

While I understand there have been some initial conversations, I want to make it clear that this is not the last time that the committee will focus on the issue of helium. It is my intention that the committee examine other areas where we may be able to expand helium supply or promote additional steps for conservation.

The report directed to be developed in this bill will help guide our effort forward, and the gentleman's amendment will add additional important questions to help provide us a path forward. But it is up to us to act and continue to focus on what is a critical national security and economic security concern: a secure, stable supply of helium.

So I look forward to continuing to work with the gentleman from New Jersey as we seek these solutions, and I think his amendment adds to that prospect.

With that, I support the amendment and yield back the balance of my time.

Mr. HOLT. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from New Jersey (Mr. HOLT).

The amendment was agreed to.

AMENDMENT NO. 4 OFFERED BY MR.
THORNBERRY

The Acting CHAIR. It is now in order to consider amendment No. 4 printed in House Report 113–47.

Mr. THORNBERRY. Mr. Chairman, I offer the amendment made in order under the rule.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Add at the end the following:

**SEC. ____ . ADDITIONAL CONNECTIONS TO THE
FEDERAL HELIUM RESERVE.**

The Secretary of the Interior may allow any person not connected to the Federal Helium Reserve, as that term is defined under section 2 of the Helium Act (50 U.S.C. 167), as amended by this Act, to connect to the Federal Helium Reserve for the purpose of storing helium, subject to such storage fees as may be required by the Secretary. Withdrawal of such helium shall be governed by that Act.

The Acting CHAIR. Pursuant to House Resolution 178, the gentleman from Texas (Mr. THORNBERRY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas.

Mr. THORNBERRY. Mr. Chairman, let me first commend and express my appreciation to Chairman HASTINGS and Mr. HOLT and others who have worked on this legislation. Indeed, we have come a long way from the days when helium was essentially a government-run monopoly to this legislation, which helps bring in more market forces, more competition, more free enterprise, and, I think, will help move toward developing more supplies of helium in the future, as was just discussed on the last amendment.

It is in exactly that spirit that I offer this amendment which seeks to affirm

the authority of the Secretary of the Interior to allow others who are not currently connected to the helium repository to connect to it and to store their helium there, assuming, of course, they've got to pay their own way. So whatever costs are incurred with allowing others to connect and to store, those costs have to be met by the individuals, not by the taxpayer.

But by doing that, I think we do at least take a step towards encouraging more helium supplies to be developed. And the side benefit is, as these other helium supplies are stored in the repository, that helps keep the pressure up in the dome so that, ultimately, more helium, government helium and private helium, can be extracted.

So I think this is perfectly in keeping with the theme of the bill. It moves in the right direction to encourage the expansion of more helium supplies, and I hope that the Members will consider it favorably.

Mr. HASTINGS of Washington. Will the gentleman yield?

Mr. THORNBERRY. I yield to the chairman.

Mr. HASTINGS of Washington. I thank the gentleman for bringing this amendment to the floor. He made the observation in his debate that this is something that we were talking about in the previous debate, because we're going to have to have more helium; and market forces, I believe, are one way to do that, and I think his amendment addresses that.

I support the amendment.

Mr. THORNBERRY. I thank the gentleman.

Mr. HOLT. Will the gentleman yield?

Mr. THORNBERRY. I will be happy to yield to the gentleman from New Jersey (Mr. HOLT).

Mr. HOLT. I thank my friend from Texas, and I think the gentleman's amendment is a good one. It will clarify that producers of helium may connect to the Federal helium reserve to store helium. And by seeking to provide incentives for additional production and storage, I think his amendment will provide a public service.

I think, as the gentleman has said, we should examine ways that we can use the reserve to maximize the American supply of helium in the decades ahead. So I support him in this, and I urge all of my colleagues to do so.

Mr. THORNBERRY. I thank both gentlemen, Mr. Chairman.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. THORNBERRY).

The amendment was agreed to.

Mr. HASTINGS of Washington. 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. DENT) having assumed the chair, Mr. HULTGREN, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Com-

mittee, having had under consideration the bill (H.R. 527) to amend the Helium Act to complete the privatization of the Federal helium reserve in a competitive market fashion that ensures stability in the helium markets while protecting the interests of American taxpayers, and for other purposes, had come to no resolution thereon.

**COMMUNICATION FROM THE
CLERK OF THE HOUSE**

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, April 26, 2013.

Hon. JOHN BOEHNER,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Under clause 2(g) of Rule II of the Rules of the House of Representatives, I herewith designate Robert Reeves, Deputy Clerk, to sign any and all papers and do all other acts for me under the name of the Clerk of the House that he would be authorized to do by virtue of this designation, except such as are provided by statute, in case of my temporary absence or disability.

This designation shall remain in effect for the 113th Congress or until modified by me. With best wishes, I am

Sincerely,

KAREN L. HAAS,
Clerk of the House.

**REDUCING FLIGHT DELAYS ACT
OF 2013**

Mr. LATHAM. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1765) to provide the Secretary of Transportation with the flexibility to transfer certain funds to prevent reduced operations and staffing of the Federal Aviation Administration, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1765

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Reducing Flight Delays Act of 2013".

SEC. 2. AUTHORIZATION TO TRANSFER CERTAIN FUNDS TO PREVENT REDUCED OPERATIONS AND STAFFING OF THE FEDERAL AVIATION ADMINISTRATION.

(a) IN GENERAL.—Notwithstanding division G of the Consolidated and Further Continuing Appropriations Act, 2013 (Public Law 113–6), any other provision of law, or a sequestration order issued or to be issued by the President pursuant to section 251A(7)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901a(7)(A)), the Secretary of Transportation may transfer during fiscal year 2013 an amount equal to the amount specified in subsection (c) to the appropriations account providing for the operations of the Federal Aviation Administration, for any activity or activities funded by that account, from—

(1) the amount made available for obligation in that fiscal year as discretionary grants-in-aid for airports pursuant to section 47117(f) of title 49, United States Code; or

(2) any other program or account of the Federal Aviation Administration.

(b) AVAILABILITY AND OBLIGATION OF TRANSFERRED AMOUNTS.—An amount transferred under subsection (a)(1) shall—

(1) be available immediately for obligation and expenditure as directly appropriated budget authority; and

(2) be deemed as obligated for grants-in-aid for airports under part B of subtitle VII of title 49, United States Code, for purposes of complying with the limitation on incurring obligations during that fiscal year under the heading “GRANTS-IN-AID FOR AIRPORTS” under title I of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2012 (division C of Public Law 112-55; 125 Stat. 647), and made applicable to fiscal year 2013 by division F of the Consolidated and Further Continuing Appropriations Act, 2013 (Public Law 113-6).

(c) AMOUNT SPECIFIED.—The amount specified in this subsection is the amount, not to exceed \$253,000,000, that the Secretary of Transportation determines to be necessary to prevent reduced operations and staffing of the Federal Aviation Administration during fiscal year 2013 to ensure a safe and efficient air transportation system; and provided that none of the funds transferred under this subsection may be obligated unless the Secretary notifies the Committees on Appropriations of the House of Representatives and the Senate at least 5 days in advance of such transfer.

The SPEAKER pro tempore (Mr. HULTGREN). Pursuant to the rule, the gentleman from Iowa (Mr. LATHAM) and the gentleman from Arizona (Mr. PASTOR) each will control 20 minutes.

The Chair recognizes the gentleman from Iowa.

GENERAL LEAVE

Mr. LATHAM. 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 the consideration of H.R. 1765.

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

There was no objection.

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

Mr. Speaker, I come today with H.R. 1765, a bill to provide up to \$253 million from the Airport Improvement Program—or any other account in the FAA—to the Operations Account. The purpose of this transfer authority is to restore reliable and safe service in the commercial air traffic system by reducing or eliminating employee furlough days.

I think we all agree the FAA and the administration has handled the sequester poorly. The FAA has negotiated in bad faith with the FAA employees, the airlines, the flying public, and the Congress. And the administration has played shameful politics with sequestration at the cost to hardworking American families. As I have often said, this is simply no way to run a government.

But the Congress is stepping in to correct the problems created by the administration's inaction. We're taking this step because of the gross mismanagement of this important func-

tion for the safety of all Americans who fly and on behalf of the commerce that depends on a reliable air system. We are taking this action to end the administration's political games that threaten our passenger rights and safety.

The fact that we're here today trying to solve this problem is as a result of the sequester. I remind you that the President brought the sequester to the table. And in an effort to avoid the arbitrary \$1.2 trillion of cuts mandated by the Budget Control Act, twice the majority in this House has passed commonsense legislation that would have replaced the sequestration with targeted spending cuts of an equal dollar amount.

□ 1100

Unfortunately, the Senate never considered either of these bills, and thus the sequestration was triggered.

Further, this situation goes to show that we need to return to regular order and consider appropriation bills in their entirety and not rely on continuing resolutions to fund the government.

Under a CR, there is no way for us to prioritize cuts or protect programs related to the safety of the American public. It also goes to show that we must have a long-term, comprehensive solution to our budget challenges, one that solves the sequester and provides sustainability and stability in the Federal budget.

Mr. Speaker, I put the administration, the Secretary, and the agency on alert that we are watching. We have questions, and we want answers about how you're using these funds and how you're going to be managing the rest of our Department. Like I said at the FAA hearing this last Wednesday, the safety of our air space cannot be subjected to political posturing.

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

Mr. PASTOR of Arizona. Mr. Speaker, I yield myself such time as I may consume.

(Mr. PASTOR asked and was given permission to revise and extend his remarks.)

Mr. PASTOR of Arizona. I will tell my dear friend, Chairman LATHAM, that we agree on one thing, and this is the notion that this is not a good way to run a government. But I have to remind him and remind all my colleagues that about 1½ years ago we were in this House, in this Chamber, talking about the budget—the Budget Control Act, as I remember. So about 1½ years ago we had a vote.

I did not support the legislation because I felt that sequestration was a bad idea; but the House passed the bill, the Senate passed the bill, and the President signed it. So, for me, it's very difficult to lay blame on any one party because this was done in a bipartisan manner. It is very difficult for me to lay blame on one Chamber because both Chambers passed the bill. And it's

very difficult for me to blame the administration for signing it because this was an action taken in the House, the Senate, and signed by the President. I thought it was a bad idea, but the majority felt it was a better idea, and they went forward.

Now, I have to tell you that Administrator Huerta was before our subcommittee this week. He detailed the cuts that he had to make based on the rules and regulations of the various laws that deal with sequestration. That is why 149 contract towers were recommended to be shut—but they remained open because of a lawsuit—and that is why we had to furlough the FAA air traffic controllers.

In his testimony, Administrator Huerta reminded us that in February of this year a letter was sent by Secretary LaHood to the leadership, including me and Chairman LATHAM, that the sequestration was going to cause problems in the efficiency of the air traffic control system because there would be a furlough of air traffic controllers in order to meet the cuts that were required by sequestration. That was done in February.

In March, when sequestration was invoked, the FAA had to then implement a plan to see what it had to do to meet the number of cuts it had to make, but not to take away the safety of our air traffic control system, knowing that its efficiency would be diminished. And so today, we are here bringing a fix to this situation. Furloughs have been taken; 10 percent of the employees are furloughed. And that has resulted, to the passengers' inconvenience, in delays or canceled flights.

The problem is—and I agree with my chairman—that this solution is not a good solution because there are other agencies that have to make their cuts and are in a crisis themselves. So, hopefully, when we come back from our district work period, there won't be another agency, another crisis that we have to start shifting money from one account to save another account.

Mr. Speaker, the solution is a comprehensive removal of the sequestration. That will only come about, in my belief and in my opinion, if the House, with its budget, and the Senate, with its budget, will conference and work out the details that it needs to work out to have a comprehensive solution, not just to our budget, but also to sequestration. That needs to be done in order that we're not dealing with issue by issue, crisis by crisis.

So I agree with my chairman that this is not a good way to run a government, but this morning I ask my colleagues to support this legislation.

I reserve the balance of my time.

Last Sunday, the Federal Aviation Administration began to impose the furloughs that were required as a result of sequestration.

The FAA has had to cut a total of \$637 million from its annual budget; \$485 million of that amount had to be cut from its operations account.

However, the deep cuts required by sequestration still forced the FAA to shut down nearly

150 contract towers and furlough each of the agency's employees for one day a pay period for the remainder of the fiscal year. That meant that every affected employee would lose as much as 11 days of pay.

The FAA operates seven days a week, twenty-four hours a day. It should have surprised no one that removing 10 percent of the workforce on any given day was going to have serious impacts on our air traffic control system.

Without a complete workforce on hand, the FAA had to take measures to slow down the efficiency of the air traffic control system in order to ensure that safety of the system was not ever compromised.

Since last Sunday when the furloughs began, there have been nearly 3,500 delayed flights due to staffing reductions. As a result, thousands of passengers have been inconvenienced by long delays or cancelled flights. As my colleagues will recall, Secretary La Hood warned us of these impacts back in February.

The bill before us provides additional flexibility to the Federal Aviation Administration to help avoid the furloughs required by sequestration. Specifically, it takes carryover discretionary funds from the airport grant program and allows those funds to be used for FAA operations.

This bill is drafted as a one-time fix for one year. It does not eliminate a penny of the \$637 million in cuts that the FAA has to make because of sequestration. It simply shifts where the cuts will be taken.

At a time when we need to maintain our infrastructure, we should not make a practice of reducing capital programs to address operational shortfalls.

The bill before us does nothing to address the sequestration cuts that the FAA will have to make in Fiscal Year 2014 and beyond.

We need to find a comprehensive solution to sequestration. The American people deserve better.

Mr. LATHAM. Mr. Speaker, may I inquire as to how much time is remaining.

The SPEAKER pro tempore. The gentleman from Iowa has 17 minutes remaining. The gentleman from Arizona has 14 minutes remaining.

Mr. LATHAM. Mr. Speaker, I would now yield 1 minute to the gentleman from North Carolina (Mr. HUDSON).

Mr. HUDSON. Mr. Speaker, unfortunately for this administration, the term "sequestration" has become synonymous with "fear."

I've been extremely disappointed that the FAA chose to close the contract control towers at 149 airports across this country, including my home town of Concord, North Carolina. This airport is the third busiest airport in North Carolina. It was named by the Government Accounting Office as an Airport of National Significance because it is a reliever airport for Charlotte-Douglas, which is the sixth busiest airport in the world.

The decision to close these towers at a savings of \$50 million is hard to understand when you consider the fact that the FAA requested \$15.1 billion for fiscal year 2013 and through sequester it's actually receiving \$15.9 billion—an actual increase over the amount of

money the FAA said they needed to operate. So I can only conclude that their goal here is to try to make sequester cuts as painful as possible for the American people.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. LATHAM. I yield the gentleman 30 seconds.

Mr. HUDSON. I thank the gentleman for the time.

I will just conclude by saying I support this bill because it ends the political games by giving the Secretary the flexibility that he needs to keep these contract towers open. So I would encourage the Secretary to do that for the safety and for the economy of our local communities.

Mr. PASTOR of Arizona. Mr. Speaker, I yield 2 minutes to the gentleman from Maryland (Mr. HOYER).

Mr. HOYER. I thank the gentleman for yielding, and I rise in opposition to this piece of legislation.

The Editorial Board of USA Today was scathing yesterday in its assessment of where the blame for this sequester should lie, and I quote:

No Members of Congress should be surprised at the havoc wrought by the sequester. After all, they caused it, and Transportation Secretary Ray LaHood repeatedly warned them about its sentences.

But flight delays are just the tip of the iceberg visible above the water line for most Americans. As time goes on without a big, balanced deficit solution to replace the sequester, more of that iceberg will surface. More Americans will be negatively affected.

While I want to end these delays for passengers in Maryland and across the country, I will oppose this bill because it fails to address the whole impact of the sequester.

Let me share just a handful of examples of how the sequester will affect Americans:

Education: Head Start—70,000 children will be kicked out of Head Start. Nothing in this bill deals with them.

□ 1110

Furloughs to cause delays in processing retirement disability claims. Nothing in this bill deals with them.

Nutrition for Vulnerable Populations—4 million fewer Meals on Wheels for seniors; 600,000 people dropped off WIC. Nothing in here for them.

Housing—125,000 fewer HUD rental assistance vouchers. Nothing in here for them.

Unemployment Insurance—emergency unemployment insurance cut 11 percent for 2 million out-of-work Americans. Nothing in here for them.

FDA—2,100 fewer food safety inspections, an 18 percent cut; longer waits to approve new drugs. Nothing in here for them. Nothing in here for them.

Defense and Homeland Security—furloughs equivalent to 1,000 fewer Federal agents, FBI, Border, et cetera, on the job; one-third of combat air units are grounded. Nothing in here for them.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. PASTOR of Arizona. I yield the gentleman an additional 30 seconds.

Mr. HOYER. IRS—89,000 agency-wide furloughs up to 7 days, including taxpayer-assistance centers. Nothing in here for them. They serve 89,000 taxpayers trying to find help.

We ought not to be mitigating the sequester's effect on just one segment when children, the sick, our military, and many other groups who will be impacted by this irresponsible policy are left unhelped. Instead of dressing this serious wound with a small Band-Aid, let's get to work on a real solution. Let's go to conference, let's get a big deal, let's deal with all the adverse consequences of sequester, not just those that affect the powerful air travelers of America. We ought to help them, but we ought to help everybody else as well.

Mr. LATHAM. Mr. Speaker, I yield myself 30 seconds.

It's fascinating that the administration that insisted on the sequestration—

Mr. HOYER. Will the gentleman yield?

Mr. LATHAM. The gentleman just spoke.

Supported the sequestration. And so now to come and make a statement is quite fascinating.

Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. REED).

Mr. REED. I would like to thank the gentleman from Iowa for yielding.

Mr. Speaker, I rise today in support of the underlying bill.

Before I make my comments, I would just ask my colleague, a good friend of mine from Maryland, we have an opportunity today to send a signal to America that we have a bicameral, a Senate-passed bill, and here in the House we are considering a bill that will address an issue that needs to be addressed on behalf of American citizens. Let us start here on a bipartisan fashion to solve the problems for hard-working taxpayers and worry about D.C. over those concerns of the people back home.

Mr. Speaker, I rise in support of the underlying bill because I have heard from my constituents, in particular, the city of Ithaca in upstate New York, where a contract tower is going to be closed. And what this bill does is it restores that funding on a commonsense basis where that contract tower—my sincere hope and belief—will be preserved and go forward. That will preserve the safety of my air-traveling public out of that airport and also the local economic opportunity that it represents for the city of Ithaca.

I'm proud to stand here today and say, because of bipartisan efforts, we worked together to solve this issue. Let's pass this bill and move forward.

Mr. PASTOR of Arizona. Mr. Speaker, I yield 30 seconds to the gentleman from Maryland (Mr. HOYER).

Mr. HOYER. I thank the gentleman for yielding.

Let me inform my friend from Iowa that he absolutely misstates my position. I have been against the sequester every year I was on the Appropriations Committee for 23 years, these across-the-board cuts. I opposed your Cut, Cap, and Balance bill, which you supported, which had sequester as the alternative.

The President is against sequester, the Senate budget is against sequester, and you would not allow us to offer an amendment four times, which would have precluded sequester, not only for air travel, but for those Head Start children, for those senior citizens, for basic biomedical research.

So I tell my friend, if you are going to state the facts, state them correctly.

The SPEAKER pro tempore. Members are reminded to address their remarks to the Chair.

Mr. PASTOR of Arizona. I yield 2 minutes to the gentleman from North Carolina (Mr. PRICE).

Mr. PRICE of North Carolina. Mr. Speaker, hypocrisy is reaching new heights today in this body. Many of the same Members who said "bring it on" as sequestration loomed, who relished forcing the President to make across-the-board cuts, are now in a rush to apply another Band-Aid to this artificially created crisis.

Speaker BOEHNER said the sequestration bill included 98 percent of what Republicans wanted. But Republicans spurned a budget agreement, valuing their antitax ideology more than defense or any other cuts. As a result, sequestration fell. Now they claim: Oh, it doesn't need to hurt very much. And when the cuts bite, then they say the President must be doing this just to make a political point!

So sequestration apparently wasn't supposed to be about air traffic control? The Read the Bill Caucus needs to read the bill. It was about air traffic control, and today we are going to apply a much needed Band-Aid.

Maybe tomorrow we can have a bill applying to cancer research. Then the next day let's have a bill about cancer treatments. Then the next day let's apply a Band-Aid to Head Start. Then let's have one about tuition assistance to our military personnel. Then let's have one about the Border Patrol. And, by the way, if and when we apply these Band-Aids, we need to realize we're often shifting cuts to equally important areas that aren't in the news at the moment or that don't have powerful lobbies working on their behalf.

My colleagues, I want to address these crises as much as any Member. I want to contain the damage, but damage control is not a budget policy. Sequestration is a self-inflicted wound, unworthy of those who profess to govern. It's hypocritical and misleading, having imposed indiscriminate cuts on the administration, to pretend that the President could fix this problem with a flick of the wrist.

Sequestration is a disaster. It needs to be reversed. It needs to be replaced

by a comprehensive budget plan that includes tax expenditures and entitlements, which after all are the real drivers of the deficit.

Mr. LATHAM. I would now like to yield 1 minute to the distinguished gentleman from Arkansas (Mr. COTTON).

Mr. COTTON. Mr. Speaker, I rise today to encourage my colleagues to pass this measure to stop President Obama's needless furlough of air traffic controllers. Further, this legislation empowers the FAA to restore funding to 150 towers operated by private contractors around the country.

The FAA furloughs have received most of the media attention this week, but we shouldn't overlook the role these contractor-operated towers play in our Nation's aviation infrastructure in communities like Texarkana, Arkansas. These airports handle almost 30 percent of all aviation traffic, providing vital relief to some of our most congested airports.

The importance of these towers can't be overstated, which is why earlier this year I introduced legislation with 59 bipartisan cosponsors to restore the funding for these towers. I am confident the FAA will use the authority of this bill not only to end the needless furloughs, but also to restore funding for these essential contractor-operated air traffic control towers.

Again, I want to thank my colleagues for their support for this measure.

Mr. PASTOR of Arizona. Mr. Speaker, before I yield time, I would like to remind my colleague that this bill passed the House, the Senate, and was signed by the President. That was what brought us sequestration.

Mr. Speaker, I yield 1 minute to our Democratic leader from California (Ms. PELOSI).

Ms. PELOSI. Mr. Speaker, I thank the gentleman for yielding.

This is really a very unusual morning. We are here because of the refusal of the Republicans to come to the table for a conference. What is a conference? A conference is a public open meeting where differences between the House budget bill and the Senate budget bill can be reconciled. It is done with transparency and in full public view. Each side proud of our priorities, we have the American people be the judge of what is their statement of values.

Afraid of that public scrutiny, the Republicans have refused to appoint conferees for a conference—conferees for a conference. We call upon the Speaker to appoint conferees so that we can have that public airing, that transparent view, of something very important.

The Republican leadership has said in the House and the Senate they want the regular order. What is the regular order?

□ 1120

The regular order is the House passes a bill; the Senate passes a bill; you go to conference. Now, afraid that their

views may be rejected by the American people, they don't want to go to conference. That's why we are here this morning for sequestration.

What is sequestration?

Sequestration is a mindless, across-the-board cutting of what we are now recognizing—and the Republicans are recognizing—as something that should not be cut. It affects the efficiency and the safety of our airports. That's very important. Yet, as our distinguished Democratic whip, Mr. HOYER, has pointed out, there is much more that needs to be addressed instead of using this as a vehicle.

One of the distinguished chairmen said earlier that the safety of our airports should not be subject to political debate. Neither should the education of our children, the nutrition for our seniors—4 million Meals on Wheels, tens of thousands of children thrown off Head Start. Our defense—mindless across-the-board cuts in our defense, and what that means for our national security and for the workers in our national security sector—the list goes on and on. Investments in our future—biomedical research, cut by this.

So I suppose, if this is an example of governance, that the Republicans will next come up with something else and will say we should exempt that. Why don't we just get rid of the problem? Why don't we just get rid of the problem and go to conference?

Some of the press said to me, Does this hurt your leverage in going to conference?

I said, No. This is an opportunity because it demonstrates to the American people how unwise this course of action is and how much better it would be to find solutions, to get results in the regular order—respectful of everyone's point of view but recognizing that decisions made here will have an impact, not only in the lives of the children and in the lives of their teachers and in the lives of all consumers, but on our economy as well.

This should be a clarion call. It's almost ludicrous to hear my Republican colleagues get up there and talk about their individual airports. Most of us have airports. We understand what this issue is about.

Why don't you understand that there is a great deal at stake, including the efficiency and the safety of our airports as well as the education of our children?

How can we sit there and say 4 million Meals on Wheels for seniors, gone? But that's not important. Over 70,000 children off Head Start. But that's not important.

What is important is for the Republicans to hold a hard line about the public debate about the budget that a conference would provide. The Members will vote the way they're going to vote on this, but recognize that this is not the way Congress should be meeting the needs of the American people. Let's go to conference.

Mr. Speaker, appoint conferees so we can end this mindless sequestration.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will remind all persons in the gallery that they are here as guests of the House and that any manifestation of approval or disapproval of proceedings or other audible conversation is in violation of the rules of the House.

Mr. LATHAM. I now yield 1 minute to the gentleman from Pennsylvania (Mr. DENT).

Mr. DENT. I do support this legislation.

In our T-HUD subcommittee hearing on Wednesday, FAA Administrator Huerta admitted that he saw no administrative flexibility to help the flying public, so we're giving him that flexibility now with this bill.

The FAA blind-sided the airlines, the airports, the unions, and the flying public by failing to properly notify them specifically about the implementation of the sequester. They only notified them about 1 week ago about the specifics. That's outrageous. That's mismanagement.

This bill fixes the problem at the FAA by keeping air traffic controllers working and the towers operating. This legislation provides the flexibility the FAA needs, and it should have been asked for by the administration. Again, it's a classic case of mismanagement, and I am pleased to support the legislation.

Mr. PASTOR of Arizona. Mr. Speaker, I yield 1 minute to the ranking member of the authorizing committee, the gentleman from West Virginia (Mr. RAHALL).

Mr. RAHALL. I thank the gentleman from Arizona.

I rise in support of H.R. 1765.

As the flight delays mounted this week due to the furlough and as many Republicans claim that the FAA had the flexibility to avoid this disruption and that politics were at play, gee, that's kind of like calling the kettle black.

Just last month, in March, many of these same Members recognized the across-the-board nature of the sequester when a provision was included in the transportation bill to avoid the furlough of meat inspectors who would otherwise have been furloughed. Nothing has changed in the sequester law since last month. My good friend, Secretary of Transportation Ray LaHood, is an honorable man, and I take issue with those who have alleged that he is playing politics with the sequester.

Now, to those who have expressed concern over the piecemeal approach in addressing the chilling effects of the sequester, I share your concerns. I share the concerns of others who are being burdened by the sequester, such as a child thrown out of the Head Start or seniors depending on Meals on Wheels.

But let me be clear: the rash of delays that we witnessed this week as the sequester began to take effect is not just an inconvenience to business

or vacation travelers; we are talking about emergency medical services that transport patients with time-sensitive medical emergencies.

Mr. Speaker, I rise in support of H.R. 1765, which I view as an emergency measure to address the effect of the sequester on the integrity of our aviation transportation system.

As the flight delays mounted this week due to the furlough of about 1,500 air traffic controllers a day—40% of the workforce—many Republicans claimed that the FAA had the flexibility to avoid this disruption and that politics were at play.

That is like calling the kettle black.

Just last month, in March, many of these same Members recognized the across-the-board nature of the sequester when a provision was included in the appropriations bill to avoid the furlough of meat inspectors who would otherwise have been furloughed.

Nothing has changed in the sequester law since last month. My good friend, the Secretary of Transportation, Ray LaHood, is an honorable man. I take issue with those who have alleged that he is playing politics with the sequester.

Neither he nor the Administrator of the FAA are guilty of nothing more, and nothing less, than the hand that Congress forced on them.

Now, to those on my side of the aisle, who have expressed concerns over a piecemeal approach to addressing the chilling effects of the sequester, I share your concerns.

I share your concerns for others who are being burdened by the sequester, such as the child thrown out of Head Start or seniors depending on Meals on Wheels.

But let me be clear. The rash of flight delays we have witnessed this week as the sequester began to take effect is not just an inconvenience to business or vacation travelers.

There is an even more serious concern here, and while it is one that has not manifested yet, if the present situation continues unabated it could potentially have lethal results.

Aircraft provide emergency medical services that transport patients with time-sensitive medical emergencies, organs, blood products and pediatric patients.

Time-sensitive drugs and emergency aid cannot afford to be delayed because of the air traffic control system. These medical air services need to be able to operate without delay 24 hours a day and 365 days a year.

I urge support of the pending measure.

Mr. LATHAM. Mr. Speaker, I yield 1 minute to the distinguished chairman of the Transportation and Infrastructure Committee, the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. I thank the gentleman.

I rise in support of H.R. 1765 so that we can stop this needless pain on the American traveling public and our economy.

The administration and the FAA have refused for months to provide us with a plan to work with the airline industry in order to figure out how this could be implemented without all of this pain to the traveling public and to our economy.

I'd like to remind my colleagues that this industry provides \$1 trillion to our economy, so it's extremely important

to the hardworking men and women of America that our airlines and our folks are getting where they need to be on time and without delay. This is very, very damaging to the economy.

Again, I believe this has been mismanaged, and I believe that this bill will force the administration to stop these needless furloughs so that we can continue making sure that the airline industry is functioning in order to keep our economy growing stronger and to allay the safety concerns of the traveling public.

Mr. PASTOR of Arizona. Mr. Speaker, I yield 1 minute to the gentleman from Washington (Mr. LARSEN).

Mr. LARSEN of Washington. Before we start patting each other on the back for this bill, I think it's important that we recognize that we are not fixing the bigger problems that the sequester has created.

Earlier this month, The Bellingham Herald reported that Head Start students in my district will have to begin finding their own way to school as bus service is being cut because of the sequester. Perhaps now we can ask these 4-year-olds to ride their tricycles to class or, because of this bill, maybe book a flight.

Children in military families at NAS Whidbey Island are going to go to schools where budgets are being cut because of reductions in Impact Aid mandated by sequestration, but we're not doing anything to help those kids today. We are not helping seniors in Arlington, Washington, who are getting Meals on Wheels no longer delivered to them.

This is not just my district. Every Member of this House represents a district whose kids and seniors are being hurt thanks to our failure to clean up the mess we caused. This lands somewhere short of a profile in courage. This is a Band-Aid, and sequestration needs triple bypass surgery. Sequestration is a little bit like the person who kicks a boulder and then blames the boulder for his broken toe. Congress created this problem. We need to fix it.

Mr. LATHAM. Mr. Speaker, I now yield 1 minute to the gentleman from Illinois (Mr. DAVIS).

Mr. RODNEY DAVIS of Illinois. Thank you to the gentleman from Iowa.

I'd like to first thank the Senate for sending this piece of legislation over to us to provide a fix, a fix that isn't necessary to provide, but the administration through a lack of leadership is proving that we have to do this now.

We are here today because this administration has decided to put politics over passengers. From the very beginning of sequestration, this administration and its departments have claimed that they did not have the flexibility to avoid cuts that would affect Americans the most. The proposed tower closings and the FAA furloughs that were announced this week, they're not just wrong—they are irresponsible and indefensible.

The bottom line is the FAA already has the flexibility that we are granting them today, yet they are unwilling to take advantage of that.

So, today, we are here because it is time to put an end to the excuses and political gimmicks, and we owe it to the American people to govern like statesmen by passing this bill in order to get the FAA to implement spending cuts responsibly in order to protect the traveling public.

Mr. President, I urge you: tell your administration to grow up.

□ 1130

Mr. PASTOR of Arizona. Mr. Speaker, I yield 1 minute to the gentleman from New Jersey (Mr. ANDREWS).

(Mr. ANDREWS asked and was given permission to revise and extend his remarks.)

Mr. ANDREWS. Mr. Speaker, we're here this morning because Americans are understandably upset at sitting and waiting at airport gates. But there are other Americans who are sitting and waiting.

There are moms sitting and waiting at home to enroll their children in Head Start; after this bill, they'll still be waiting.

There are pilots in our Air Force and Navy sitting and waiting to fly their training missions. One-third of our planes are grounded. After this bill, they'll still be sitting and they'll still be waiting.

There are senior citizens who need to go to chemotherapy at outpatient clinics around this country, but because of the cutbacks of sequestration, their doctors aren't seeing them. After this bill, they'll still be sitting; they'll still be waiting.

This Congress has done too much sitting and too much waiting when it comes to sequestration. The Senate has passed a budget that ends sequestration. There's an opportunity to sit at a conference, negotiate and pass that budget.

Instead of sitting and waiting, let's start working and negotiating and pass the Senate budget.

Mr. LATHAM. Mr. Speaker, I would now like to yield 1 minute to the gentleman from Florida (Mr. MICA), the former chairman of the Transportation and Infrastructure Committee.

Mr. MICA. I thank the gentleman.

Why are we here? We're here because of a colossal failure of leadership in the ability to manage resources.

First of all, I can tell you that there are plenty of air traffic controllers. Just go online and get this report, "Plan for the Future." Some of our airports have far more air traffic controllers than we need. In fact, air traffic control for the last 10 years is down 27 percent, and we still have close to 15,000 air traffic controllers.

This legislation does provide a fig leaf for the administration who said they don't have the authority. I can tell you, they had the authority and the ability to move people and re-

sources around, so that gives us the opportunity to get the flying public flying again.

Again, we have the resources, they had the money, and here we're giving them the final fig leaf that they have asked for and they say they need to get this done.

I can tell you that if Ronald Reagan were President, we would not be in this mess.

Mr. PASTOR of Arizona. Mr. Speaker, I yield 1 minute to the gentleman from Maryland (Mr. VAN HOLLEN).

Mr. VAN HOLLEN. Mr. Speaker, after the vote on this today, Members of this House are going to run for the airports. They're all going to be flying home on airplanes. And, yes, they will make it easier for Members of Congress to get through those lines, and they'll pat themselves on the back and say, "Job well done."

Well, obviously we should address the issue at the airports, but we need to address the other issues right now and not make it easier for Members of Congress to fly home for a week away when it should be a week right here making sure we do not see the negative impact of the sequester grind on for those kids in Head Start, for the seniors on Meals on Wheels, for folks who are doing important lifesaving research.

Look, Mr. Speaker, four times this year we have offered a proposal to replace the entire sequester, to achieve the same deficit reduction without the kind of damage that's been done, and four times we haven't even had a chance to vote on the floor of this House. Now we're simply asking to go to conference. Our Republican colleagues complain that the Senate didn't pass the budget, but they've got one.

Let's go to conference rather than go home.

Mr. LATHAM. Mr. Speaker, I would now like to yield 1½ minutes to the gentlewoman from Minnesota (Mrs. BACHMANN).

Mrs. BACHMANN. I thank Mr. LATHAM for offering this bill. It's high time that the FAA, Mr. Speaker, have the flexibility that they need to have on closures of any air traffic control towers.

It is my hope that St. Cloud, Minnesota, and Anoka-Blaine airports do remain open. They're vital and they're much needed. We're looking at approximately 189 airports.

But I want to speak to something else. We were listening to Representative HOYER and Representative PELOSI be extremely passionate about the loss that we'll see for children through Head Start, for senior citizens on Meals on Wheels, for children who will be dealing with various other food nutrition programs. That breaks everyone's hearts.

But I want to remind the people of this country that it was former-Speaker PELOSI, Representative HOYER, Senator REID, and President Obama who

signed the sequestration bill, and it was Press Secretary Jay Carney who admitted that the sequestration was President Obama's idea.

There are numerous Republicans that voted against the sequestration because we knew all of these calamities were in the future. So it reminds me of the Shakespeare line: Thou doth protest too much.

Didn't you know this was going to happen? We knew it. That's why we voted against this bill. And it seems like the higher the level of passion, it equals the conscience that we are seeing of those who voted the wrong way on this bill for the first time.

Mr. PASTOR of Arizona. Mr. Speaker, before I yield time to my friend, I have to remind my colleague that I voted against that bill, and the bill passed because there was a majority of Republicans who supported it. So we just can't blame one House or one Senate or the President, because all of us share the blame in one way or the other.

Mr. HOYER. Will the gentleman yield?

Mr. PASTOR of Arizona. I yield 30 seconds to the gentleman from Maryland.

Mr. HOYER. The Republicans offered their bill. It was called "Cut, Cap, and Balance." They voted on that bill before we ever got to sequester. In Cut, Cap, and Balance, your alternative, if you didn't reach your numbers, was sequester. Sequester was your policy.

And in the CR that you had Mr. ROGERS bring to the floor, which I voted against when it went from here to there, as did every Democrat, it said it was going to be subject to the sequester or nothing.

Mr. PASTOR of Arizona. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Ms. WATERS).

Ms. WATERS. Mr. Speaker, I rise to support H.R. 1765, the Reducing Flight Delays Act of 2013.

I don't want anybody to be mistaken about why I support this bill. I want Mrs. BACHMANN to understand that we know that she has led the Tea Party and the right wing on all of these issues and that she led on the discussion on sequestration. It was a bad policy and it should not have been adopted by either side of the aisle; however, that is the order of the day, and we need to bring the budget to the floor and have a conference committee so we can adopt some of what was adopted on the Senate side to get rid of the sequestration.

Meanwhile, the FAA plans to furlough the vast majority of the FAA's nearly 47,000 employees, including nearly 15,000 air traffic controllers, for approximately 1 day during each 2-week period in order to comply with sequestration.

The furloughs have already begun. They started on April 21, 2013. So we're going to be backed up in these airports, and it is time for us to understand that this is an emergency. Let's get it over with by passing this bill today.

□ 1140

Mr. LATHAM. I reserve the balance of my time.

Mr. PASTOR of Arizona. Mr. Speaker, how much time do we have remaining?

The SPEAKER pro tempore. The gentleman from Arizona has 2½ minutes. The gentleman from Iowa has 7½ minutes.

Mr. PASTOR of Arizona. I will ask my chairman, do you want to even out the time? I will reserve my time if you like.

Mr. LATHAM. Does the gentleman have two more speakers? I just have one more. I was going to suggest that you go ahead with your speaker. Now I'll have one, you'll have one, and then we can close.

Mr. PASTOR of Arizona. I thank the gentleman.

I yield 1 minute to the gentlelady from Texas (Ms. JACKSON LEE).

Ms. JACKSON LEE. This is a hostage-taking, and I know that the American people are watching the blame game. But the blame game falls clearly on this side of the aisle. My Republican friends held this place hostage: we won't pay the debt ceiling; we won't pay our debts.

Now we're losing 2 million jobs, 4,800 Head Start programs. And I believe in air traffic controllers, but we're holding them hostage. What about the person who cannot afford an airline ticket? And so I'm saying today that it is important that we stand for the millions of dollars that we are losing for homeland security. Is it time to take millions from military families?

Mr. Speaker, I ask unanimous consent to bring up H.R. 900, a one-sentence bill, that would repeal the section of the Budget Control Act of 2011 to get rid of the sequester, go to budget conference, have conferees, have a budget, get rid of the sequester. Bring it up now.

Mr. Speaker, I ask unanimous consent to bring up H.R. 900.

The SPEAKER pro tempore. Does the gentleman from Iowa yield for that purpose?

Mr. LATHAM. Yes.

What was the question if I may?

The SPEAKER pro tempore. Does the gentleman from Iowa yield for that purpose?

Mr. LATHAM. No.

Ms. JACKSON LEE. Mr. Speaker, let me just say this. We have to save the traveling public, but I ask the question about 5,000 children in Texas that will lose Head Start, or the millions of seniors, or our military families that will lose support because we've got the sequester, all on the shoulders of those that believe that the way we run the Federal Government is by slash and burn. Where are our hearts? Help the American people.

Mr. LATHAM. Mr. Speaker, I yield 1½ minutes to the gentleman from Texas (Mr. FARENTHOLD).

Mr. FARENTHOLD. Mr. Speaker, we have heard a lot of rhetoric today that

sequestration is the problem. I would like to remind you that sequestration, that President Obama proposed, was the only solution we could agree on to the real problem: the fact that this government is spending close to \$1.50 for every \$1 that it brings in. That being said, sequestration came into effect, and we're now having to deal with it.

It was our intent all along to find cuts. We couldn't get agreement from the other side to find the cuts. And now, even though sequestration is painful, it is working. We see in this bill that we're able to take the FAA, get the cuts that need to be made to their budget made without affecting flight delays and without furloughing people. It is my contention that this can happen all through the government and throughout all agencies.

If these agencies and the President had come back to this Congress saying, "We can do these cuts this way; let us do it," I imagine almost every one of those would have passed on unanimous consent. They certainly probably would have passed on suspension like this one.

I urge my colleagues to take this first step to solve the problem with the FAA, and I look forward to working with other government agencies in the Obama administration to find the cuts we need and to spare the American people the pain that's intentionally being inflicted because some people don't want to cut a dime out of the American budget.

You know, the American people know instinctively there's waste, fraud, and abuse in this government and that there are savings to be had. And we're going to find it, and we're going to try to do it in the best possible way.

Mr. PASTOR of Arizona. I yield 1 minute to the gentlewoman from the District of Columbia (Ms. NORTON).

Ms. NORTON. I thank the gentleman for yielding.

Mr. Speaker, Congress did not foresee the controllers' crisis. They will not foresee the next one. We have not solved the controllers' crisis with money. It was not about money. It was not about cuts. It was solved the old-fashioned way. They simply moved money around. This is exactly what was done with appropriations that are not having this crisis.

We can solve this if we have a meeting of both sides of the aisle on the budget. What would happen at that meeting would probably be not to cut a thing, but simply to allow agencies the flexibility to move money around, precisely as has been done with the controllers' crisis. Not 1 cent was changed, just the flexibility, the common sense that we now need to put to every single appropriation.

Mr. LATHAM. Might I inquire of the gentleman from Arizona, you have 30 seconds left. If you would like to go ahead and close, I will reserve at this time.

Mr. PASTOR of Arizona. Mr. Speaker, I yield myself the balance of my time.

I rise to ask my colleagues to support this bill. It is a one-time fix in a crisis we are having today with our air traffic system. But I join my colleagues, as well as probably my chairman, in asking the House leadership, both the Republican leadership and the Democratic leadership, to please work on a comprehensive solution to the sequester in order that we can bring regular order and get the type of government that the American people deserve.

With that, I yield back the balance of my time.

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

I want to associate myself with what my good friend and ranking member on the subcommittee, Mr. PASTOR, just said. We've got to find a solution, come to an agreement. This is a horrible way to run a government, with sequester. When you take a meat-ax approach to departments, there's no common sense. And that's why we need to get back to regular order around here and actually do appropriations bills. We would avoid these types of potentially catastrophic situations that we find ourselves in.

Mr. Speaker, I would just ask everyone to understand that the Senate sent this over last night. It is now an H.R. bill, our bill. The Senate will approve it as soon as we pass it in the House here. It is very important that we do this for the American people, the traveling public, for safety of the system, to make sure that our commerce continues. So I would ask everyone to support this bill.

And let's fix the big problem, and that's come to a budget agreement.

I yield back the balance of my time.

Mr. DINGELL. Mr. Speaker, is there no one in this chamber who is embarrassed? Or perhaps the question should be: Is no one in this chamber not embarrassed?

The Senate panics and passes a bill to correct the failures of a small part of the abominable consequences of the "sequester" or sequestration.

We are now funding the failures of what we did earlier. With red faces and guilty looks, we vote on a quick correction of one important, but small, consequence—furloughs at the FAA amongst controllers—and now we sneak out of town, believing that we have made the travelling public safe.

Have we? Baloney! A really huge problem still remains unaddressed. The budget is a giant mess. Many other perils to our society, to our safety, and to the wellbeing of our people are quietly ignored as we sneak out of Washington to go home for speeches, campaigning and schmoozing with our people.

How many of us will describe our real failures we leave unaddressed? Dangers at the borders, cuts and furloughs to Custom & Border Protection, the Department of Homeland Security, and other security agencies—all unaddressed.

Food and Drug Administration—cut, sequestered, and unable to protect our people's health and safety.

Roads, highways, and bridges—all in danger.

Law enforcement at risk and with cuts, sequesters, and all that goes with those events to fester in our absence.

Education—our schools, colleges, universities, and research facilities are all affected with uncertainty.

Business, investments, and job creation all delayed because we can't—or won't—address our budget problems.

Almost nothing in government, or the economy, is able to prosper or carry out its responsibilities because we cannot, or will not, address the budget problems of this Nation, using the sequester as a substitute for courage, responsibility, and just good, honest work with compromise and cooperation.

This Republic has prospered for over 200 years because this Congress—the House and Senate—and our political parties worked together in the public's interest.

Apparently—No more!

We now go home, one small matter dealt with.

How many more are not dealt with? And what will be the consequences?

As we sneak home shame-facedly it may be that we ourselves will be safe from these failures.

Perhaps we will even be safe politically for a while, but we do not deserve to be; and we won't be when people figure out how poorly we do the Nation's business.

We have much to do. This country believes that we should do so, and it will demand that we do so.

Let us buckle down.

Let us do the job we are paid to do. We have a vital responsibility.

Let us carry it out.

Let us get busy and do the Nation's business—now.

Our responsibility is more important than our ideology.

I am ashamed. Is the rest of this body ashamed?

And what will we do about it?

Mr. HONDA. Mr. Speaker, I regret that I am unable to be in Washington, DC today to cast a vote on H.R. 1765, The Reducing Flight Delays Act.

When House Republicans refused to compromise on tax and spending issues and raising the statutory debt limit, the Budget Control Act of 2011 was enacted in order to avert a fiscal crisis. The BCA provided for automatic reductions to most federal discretionary spending, referred to as "sequestration," if no agreement on deficit reduction could be reached. Policy analysts, economic experts and the American people agreed that the automatic spending cuts would be so damaging, and were such bad policy, that Congress would be compelled to act to avoid them. I did not believe that these cuts were the right course of action, and so I voted against the BCA.

Unfortunately (but predictably), Congress was unable to reach agreement on a deficit reduction plan, and sequestration went into effect on March 1, 2013. As we are now experiencing, sequestration requires agencies to reduce non-defense discretionary spending by 5.3 percent in Fiscal Year 2013. It does not provide any guidance on how each agency should go about implementing these cuts, it simply reduces spending across the board, impacting all federal programs.

On March 22, 2013, after carefully weighing competing national security interests, public

safety concerns, impacts on interstate transportation, communication, banking and financial networks, and the status of the most critical diversionary airports, the Federal Aviation Administration (FAA) announced it would close 149 Federal Contract Tower program towers by June 15, 2013. The FAA has also begun to implement a series of furloughs of all of its employees, including its 15,000 air traffic controllers, which has resulted in flight delays nationwide.

As someone who flies across the Continental United States twice each week, I share the frustrations and concerns that many Americans have about the flight delays due to furloughs and the closure of these towers. The nation's air traffic control system is essential for public safety, business, and the regulation of national air traffic, and I support this legislative effort to ensure that it is able to function normally.

But the measure the House is voting on today is just applying an inadequate Band-Aid to the gaping wound that sequestration has inflicted on our nation. The flight delays due to furloughs and closure of contract towers are some of the first highly visible impacts of sequestration, but they highlight the fact that the federal government performs many essential services that Americans depend on, and enacting indiscriminate cuts to federal funding undoubtedly has a negative impact on the government's ability to provide those services.

I remain committed to working with my colleagues in Congress and across the government to protect Americans from the worst impacts of sequestration and to undo it altogether.

Ms. JACKSON LEE. Mr. Speaker, H.R. 1765 is a poor substitute for real Congressional leadership and pragmatic solutions for the millions of Americans impacted by the sequester. Using sequestration, Republicans in the House are holding the American public hostage, extracting carve-outs that serve their own interests while shamefully ignoring the people who will be impacted by the billions in remaining cuts.

While I support putting all of our air traffic controllers back on the job so that air transit is as safe and reliable as possible, this bill leaves everyone else to suffer the devastating consequences of the sequester cuts. Sequestration unduly constrains the ability of Congress to deal effectively with America's economic, fiscal, and job creation troubles. I support restoring funding for our air traffic control officers, but this bill does nothing to relieve the anguish of those Americans who cannot afford to buy an airline ticket.

As a Senior Member of the House Homeland Security Committee I find it outrageous that in Texas, approximately 52,000 civilian Department of Defense employees would be furloughed. The sequester, which the Republicans did nothing to prevent, would undermine the significant progress the Department of Homeland Security has made over the past ten years and would negatively affect our ability to carry out their vital mission.

Sequestration will eventually roll back border security, increase wait times at our Nation's land ports of entry and airports, affect aviation and maritime safety and security, leave critical infrastructure vulnerable to attacks, hamper disaster response time and significantly scale back cyber security infrastructure protections that have been developed in recent years.

Republicans forced Congress to adopt sequestration as a backstop by playing a political game of chicken when it came to raising the debt ceiling to pay our debts. While we understand and share the concern of our Republican colleagues with respect to deficit spending, now is not the time to put ideology over pragmatism, and the arbitrary cuts imposed by the sequester are not the answer.

Instead of forcing the average American to pay the price for a dysfunctional Washington, give the leaders of both parties the time needed to reach some consensus on budget issues.

Republicans, particularly Members of the Tea Party, need to understand that allowing the sequester to continue is worst way to go about achieving a long-term debt reduction. Cutting two million jobs nationwide and slowing the growth of our gross domestic product by half a percent will barely make a dent in our debt, but it will result in widespread misery.

Moreover, it jeopardizes the economic progress that we have worked hard to achieve, and even threatens to throw us back into a recession. My state of Texas is greatly affected by sequestration. These cuts will have a devastating and widespread impact on local communities.

Texas will lose approximately \$67.8 million for primary and secondary education, putting around 930 teacher and aide jobs at risk. In addition, about 172,000 fewer students would be served and approximately 280 fewer schools would receive funding.

Texas will lose approximately \$51 million for about 620 teachers, aides, and staff who help children with disabilities.

Head Start and Early Head Start services would be eliminated for approximately 4,800 children in Texas, reducing access to critical early education.

In Texas, approximately 52,000 civilian Department of Defense employees would be furloughed, reducing gross pay by around \$274.8 million in total.

Texas will lose about \$1,103,000 in Justice Assistance Grants that support law enforcement, prosecution and courts, crime prevention and education, corrections and community corrections, drug treatment and enforcement, and crime victim and witness initiatives.

Around 83,750 fewer Texans will get the help and skills they need to find employment as Texas will lose about \$2,263,000 for job search assistance, referral, and placement, meaning.

Up to 2,300 disadvantaged and vulnerable children could lose access to child care, which is also essential for working parents to hold down a job.

In Texas around 9,730 fewer children will receive vaccines for diseases such as measles, mumps, rubella, tetanus, whooping cough, influenza, and Hepatitis B due to reduced funding for vaccinations.

Violence Against Women Grants: Texas could lose up to \$543,000 to provide services to victims of domestic violence, resulting in up to 2,100 fewer victims being served.

Texas will lose approximately \$2,402,000 to help upgrade its ability to respond to public health threats including infectious diseases, natural disasters, and biological, chemical, nuclear, and radiological events.

In addition, Texas will lose about \$6,750,000 in grants to help prevent and treat

substance abuse, resulting in around 2,800 fewer admissions to substance abuse programs. And the Texas State Department of Public Health will lose about \$1,146,000 resulting in around 28,600 fewer HIV tests.

Mr. Speaker, I ask unanimous consent that H.R. 900, the "Cancel the Sequester Act of 2013" be brought to the floor for a vote.

This one-sentence bill would end this national nightmare by repealing the section of the Budget Control Act of 2011 that imposed sequestration and its senseless, job-destroying cuts. If Congress cannot or will not come together in bipartisan agreement on a budget, I believe we have a duty to avert these catastrophic cuts by repealing them.

Mr. GOODLATTE. Mr. Speaker, I rise today in support of legislation to give the FAA and DOT flexibility to use unobligated funds to ensure the safety of our nation's air transportation system. Specifically I rise to affirm the intent of this legislation that grants the Secretary of Transportation the ability to use unobligated balances of the Airport Improvement Program account to prevent the closure of 149 contract air traffic control towers and halt the furloughs of air traffic controllers.

Our nation's air transportation system is a comprehensive network of intertwined departments, one of which is the air traffic control towers who guide our pilots safely between airports. I want to be very clear, maintaining service at all contract air traffic control towers is intrinsic to the authority given in this legislation to ensure a safe and efficient air transportation system.

Many Members of Congress have expressed grave concerns over the closure of contract towers and furloughs of air traffic controllers, both of which contribute to the overall safety of our nation's air transportation system. I should also clearly state that the inaction of the Department of Transportation to request sequester reprogramming authority and maintain some level of service at all contract towers has led to this legislation. The safety and efficiency of our skies have been put at risk and it has become incumbent upon the Congress to direct this authority to the Secretary of Transportation.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise in support of legislation we will consider today that will provide the Secretary of Transportation with the flexibility to transfer funds to prevent reduced operations and staffing of the Federal Aviation Administration. It has now been almost two months since the sequestration cuts were enacted, and we are in new and unprecedented territory. This week alone, approximately 2,800 flights were delayed daily because of the Republican majority's refusal to address the effects of the sequester sensibly.

This bill would allow the Department of Transportation to shift \$253 million in funds to the FAA's operations account to prevent the worst of these drastic cuts. This is simply a safety issue for the millions of passengers who travel our skies. Over the past five days, we have seen our national airspace system seriously compromised by the furloughs of air traffic controllers and other aviation safety professionals. In addition to the very serious safety concerns, the inconvenience of passengers, and the loss of wages to these federal workers, these delays have slowed commerce at a time when we should be doing everything we can to nurture our domestic economy.

Mr. Speaker, it is my hope that now that the actual effects of sequestration are painfully clear, Republican Members of Congress will come back to the table, and we can work on a bipartisan, common sense approach to ending sequestration.

Mr. REED. Mr. Speaker, I rise today in support of legislation to give the Federal Aviation Administration, FAA, and Department of Transportation, DOT, flexibility to use unobligated funds to ensure the safety of our nation's air transportation system and American travelers. Specifically I rise to affirm the intent of this legislation that grants the Secretary of Transportation the ability to use unobligated balances of the Airport Improvement Program account to prevent the closure of 149 contract air traffic control towers and halt the furloughs of air traffic controllers.

Maintaining service at all contract air traffic control towers is inherent to the authority given in this legislation to ensure a safe and efficient air transportation system. Over the past seven weeks, Congress has seen a swell of reaction to the FAA's decision to furlough and lay off hundreds of air traffic controllers across the country. In my district in New York, it was announced that the Ithaca Tompkins Regional Airport control tower would be closed. Since this announcement, residents, local businesses, and employees at the airport have flooded my office with feedback that this closure will have serious safety and long-term economic impacts in the region.

Many Members of Congress as well as industry representatives who utilize our nation's general aviation system have expressed grave concerns over the closure of contract towers and furloughs of air traffic controllers, both of which contribute to the overall safety of our nation's air transportation system. The inaction of the Department of Transportation to request sequester reprogramming authority and maintain some level of service at all contract towers is unacceptable and has led to the need for this legislation. The safety and efficiency of our skies have been put at risk and it has become incumbent upon the Congress to direct this authority to the Secretary of Transportation.

I look forward to working with the FAA and DOT to ensure that the Ithaca Tompkins control tower, as well as the other 148 towers across the country, remain up and running to ensure our skies are safe.

Mr. RADEL. Mr. Speaker, the President warned Americans would feel the pain of sequestration. What he failed to mention was his White House would play politics to guarantee pain was felt. House Republicans told the President to prioritize and find places to cut American families would not feel. He refused. This is why I am proud to support the Reducing Flight Delays Act, correcting the gross incompetence happening at the White House to ensure Southwest Floridians see shorter wait times at airports.

Ms. WILSON of Florida. Mr. Speaker, while today's action to stop FAA furloughs will reduce delays, 149 of the nation's contract control towers are still at risk of closure on June 15th. These towers are not only essential for passengers: they're essential for flight training, public safety, and small business.

South Florida's North Perry Airport, which I represent in Congress, is one of the key pilot training facilities in the Southeast and an important backstop for the region's international

airports. Without further action, this airport may be forced to close this summer.

I rise today to affirm that the intent of the Reducing Flight Delays Act of 2013 grants Secretary LaHood the authority to use unobligated balances of the Airport Improvement Program account to prevent the closure of the 149 contract air traffic control towers, including North Perry Airport. I call on Secretary LaHood to exercise this option to save these essential facilities.

Now, it's up to Congress to pass a comprehensive bill to stop the sequester.

Mr. BLUMENAUER. Mr. Speaker, today's vote may be the first of many to undo the painful and unfair impact of sequestration on our food safety system, housing services, public schools, Head Start programs, our transportation programs, and a host of other vital government services. However, I fear that a piecemeal approach would represent a continuation of the incredibly broken process in Washington, DC. Even though I will vote for today's measure, it will be an embarrassment if this is the only action we take to reduce these cuts.

I voted against the Budget Control Act for a reason; sequestration was intended to be painful. Picking and choosing programs to restore, instead of reforming our budget overall and raising revenue, shirks our fundamental responsibility as members of Congress. We must address the big picture: we need to cut programs that are irrelevant or even harmful, such as the nuclear arsenal and agricultural subsidy. We need new revenues that address the inequities in the tax code. It will require a comprehensive approach but will result in a sustainable budget future.

By all means protect the vital operation of the FAA. More importantly, restore the hundreds of vital programs crippled by sequestration by replacing them with strategic cuts and new revenues that will strengthen our economy and country. This should be our number one priority.

Mr. COSTA. Mr. Speaker, I rise today in support of legislation to provide the U.S. Secretary of Transportation with the flexibility to transfer certain funds to prevent reduced operations and staffing of the Federal Aviation Administration. While it is imperative that the U.S. Congress consider and pass legislation to replace the entirety of the sequester, this legislation will help ensure the safety and efficiency of our nation's air transportation system.

Specifically, I rise to affirm the intent of this legislation that grants the Secretary of Transportation the ability to use unobligated balances of the Airport Improvement Program account to halt the furloughs of air traffic controllers, to maintain the midnight air traffic control tower shift at airports across the country including Fresno-Yosemite International Airport, and to prevent the closure of 149 contract air traffic control towers including Castle Airport's contract air traffic control tower. Maintaining service at all contract and non-contract air traffic control towers is central to the authority provided in this bill to ensure the safety of our air transportation system.

Many Members of Congress have expressed concerns over the closure of contract towers, reduced service at non-contract towers, and furloughs of air traffic controllers, all of which contribute to the overall safety of our nation's air transportation system. The safety

and efficiency of our skies have been put at risk and it has become incumbent upon the Congress to direct this authority to the Secretary of Transportation.

Mr. PETERS of Michigan. Mr. Speaker, I rise today because I am frustrated at the House of Representatives' failure to pass a realistic budget to stop the irresponsible across-the-board cuts that have caused more than 4,000 flight delays impacting hundreds of thousands of passengers over the past week. I voted against the sequester because it was a bad policy then and it is a bad policy now.

Families in Michigan and across the country should not be penalized for dysfunction in Congress. Today, I am proud to have voted to end the crippling delays in our nation's airspace and support the jobs of 15,000 air traffic controllers who work hard to keep us safe all across this country.

This bill gives the Secretary of Transportation the authority and flexibility to move funds within the FAA to minimize the disruption to our air transportation system. Although I am happy that our air traffic controllers can finally get back to work protecting our skies, this bill does nothing to solve the continuing negative impacts to women, senior citizens, small businesses and our children's education.

It is time for us to take the responsible course of action to end this sequestration, find common-ground, and reach a final agreement on a bi-partisan budget that allows us to put teachers back to work in our schools, to give kids a jumpstart on education through Head Start, to help get people back to work, and to continue NIH research on critical diseases such as Alzheimers and heart disease.

I call upon my colleagues to come back to the table and pass a bi-partisan, comprehensive budget agreement to replace the sequester.

Mr. BISHOP of Georgia. Mr. Speaker, I rise in support of H.R. 1765 to provide the Secretary of Transportation with the flexibility to transfer funds to prevent further disruptions resulting from Federal Aviation Administration furloughs. If enacted, this bill will end the air traffic control furloughs that have congested commercial aviation traffic over the last week.

Currently, the FAA is furloughing almost 10 percent of its air traffic controller workforce on a daily basis. Since the furloughs began on Sunday through Wednesday this week, the number of air travel delays has totaled 8,804 compared to 2,795 for the same time last week. These delays inconvenience passengers and cause serious economic disruptions throughout the entire country.

H.R. 1765 will provide the Secretary of Transportation with the flexibility he needs to fix this problem without adding to the FAA's budget. The additional flexibility in this bill will also give the Secretary the ability to restore the FAA's Contract Tower Program.

It is Congress' intent that the Secretary of Transportation will use the added flexibility to stop the closure of the 149 identified contract towers across the country. As I and those in my District can attest, these contract towers, such as the ones in Albany and in Macon, play an important role in serving as a link between rural communities and the larger aviation network.

This bill should be approved to prevent both the FAA furloughs and the closure of these contract towers. I urge my colleagues to join me in supporting this important aviation bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Iowa (Mr. LATHAM) that the House suspend the rules and pass the bill, H.R. 1765.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. PASTOR of Arizona. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 361, nays 41, not voting 30, as follows:

[Roll No. 125]

YEAS—361

Aderholt	Davis, Rodney	Huelskamp
Alexander	DeFazio	Huizenga (MI)
Amodei	DeGette	Hultgren
Andrews	Delaney	Hunter
Bachmann	DeLauro	Hurt
Bachus	DeBene	Israel
Barber	Denham	Issa
Barletta	Dent	Jackson Lee
Barr	DeSantis	Jenkins
Barrow (GA)	Deutch	Johnson (OH)
Bass	Diaz-Balart	Johnson, E. B.
Becerra	Doggett	Johnson, Sam
Benishek	Doyle	Joyce
Bentivolio	Duckworth	Kaptur
Bera (CA)	Duffy	Keating
Bilirakis	Duncan (TN)	Kelly (PA)
Bishop (GA)	Ellmers	Kennedy
Bishop (NY)	Engel	Kilmer
Bishop (UT)	Eshoo	Kind
Black	Esty	King (IA)
Blackburn	Farenthold	King (NY)
Blumenauer	Farr	Kingston
Bonamici	Fattah	Kinzinger (IL)
Bonner	Fitzpatrick	Kirkpatrick
Boustany	Fleischmann	Kline
Brady (PA)	Fleming	Kuster
Bralley (IA)	Fortenberry	Labrador
Bridenstine	Poster	LaMalfa
Brooks (AL)	Fox	Lamborn
Brooks (IN)	Frankel (FL)	Lance
Broun (GA)	Franks (AZ)	Langevin
Brown (FL)	Frelinghuysen	Lankford
Brownley (CA)	Gabbard	Larsen (WA)
Buchanan	Galleo	Larson (CT)
Bucshon	Garamendi	Latham
Bustos	Garcia	Latta
Butterfield	Gardner	Lewis
Calvert	Garrett	Lipinski
Camp	Gerlach	Loeb
Campbell	Gibbs	Lowenthal
Cantor	Gibson	Lowey
Capito	Gingrey (GA)	Lucas
Capps	Gohmert	Luetkemeyer
Capuano	Goodlatte	Lujan Grisham
Cárdenas	Gosar	(NM)
Carson (IN)	Gowdy	Luján, Ben Ray
Cartwright	Graves (GA)	(NM)
Cassidy	Graves (MO)	Lummis
Castor (FL)	Grayson	Maffei
Castro (TX)	Green, Al	Maloney,
Chabot	Green, Gene	Carolyn
Chaffetz	Griffin (AR)	Maloney, Sean
Chu	Griffith (VA)	Marino
Cicilline	Grijalva	Matheson
Clay	Grimm	McCarthy (CA)
Cleaver	Guthrie	McCarthy (NY)
Clyburn	Gutierrez	McCaul
Coffman	Hahn	McClintock
Cohen	Hall	McCollum
Cole	Hanabusa	McHenry
Collins (GA)	Hanna	McIntyre
Collins (NY)	Harper	McKeon
Connolly	Harris	McKinley
Cook	Hartzler	McMorris
Cooper	Hastings (FL)	Rodgers
Costa	Hastings (WA)	McNerney
Cotton	Heck (NV)	Meadows
Courtney	Heck (WA)	Meehan
Cramer	Hensarling	Meeks
Crawford	Herrera Beutler	Meng
Crenshaw	Higgins	Messer
Cuellar	Himes	Mica
Culberson	Hinojosa	Michaud
Cummings	Holding	Miller (FL)
Daines	Holt	Miller (MI)
Davis (CA)	Horsford	Miller, Gary
Davis, Danny	Hudson	Moore

Moran	Rogers (AL)	Speier
Mullin	Rogers (KY)	Stewart
Murphy (FL)	Rogers (MI)	Stivers
Murphy (PA)	Rohrabacher	Stockman
Nadler	Rokita	Stutzman
Napolitano	Rooney	Swalwell (CA)
Neal	Ros-Lehtinen	Takano
Negrete McLeod	Roskam	Terry
Neugebauer	Ross	Thompson (MS)
Noem	Rothfus	Thompson (PA)
Nugent	Roybal-Allard	Thornberry
Nunes	Royce	Tiberi
Nunnelee	Runyan	Tierney
O'Rourke	Ruppersberger	Tipton
Owens	Rush	Titus
Pallone	Ryan (OH)	Tonko
Pascrell	Ryan (WI)	Tsongas
Pastor (AZ)	Salmon	Turner
Paulsen	Sánchez, Linda	Upton
Payne	T.	Valadao
Pearce	Sanchez, Loretta	Vargas
Pelosi	Scalise	Veasey
Perlmutter	Schakowsky	Vela
Perry	Schiff	Wagner
Peters (CA)	Schneider	Walberg
Peters (MI)	Schock	Walden
Peterson	Schrader	Wasserman
Petri	Schwartz	Wasserman
Pittenger	Schweikert	Schultz
Pitts	Scott (VA)	Waters
Poe (TX)	Scott, Austin	Watt
Pompeo	Scott, David	Weber (TX)
Posey	Sensenbrenner	Webster (FL)
Price (GA)	Sewell (AL)	Westmoreland
Price (NC)	Shea-Porter	Whitfield
Quigley	Sherman	Wilson (FL)
Rahall	Shimkus	Wittman
Reed	Shuster	Wolf
Reichert	Simpson	Womack
Renacci	Sinema	Woodall
Ribble	Sires	Yarmuth
Rice (SC)	Slaughter	Yoder
Richmond	Smith (NE)	Yoho
Rigell	Smith (NJ)	Young (AK)
Roby	Smith (TX)	Young (FL)
Roe (TN)	Southerland	

NAYS—41

Amash	Jordan	Palazzo
Clarke	Kelly (IL)	Pingree (ME)
Conyers	Kildee	Pocan
Crowley	Lee (CA)	Sarbano
DesJarlais	Levin	Serrano
Dingell	Lofgren	Thompson (CA)
Duncan (SC)	Long	Van Hollen
Edwards	Massie	Velázquez
Ellison	Matsui	Visclosky
Fincher	McDermott	Walz
Fudge	McGovern	Welch
Hoyer	Mulvaney	Wenstrup
Jeffries	Nolan	Wilson (SC)
Johnson (GA)	Olson	

NOT VOTING—30

Barton	Forbes	Polis
Beatty	Granger	Radel
Brady (TX)	Honda	Rangel
Burgess	Huffman	Ruiz
Carney	Jones	Sessions
Carter	LoBiondo	Smith (WA)
Coble	Lynch	Walorski
Cravaway	Marchant	Waxman
Enyart	Markey	Williams
Flores	Miller, George	Young (IN)

□ 1213

Ms. KELLY of Illinois and Mr. FINCHER changed their vote from "yea" to "nay."

Messrs. CASSIDY, FARR, FLEMING, Ms. HAHN, Ms. WASSERMAN SCHULTZ and Ms. LINDA T. SANCHEZ of California changed their vote from "nay" to "yea."

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. CARNEY. Mr. Speaker, on rollcall No. 125, had I been present, I would have voted "yea."

Mr. RADEL. Mr. Speaker, on rollcall No. 125, had I been present, I would have voted "yea."

Mr. SIMPSON. Mr. Speaker, on rollcall No. 125, on motion to suspend the rules and pass H.R. 1765, I was unable to vote. Had I been present, I would have voted "yea."

Mr. CONAWAY. Mr. Speaker, on April 26 I was unavoidably detained and missed rollcall No. 125, on H.R. 1765. Had I been present, I would have voted "yea."

Mr. CARNEY. Mr. Speaker, I wish to clarify my position for the RECORD on a vote cast on April 26, 2013. The vote was on passage of H.R. 1765, the Reducing Flight Delays Act.

On rollcall vote No. 125, I did not vote. It was my intention to vote "yea."

RESPONSIBLE HELIUM ADMINISTRATION AND STEWARDSHIP ACT

The SPEAKER pro tempore (Mr. TIBERI). 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 further consideration of the bill, H.R. 527.

Will the gentleman from Illinois (Mr. HULTGREN) kindly resume the chair.

□ 1215

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. 527) to amend the Helium Act to complete the privatization of the Federal helium reserve in a competitive market fashion that ensures stability in the helium markets while protecting the interests of American taxpayers, and for other purposes, with Mr. HULTGREN (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose earlier today, amendment No. 4 printed in House Report 113-47, offered by the gentleman from Texas (Mr. THORNBERRY), had been disposed of.

AMENDMENT NO. 2 OFFERED BY MR. DENT

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, the unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Pennsylvania (Mr. DENT) 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 Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 87, noes 312, not voting 33, as follows:

[Roll No. 126]

AYES—87

Alexander	Gardner	Murphy (PA)
Barletta	Gerlach	Olson
Benishek	Gibson	Owens
Bishop (UT)	Grayson	Palazzo
Blackburn	Grimm	Perry
Boustany	Hahn	Pitts
Brady (PA)	Higgins	Pompeo
Camp	Himes	Rahall
Carson (IN)	Huelskamp	Reed
Cartwright	Hultgren	Renacci
Castor (FL)	Kelly (PA)	Richmond
Castro (TX)	Kind	Rooney
Chabot	King (NY)	Ros-Lehtinen
Courtney	Kinzinger (IL)	Roskam
Crowley	Lance	Rothfus
Cuellar	Larsen (WA)	Schwartz
Davis, Rodney	Larson (CT)	Slaughter
DeLauro	Latham	Swalwell (CA)
Dent	Lipinski	Terry
DesJarlais	Loebsack	Thompson (MS)
Diaz-Balart	Maffei	Thompson (PA)
Doyle	Maloney, Sean	Titus
Esty	Marino	Upton
Fattah	McCarthy (NY)	Visclosky
Fitzpatrick	McKinley	Welch
Foster	McNerney	Whitfield
Frankel (FL)	Meehan	Yoder
Garamendi	Meng	Young (AK)
Garcia	Miller (MI)	Young (FL)

NOES—312

Aderholt	DeFazio	Hunter
Amash	DeGette	Hurt
Amodei	Delaney	Israel
Andrews	DelBene	Issa
Bachmann	Denham	Jackson Lee
Bachus	DeSantis	Jeffries
Barber	Deutch	Jenkins
Barr	Dingell	Johnson (GA)
Barrow (GA)	Doggett	Johnson (OH)
Bass	Duckworth	Johnson, E. B.
Becerra	Duffy	Johnson, Sam
Bentivolio	Duncan (SC)	Jordan
Bera (CA)	Duncan (TN)	Joyce
Bilirakis	Edwards	Kaptur
Bishop (GA)	Ellison	Keating
Bishop (NY)	Ellmers	Kelly (IL)
Black	Engel	Kennedy
Blumenauer	Eshoo	Kildee
Bonamici	Farenthold	Kilmer
Bonner	Farr	King (IA)
Braley (IA)	Fincher	Kingston
Bridenstine	Fleischmann	Kirkpatrick
Brooks (AL)	Fleming	Kline
Brooks (IN)	Fortenberry	Kuster
Broun (GA)	Poxx	Labrador
Brown (FL)	Franks (AZ)	LaMalfa
Brownley (CA)	Frelinghuysen	Lamborn
Buchanan	Fudge	Langevin
Bucshon	Gabbard	Lankford
Bustos	Gallego	Latta
Butterfield	Garrett	Lee (CA)
Calvert	Gibbs	Levin
Campbell	Gingrey (GA)	Lewis
Cantor	Gohmert	Lofgren
Capito	Goodlatte	Long
Capps	Gosar	Lowenthal
Capuano	Gowdy	Lowe
Cárdenas	Graves (GA)	Lucas
Carney	Graves (MO)	Luetkemeyer
Cassidy	Green, Al	Lujan Grisham
Chaffetz	Green, Gene	(NM)
Chu	Griffin (AR)	Lujan, Ben Ray
Cicilline	Griffith (VA)	(NM)
Clarke	Grijalva	Lummis
Clay	Guthrie	Maloney,
Cleaver	Gutierrez	Carolyn
Clyburn	Gutierrez	Massie
Coffman	Hall	Matheson
Cohen	Hanabusa	Matsui
Cole	Hanna	McCarthy (CA)
Collins (GA)	Harper	McCaul
Collins (NY)	Harris	McClintock
Connolly	Hartzler	McCullum
Conyers	Hastings (FL)	McDermott
Cook	Hastings (WA)	McGovern
Cooper	Heck (NV)	McHenry
Costa	Heck (WA)	McIntyre
Cotton	Hensarling	McKeon
Cramer	Herrera Beutler	McMorris
Crenshaw	Hinojosa	Rodgers
Culberson	Holder	Holt
Cummings	Holding	Meadows
Daines	Holt	Meeks
Davis (CA)	Horsford	Messer
Davis, Danny	Hoyer	Mica
	Hudson	Michaud
	Huizenga (MI)	

Miller (FL)	Roby	Southerland
Miller, Gary	Roe (TN)	Speier
Moore	Rogers (AL)	Stewart
Moran	Rogers (KY)	Stivers
Mullin	Rogers (MI)	Stockman
Mulvaney	Rohrabacher	Stutzman
Nadler	Rokita	Takano
Napolitano	Ross	Thompson (CA)
Neal	Roybal-Allard	Thornberry
Negrete McLeod	Royce	Tiberi
Neugebauer	Runyan	Tierney
Noem	Ruppersberger	Tipton
Nolan	Rush	Tonko
Nugent	Ryan (OH)	Tsongas
Nunes	Ryan (WI)	Turner
Nunnelee	Salmon	Valadao
O'Rourke	Sánchez, Linda	Van Hollen
Pallone	T.	Vargas
Pascrell	Sanchez, Loretta	Veasey
Pastor (AZ)	Sarbanes	Vela
Paulsen	Scalise	Velázquez
Payne	Schakowsky	Wagner
Pearce	Schiff	Walberg
Pelosi	Schneider	Walden
Perlmutter	Schrader	Walz
Peters (CA)	Schweikert	Wasserman
Peters (MI)	Scott (VA)	Schultz
Peterson	Scott, Austin	Waters
Petri	Scott, David	Watt
Pingree (ME)	Sensenbrenner	Weber (TX)
Pittenger	Serrano	Webster (FL)
Pocan	Sewell (AL)	Wenstrup
Poe (TX)	Shea-Porter	Westmoreland
Posey	Sherman	Wilson (FL)
Price (GA)	Shimkus	Wilson (SC)
Price (NC)	Shuster	Wittman
Quigley	Sinema	Wolf
Reichert	Sires	Womack
Ribble	Smith (NE)	Woodall
Rice (SC)	Smith (NJ)	Yarmuth
Rigell	Smith (TX)	Yoho

NOT VOTING—33

Barton	Granger	Radel
Beatty	Honda	Rangel
Brady (TX)	Huffman	Ruiz
Burgess	Jones	Schock
Carter	LoBiondo	Sessions
Coble	Lynch	Simpson
Conaway	Marchant	Smith (WA)
Crawford	Markey	Walorski
Enyart	Miller, George	Waxman
Flores	Murphy (FL)	Williams
Forbes	Polis	Young (IN)

□ 1220

So the amendment was rejected.

The result of the vote was announced as above recorded.

Stated against:

Mr. CONAWAY. Mr. Chair, on April 26 I was unavoidably detained and missed rollcall number 126, on the Dent Amendment to H.R. 527.

Had I been present I would have voted "no."

The Acting CHAIR. The question is on the amendment in the nature of a substitute, as amended.

The amendment was agreed to.

The Acting CHAIR. Under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. SHIMKUS) having assumed the chair, Mr. HULTGREN, Acting Chair 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. 527) to amend the Helium Act to complete the privatization of the Federal helium reserve in a competitive market fashion that ensures stability in the helium markets while protecting the interests of American taxpayers, and for other purposes, and, pursuant to House Resolution 178, he reported the bill back to the House with an amendment adopted in the Committee of the Whole.