such time as I may consume.

I would like to congratulate the chairman. He has done a heck of a job. He ought to be very pleased with those numbers that have just come out of the United States Senate and the announcement from the White House. Congratulations.

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. PEASE). The question is on the resolution.

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

Mr. MOAKLEY. 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 359, nays 29, not voting 45, as follows:

[Roll No. 190]

YEAS—359

Abercrombie	Barton	Bonior
Ackerman	Bass	Bono
Aderholt	Bereuter	Borski
Allen	Berman	Boswell
Andrews	Berry	Brady (PA)
Armey	Bilbray	Brady (TX)
Bachus	Bilirakis	Brown (CA)
Baesler	Bishop	Brown (FL)
Baker	Blagojevich	Brown (OH)
Baldacci	Bliley	Bryant
Ballenger	Blumenauer	Bunning
Barcia	Blunt	Buyer
Barr	Boehlert	Callahan
Bartlett	Bonilla	Calvert

Camp	Hilliard	Norwood
Campbell	Hinchey	Nussle
Canady	Hinojosa	Oberstar
Cannon	Holden	Oliver
Capps	Hooley	Ortiz
Cardin	Horn	Owens
Carson	Hostettler	Oxley
Castle	Houghton	Packard
Chambliss	Hoyer	Pallone
Chenoweth	Hulshof	Pappas
Clay	Hunter	Pascarell
Clayton	Hutchinson	Pastor
Clement	Inglis	Paul
Clyburn	Istook	Paxon
Coble	Jackson (IL)	Payne
Collins	Jackson-Lee	Pease
Combest	(TX)	Pelosi
Condit	Jefferson	Peterson (MN)
Cook	Jenkins	Peterson (PA)
Cooksey	John	Petri
Costello	Johnson (CT)	Pickering
Cox	Johnson (WI)	Pickett
Coyne	Johnson, E. B.	Pitts
Cramer	Jones	Pombo
Crane	Kanjorski	Pomeroy
Crapo	Kaptur	Porter
Cubin	Kasich	Portman
Cummings	Kelly	Poshard
Cunningham	Kennedy (MA)	Price (NC)
Danner	Kennelly	Pryce (OH)
Davis (FL)	Kildee	Radanovich
Davis (IL)	Kilpatrick	Rahall
Davis (VA)	Kim	Ramstad
Deal	Kind (WI)	Redmond
Delahunt	Klecza	Regula
DeLauro	Klink	Riley
DeLay	Klug	Rivers
Diaz-Balart	Knollenberg	Rodriguez
Dickey	Kolbe	Roemer
Dicks	Kucinich	Rogan
Dingell	LaFalce	Rogers
Dixon	LaHood	Rohrabacher
Dooley	Lampson	Ros-Lehtinen
Doolittle	Lantos	Rothman
Doyle	Latham	Roukema
Dreier	LaTourette	Roybal-Allard
Duncan	Lazio	Royce
Dunn	Leach	Rush
Ehlers	Lee	Ryun
Ehrlich	Levin	Salmon
Emerson	Lewis (CA)	Sanchez
Engel	Lewis (KY)	Sanders
English	Linder	Sandlin
Ensign	Lipinski	Sawyer
Eshoo	Livingston	Saxton
Etheridge	LoBiondo	Scarborough
Evans	Lowe	Schaefer, Dan
Everett	Lucas	Schaffer, Bob
Ewing	Luther	Schumer
Farr	Maloney (CT)	Scott
Fattah	Manton	Sensenbrenner
Fazio	Manzullo	Serrano
Filner	Markey	Sessions
Forbes	Martinez	Sherman
Ford	Mascara	Shimkus
Fossella	Matsui	Shuster
Fowler	McCarthy (MO)	Sisisky
Fox	McCarthy (NY)	Skeen
Frank (MA)	McCollum	Skelton
Franks (NJ)	McDermott	Slaughter
Frelinghuysen	McGovern	Smith (MI)
Frost	McHale	Smith (NJ)
Galleghy	McHugh	Smith (TX)
Ganske	McInnis	Smith, Adam
Gejdenson	McIntosh	Smith, Linda
Gekas	McIntyre	Snowbarger
Gibbons	McKeon	Snyder
Gilchrest	McKinney	Solomon
Gillmor	McNulty	Spence
Gilman	Meek (FL)	Spratt
Goode	Menendez	Stabenow
Goodlatte	Metcalfe	Stark
Goodling	Mica	Stearns
Gordon	Millender-Goss	Stokes
Goss	McDonald	Strickland
Granger	Miller (FL)	Stump
Greenwood	Mink	Stupak
Gutierrez	Moakley	Sununu
Gutknecht	Moran (KS)	Talent
Hall (OH)	Moran (VA)	Tanner
Hamilton	Morella	Tauscher
Hansen	Murtha	Tauzin
Hastert	Myrick	Taylor (MS)
Hastings (WA)	Nadler	Thomas
Hayworth	Neal	Thompson
Hefner	Nethercutt	Thornberry
Heger	Neumann	Thune
Hill	Ney	Tiahrt
Hilleary	Northup	Trafigant

Turner	Watt (NC)	Wise
Upton	Watts (OK)	Wolf
Velazquez	Weldon (FL)	Woolsey
Vento	Weldon (PA)	Wynn
Visclosky	Weller	Young (AK)
Walsh	Weygand	Young (FL)
Waters	White	
Watkins	Whitfield	

NAYS—29

Barrett (NE)	Edwards	Sabo
Barrett (WI)	Hall (TX)	Shadegg
Becerra	Hastings (FL)	Shaw
Bentsen	Hobson	Shays
Boehner	Kennedy (RI)	Souder
Boyd	Largent	Thurman
Chabot	Lewis (GA)	Tierney
Christensen	Maloney (NY)	Wexler
Coburn	Minge	Yates
Doggett	Obey	

NOT VOTING—45

Archer	Green	Parker
Bateman	Harman	Quinn
Boucher	Hefley	Rangel
Burr	Hoekstra	Reyes
Burton	Hyde	Riggs
Conyers	Johnson, Sam	Sanford
DeFazio	King (NY)	Skaggs
DeGette	Kingston	Smith (OR)
Deutch	Lofgren	Stenholm
Fawell	McCrery	Taylor (NC)
Foley	McDade	Torres
Furse	Meehan	Towns
Gephardt	Meeks (NY)	Wamp
Gonzalez	Miller (CA)	Waxman
Graham	Mollohan	Wicker

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Mr. JACKSON of Illinois changed his vote from "nay" to "yea."

So the resolution was agreed to.

The results of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 3433, TICKET TO WORK AND SELF-SUFFICIENCY ACT OF 1998

Mr. MCINNIS, from the Committee on Rules, submitted a privileged report (Rept. No. 105-553) on the resolution (H. Res. 450) providing for consideration of the bill (H.R. 3433) to amend the Social Security Act to establish a Ticket to Work and Self-Sufficiency Program in the Social Security Administration to provide beneficiaries with disabilities meaningful opportunities to return to work and to extend Medicare coverage for such beneficiaries, and to amend the Internal Revenue Code of 1986 to provide a tax credit for impairment-related work expenses, which was referred to the House Calendar and ordered to be printed.

CONFERENCE REPORT ON H.R. 2400, TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

Mr. SHUSTER. Mr. Speaker, pursuant to the House Resolution 449, I call up the conference report to accompany the bill (H.R. 2400), to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 449, the conference report is considered as having been read.