

health care, and other benefits to American workers adversely affected by trade. While this bill will continue the program for 3 months, I believe 6 months would be better and would allow the Senate sufficient time to pass the TAA reauthorization bill.

Also, the Senate and House must work together to develop what I hope will be truly bipartisan legislation that helps workers affected by trade and globalization get retrained and back to work sooner. Unfortunately, the House-passed Democrat bill was not the product of a bipartisan approach as I had hoped and did not include key Republican reform proposals.

In light of this, an overwhelming majority of the Republicans did not support it, and the bill drew a veto threat from the administration. In contrast, a TAA reauthorization bill that committee Republicans offered in an alternative on the floor was supported by 95 percent of all House Republicans and 11 Democrats. This strong support reflects the meaningful reforms in our 5-year TAA reauthorization, such as an increased health coverage tax credit.

As debate moves forward, I hope that at least some of the key TAA reforms in our bill will be considered and adopted. Several critical reforms in the House Republican TAA bill were not included with the House-passed language. They include providing more flexible training options to get people back to work sooner, such as training before layoffs, part-time training, and providing training scholarship for workers to use over 4 years, provisions to enhance the capacity of training providers, primarily community colleges to provide effective training programs, new accountability measures for TAA program funds, an extension and modernization of the Workforce Investment Act that will better integrate it with TAA to expand services to all workers and additional flexibility for States to operate UI programs that would help workers get back on the job faster.

I also want to reiterate my opposition to how the majority paid for the House-passed bill, and I hope we can revisit this issue as the process moves ahead.

Finally, Mr. Speaker, I believe we should discuss TAA expansion in the context of initiatives that would expand trade opportunities for U.S. workers, farmers, and producers. We must pass all of our pending trade agreements with Colombia, Panama, and South Korea and reauthorize trade promotion authority that allows the President a stronger hand to negotiate these beneficial agreements in the first place.

I yield back the balance of my time.

Mr. LEVIN. Mr. Speaker, this is not the time to have any lengthy debate about trade nor, I think, about TAA. But before I yield back my time, since this is going to be a 3-month extension, and that means there needs to be quick action and we intend to undertake it as

soon as we come back, I do want to emphasize a few points. Number one, the bill that passed here addressed the issue of service workers. Essentially, what Mr. HERGER has referred to in his bill left the status quo and left out virtually all service workers, and that is simply inadequate and inappropriate.

It also did not touch the issue of funding. It did not streamline the processes so many people today in the manufacturing field for example when they lose their job because of trade simply can't work their way through all of the red tape. Also it doesn't address the issues within the unemployment compensation system and also doesn't refer to the needs of communities especially hard hit in manufacturing areas.

So we should pass this bill with notice that we here on the majority side intend to move quickly next year. I hope there can be a lot of bipartisan discussion. We need to do it quickly.

Let me say one last thing about the gentleman from California's statement about trade bills. We need to reform trade policy. We also need to pass trade adjustment assistance, and the attempt to link the two in terms of legislation simply will not work, and I don't think should or will happen.

TAA can stand on its own feet. TAA is necessary for those thrown out of work through no fault of their own because of the impact of trade. And to try to use TAA as an instrumentality to push particular trade bills simply shortchanges people in this country who lose their jobs, communities that lose their base, firms that are left out because of trade. Trade is not the only cause of dislocation in this country, but it is a substantial cause that needs to be addressed by reforming trade policy, number one, and we took major steps to begin to do that this year on the majority side, and also to pass TAA.

So I hope Mr. HERGER and the Republicans will join with us the first 3 months of next year, and let's get busy and pass TAA. I hope also that the administration will drop its resistance and also stop trying to use TAA as a bargaining tool. That is not fair to people who are hurting economically through no fault of their own.

GENERAL LEAVE

Mr. LEVIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 4341.

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

There was no objection.

Mr. LEVIN. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. LEVIN) that the House suspend the rules and pass the bill, H.R. 4341.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

ADDRESSING VULNERABILITIES IN AVIATION SECURITY

Mrs. LOWEY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1413) to direct the Assistant Secretary of Homeland Security (Transportation Security Administration) to address vulnerabilities in aviation security by carrying out a pilot program to screen airport workers with access to secure and sterile areas of airports, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1413

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

SECTION 1. ENHANCED PERIMETER SECURITY AND ACCESS CONTROL THROUGH COMPREHENSIVE SCREENING OF AIRPORT WORKERS.

(a) **PILOT PROGRAM.**—Not later than 120 days after the date of the enactment of this Act, the Assistant Secretary of Homeland Security (Transportation Security Administration) shall carry out a pilot program at 7 service airports to screen all individuals with unescorted access to secure and sterile areas of the airport in accordance with section 44903(h) of title 49, United States Code.

(b) **PARTICIPATING AIRPORTS.**—At least 2 of the airports participating in the pilot program shall be large hub airports (as defined in section 40102 of title 49, United States Code). At least 1 of the airports participating in the pilot program shall be a category III airport. Each of the remaining airports participating in the pilot program shall represent a different airport security risk category (as defined by the Assistant Secretary).

(c) **SCREENING STANDARDS.**—

(1) **IN GENERAL.**—Except as provided under paragraphs (2) and (3), screening for individuals with unescorted access under the pilot program shall be conducted under the same standards as apply to passengers at airport security screening checkpoints and, at a minimum of 1 airport, shall be carried out by a private screening company that meets the standards in accordance with section 44920(d) of title 49, United States Code. That airport shall be an airport that uses such a private screening company to carry out passenger screenings as of the date of the enactment of this Act.

(2) **DESIGNATED SCREENING LANE.**—In addition to the requirements under paragraph (1), each airport participating in the pilot program shall designate at least one screening lane at each airport security screening checkpoint to be used to screen individuals with unescorted access on a priority basis under the pilot program. Such lane may also be used to screen passengers.

(3) **ALTERNATIVE MEANS OF SCREENING.**—At 1 of the 7 airports participating in the pilot program, the Assistant Secretary shall deploy, instead of the screening standards required under paragraphs (1) and (2), alternative means of screening all individuals with unescorted access to secure and sterile areas of the airport. Alternative means of screening may include—

(A) biometric technology for airport access control;

(B) behavior recognition programs;

(C) canines to screen individuals with unescorted access to secure and sterile areas of the airport;

(D) targeted physical inspections of such individuals;

(E) video cameras; and

(F) increased vetting, training, and awareness programs for such individuals.

(d) **VULNERABILITY ASSESSMENTS.**—As part of the pilot program under this section, the Assistant Secretary shall conduct a vulnerability assessment of each airport participating in the pilot program. Each such assessment shall include an assessment of vulnerabilities relating to access badge and uniform controls.

(e) **TECHNOLOGY ASSESSMENTS.**—Airport operators at each airport at which the pilot program under this section is implemented shall conduct an assessment of the screening technology being used at that airport and submit the results of the assessment to the Assistant Secretary. The Assistant Secretary shall compile the results of all the assessments and provide them to each airport participating in the pilot program.

(f) **OPERATIONAL ASSESSMENTS.**—As part of the pilot program under this section, the Assistant Secretary shall conduct an operational assessment at each airport participating in the pilot program. Each such assessment shall include an evaluation of—

(1) the effect on security of any increase in terminal congestion created as a result of screening individuals with unescorted access under the pilot program;

(2) the average wait times at screening checkpoints for passengers and individuals with unescorted access;

(3) any additional personnel required to screen individuals with unescorted access;

(4) the effect of screening individuals with unescorted access on other security-related activities at the airport;

(5) any lost productivity of individuals with unescorted access associated with airport participation in the pilot program; and

(6) the rate at which “prohibited items” are detected and confiscated from individuals with unescorted access.

(g) **DURATION.**—The pilot program shall be carried out for a period of not less than 180 days.

(h) **AUTHORIZATION OF APPROPRIATIONS.**—There are authorized to be appropriated such sums as may be necessary to carry out this section.

(i) **REPORT.**—

(1) **IN GENERAL.**—Not later than 90 days after the last day of the pilot program, the Assistant Secretary shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the pilot program.

(2) **CONTENTS OF REPORT.**—The report shall include the following:

(A) An assessment of the effect of screening all airport workers with access to secure and sterile airport areas on screening and logistical resources.

(B) An assessment of the security improvements that are achieved from screening such workers.

(C) An assessment of the costs of screening such workers.

(D) The results of the vulnerability assessments conducted under subsection (d).

(E) An estimate of the infrastructure and personnel requirements necessary to implement a screening program for individuals with unescorted access at all commercial service airports in the United States in order to process each such individual and each passenger through each screening checkpoint in fewer than 10 minutes.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from New York (Mrs. LOWEY) and the gentlewoman from Florida (Ms. GINNY BROWN-WAITE) each will control 20 minutes.

The Chair recognizes the gentlewoman from New York.

GENERAL LEAVE

Mrs. LOWEY. Mr. Speaker, I ask unanimous consent that all Members

have 5 legislative days within which to revise and extend their remarks on this bill and include therein any extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from New York?

There was no objection.

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

Mr. Speaker, H.R. 1413 creates a pilot program screening airport workers at seven airports. Screening passengers but giving workers open access is like installing a home security system but leaving the back door open. We know criminal activity has resulted from this loophole and we cannot take a chance that terrorists will exploit it. H.R. 1413 is a bipartisan approach to ensure security at our airports, and I urge my colleagues to support it.

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

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I yield myself such time as I may consume.

I rise in strong support of H.R. 1413, legislation sponsored by my good friend and fellow New Yorker, Nita Lowey, and me that seeks to close an important loophole in the airport security program.

Since 9/11, Congress and the airline industry have taken strong affirmative actions to tighten security at our Nation's airports. However, one of the few areas of security that has grown unchanged since the horrific events of 9/11 is airport workers screening. While airline passengers are searched from head to foot before we board a plane or reach the gate, most airports do not screen 100 percent of their employees when entering into secure areas.

Earlier this year at the Orlando International Airport just outside my congressional district, airport employees were able to smuggle loaded weapons onto a plane bound for Puerto Rico. This significant breach in security could have been avoided with 100 percent screening of airport workers. Thankfully, no one was hurt, and the employees' intent was not to incite terror. However, had those guns been used to hijack a plane to commit a larger terrorist act, I am confident that we would have 100 percent screening at all our airports and that would already be in place as we speak.

Let's not wait for such an attack to occur before we take action. H.R. 1413 will create a pilot program for TSA to test the plausibility of screening of all airport workers at seven airports. While some have objected to the 100 percent worker screening in principle, they have no broad federally operated test case upon which to base this opinion. The value of this pilot project is that it allows TSA to evaluate thoroughly the strengths and weaknesses of 100 percent airport worker screening on a small scale. While no one wants more bureaucracy for bureaucracy's sake, we do need to protect the traveling public.

I strongly urge my colleagues to support this bill.

I reserve the balance of my time.

Mrs. LOWEY. Mr. Speaker, I continue to reserve the balance of my time.

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I yield to the gentleman from Florida from the airport that, I might add, does have 100 percent screening.

Mr. MICA. Mr. Speaker and my colleagues, I had the honor and privilege of chairing the House Aviation Subcommittee for some 6 years. I inherited that responsibility some months after September 11 and concluded my service as the Chair of that important subcommittee January of this year. I now am the ranking member on the Transportation and Infrastructure Committee.

Just by way of my background, I have been involved in both the creation of TSA and the evolution of TSA over these years, and, trying to make certain, as I know Ms. GINNY BROWN-WAITE is doing, Representative NITA LOWEY is trying to do, and I think they are very well intended and actually I hope to work with them, I just found out about this proposal coming up today last night, and I do pledge to work with them to try to make their intent the most effective intent, protecting the American public. And I know that is what Ms. GINNY BROWN-WAITE does. That is her intent. And I think that is Mrs. LOWEY's intent here.

But what we have got to do is make certain that we aren't doing something that really won't achieve the results. And I think the normal screening of workers, as it has been done as we screen passengers, would not be that effective. So I have no objection to a demonstration project, but I think what we need is one that is sophisticated to try to deal with finding out what the bad intent of supposedly good aviation system workers may be.

□ 1645

Most of what we have at the airport today, I hate to tell you, the technology does not deal with the current threat. The current threat is not someone taking a gun or a weapon, as we traditionally know it, through airport screening checkpoints. In fact, USA Today has shown even how flawed this system is, in revealing some of the results of taking through not only those type items but also other items that may pose a risk today.

The problem we have is people with bad intent who obtain employment in this industry can do great harm. What we need to do is focus the screening on going after that bad intent, because once they get past the worker screening or passenger screening point, a worker has access to chemicals, substances, tools, a treasure trove of items that can be used to take down an aircraft, and that is what we want to prevent.

So I am not going to try to kill this measure. That is not my intent. In fact, I didn't come out here to call for

a roll call vote on this. But what I would like to do is work with them to see that their intent, which is to make certain that workers who may pose danger to the system, we find a way to screen them that would be most effective in protecting our passengers.

The worst thing we can do, and I will tell you this, I helped create the Department of Homeland Security, I helped author the TSA bill. But TSA and the Department of Homeland Security is 177,000 employees. I compare it to sort of like pigeons you may see in a plaza, and when Congress claps its hands, they will all fly off in whatever direction we send them, but it may not always be the best-intended.

I give you one final example. We ban lighters from being carried onboard aircraft. We ban lighters, but we didn't ban cell phones or cameras with a battery. Here's my cell phone. This is much more dangerous as an ignition electronic device than any lighter that you can carry onboard.

Sometimes we do things here with good intentions, like the lighter ban, but they may not have the results we would like to achieve. So I came here to tell both of the sponsors I appreciate what they are trying to do, but I think we can take and craft their demonstration project into a demonstration project that truly screens workers in a way that will be beneficial to catch the potentially bad players and that we can make this system safer.

So I compliment you on your well-intended efforts. I pledge to work with you, and we will take it from there.

Mrs. LOWEY. Mr. Speaker, I thank the gentleman for his wisdom and for his willingness to work with us. I have no more speakers, and I urge the Members to support this critical legislation.

I reserve the balance of my time.

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I am delighted Mr. MICA does want to work with us. Certainly, the type of screening he is talking about, where we are able to determine or hopefully determine the intent of the workers coming in, is a very good one. But I think we also need to be very vigilant to make sure that they are not bringing in suitcase bombs in what may look like a worker's toolbox.

This situation was actually brought to my attention by TSA workers who, at one of the airports that I was at, said to me, You know, we have to screen you, but would you believe people are coming in the back door without any kind of screening at all, other than a swipe card? These are people who may work at the airport; they work at the concession stands. And certainly the TSA workers are screened, Members of Congress are screened, candidates for President are screened when they go through the airport, but imagine this, that individuals are coming in the back door with just a swipe card.

We need to make sure that money is well spent, I agree with Mr. MICA, and I think that what we need is a variety

of ways to deter any acts of terrorism, and that clearly is what this pilot program is all about. I look forward to working with Mr. MICA and being able to utilize his many years of experience on this.

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today in strong support of H.R. 1413.

H.R. 1413 was introduced by Representatives LOWEY and BROWN-WAITE to establish a pilot program to test the viability of physically screening airport workers at seven (7) airports. I am pleased to report that this bipartisan bill, as amended in Committee, not only requires TSA to test physical screening but also alternative forms of screening, including: biometrics, behavior recognition, and canine teams.

Consideration of H.R. 1413 is timely in light of the October 2007 arrest of 10 airline employees for operating a drug smuggling ring at John F. Kennedy International Airport in New York. The ring leader allegedly directed JFK airport employees from inside the airport on how to move heroin and cocaine into so-called "safe areas" of the airport.

Mr. Speaker, most people that work in our nation's airports are hardworking, trustworthy people who pose no threat to the traveling public. However, in a post-9/11 world, we have to address the risk of an "inside job"—where an attack is planned and executed by an airport worker who exploits security gaps. H.R. 1413 does just that.

H.R. 1413 does so in a manner that strives to assure that that people that keep the planes flying are able to do their job. Specifically, H.R. 1413 creates a 180-day pilot program where all the people that access the terminal and the airplanes, not just the American Flying Public, are screened.

To those who think this can't be done, I'm here to tell you "it can be done." They do it at London's Heathrow airport. They do it at DeGaulle Airport in Paris. I understand that there are those who don't want us to look at this approach. But in a post-9/11 world, failing to do so is just plain wrong.

Under the leadership of Subcommittee Chairwoman JACKSON-LEE, H.R. 1413 was agreed to "as amended," on April 24th by voice vote. The full committee considered, voted and reported favorably on August 1. I strongly urge passage of this bill that takes a reasonable approach to exploring how to better secure our airports, airplanes and travelers.

Mrs. LOWEY and Ms. BROWN-WAITE are to be commended for their leadership on this critical legislation. I look forward to continuing to work with the bills sponsors and other interested parties to ensure that TSA structures the pilot in a manner that provides Congress with the best guidance on how to address this gap in security. I strongly urge passage on this important homeland security measure.

Ms. JACKSON LEE of Texas. Mr. Speaker, I rise in strong support of H.R. 1413, to direct the Assistant Secretary of Homeland Security (Transportation Security Administration) to address vulnerabilities in aviation security by carrying out a pilot program to screen airport workers with access to secure and sterile areas of airports, introduced by my distinguished colleague from New York, Representative LOWEY. As a member of the Committee on Homeland Security and Chair of the Subcommittee on Transportation and Infrastruc-

ture Protect, I believe that this important piece of legislation, of which I am a proud cosponsor, is absolutely imperative for insuring the protection of our nation.

Today, aviation security is high on the list of priorities of air travelers, the Federal Government, and the international air community. Since September 11th we have made many improvements in the security of our nation's transportation infrastructure. However our job is far from over, whether it's more improvements to be made or gaps to close. In matters of security, we must not become complacent—as our enemies adapt, so must we. And we did, we now have a federal screening workforce, we screen 100 percent of the checked baggage, we are in the process of moving to 100 percent screening of air cargo and we are constantly trying to find new technology to help all of these functions. In addition we armed pilots and barricaded the cabin door, still there is much more that needs to be done and this legislation is an important step in the direction of making our nation more secure.

This important legislation includes a number of provisions that will make American airports safer by directing the Assistant Secretary of Homeland Security to implement a number of new programs. In this day and age when Presidential candidates and Members of Congress must go through airport security and screening, it is unfathomable that airport employees with access to sterile areas of the airport are still excused from such screening. This legislation calls for the implementation of a pilot program at five commercial service airports that will screen all airport workers with access to sterile areas of the airport. This program calls for screening of airport employees to be conducted under the same standards as apply to passengers at security screening checkpoints and to be carried out by private screeners at a designated screening lane for their exclusive use at a minimum of two airports. This will ensure that airport employees are held to the same standards as all other people wishing to enter an airport. In order to further ensure security, this bill requires that each airport participating in said program is subject to a vulnerability assessment by the Department of Homeland Security.

An endemic problem in the national security system is the lack of specificity of legislation that is meant to secure our nation's airports. This bill escapes that by specifying that at least two of the participating airports be large hub airports, with the remaining airports representing different airport security risk categories, therefore ensuring a holistic assessment of our airports current security risks. This legislation further specifies that each participating airport operator conduct an assessment of the screening technology used at the airport and to submit the results to the Assistant Secretary. Following this comprehensive program, the United States will be able to better assess the real security of its nation's airports.

Mr. Speaker, I am proud to cosponsor H.R. 1413 and I call on my colleagues to support this important piece of legislation because I strongly believe that it will strengthen our nation's efforts to confront the existing vulnerabilities our current airport security system and consequently make our nation more secure.

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from New York (Mrs. LOWEY) that the House suspend the rules and pass the bill, H.R. 1413, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The title was amended so as to read: "A bill to direct the Assistant Secretary of Homeland Security (Transportation Security Administration) to address vulnerabilities in aviation security by carrying out a pilot program to screen airport workers with access to secure and sterile areas of airports, and for other purposes."

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY CHAIRMAN OF PERMANENT SELECT COMMITTEE ON INTELLIGENCE REGARDING AVAILABILITY OF CLASSIFIED SCHEDULE OF AUTHORIZATIONS AND CLASSIFIED ANNEX

(Mr. REYES asked and was given permission to address the House for 1 minute.)

Mr. REYES. Mr. Speaker, I wish to announce to all Members of the House that the conference report to accompany H.R. 2082, the Intelligence Authorization Act of Fiscal Year 2008, has been filed in accordance with House rules and that the classified schedule of authorizations and the classified annex of the conference report is available for review by Members at the offices of the Permanent Select Committee on Intelligence in room H-405 of the Capitol. The committee office is open during regular business hours, and this evening during our votes, for the convenience of any Member who wishes to review this material prior to the consideration of the conference report by the House. Members wishing to review this material should contact the committee to arrange a time and a date for that review.

In addition to signing the oath for access to classified information specified in clause 13 of rule XXIII of the House of Representatives Rules, committee rules also require that Members agree in writing to a nondisclosure agreement that indicates that the Member has been granted access to the classified schedule of authorizations and classified annex, and that they are familiar with the rules of the House and the committee with respect to the classified nature of that information and the limitations on disclosure of such information.

RECESS

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

Accordingly (at 4 o'clock and 54 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. ALTMIRE) at 6 o'clock and 30 minutes p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

House Resolution 842, by the yeas and nays;

House Resolution 847, by the yeas and nays;

H.R. 4343, by the yeas and nays.

The vote on H.R. 3985 will be taken later in the week.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

EXPRESSING SYMPATHY TO THE VICTIMS OF CYCLONE SIDR IN SOUTHERN BANGLADESH

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution, H. Res. 842, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. MEEKS) that the House suspend the rules and agree to the resolution, H. Res. 842, as amended.

The vote was taken by electronic device, and there were—yeas 388, nays 0, not voting 43, as follows:

[Roll No. 1142]

YEAS—388

Abercrombie	Bilirakis	Burton (IN)	Cooper	Jackson-Lee	Pearce
Ackerman	Bishop (GA)	Butterfield	Costa	(TX)	Pence
Aderholt	Bishop (NY)	Calvert	Costello	Jefferson	Perlmutter
Akin	Bishop (UT)	Camp (MI)	Courtney	Johnson (GA)	Peterson (MN)
Allen	Blackburn	Campbell (CA)	Cramer	Johnson, E. B.	Peterson (PA)
Altmire	Blumenauer	Cannon	Crenshaw	Johnson, Sam	Petri
Andrews	Blunt	Cantor	Crowley	Jones (NC)	Pickering
Arcuri	Boehner	Capito	Cuellar	Jones (OH)	Pitts
Baca	Bonner	Capps	Culberson	Jordan	Platts
Bachmann	Bono	Capuano	Cummings	Kagen	Poe
Bachus	Boozman	Cardoza	Davis (AL)	Kanjorski	Pomeroy
Baird	Boren	Carnahan	Davis (CA)	Kaptur	Porter
Baker	Boucher	Carney	Davis (KY)	Keller	Price (GA)
Baldwin	Boustany	Carter	Davis, David	Kennedy	Price (NC)
Barrett (SC)	Boyd (FL)	Castle	Davis, Lincoln	Kildee	Putnam
Barrow	Boyd (KS)	Castor	Davis, Tom	Kilpatrick	Radanovich
Bartlett (MD)	Brady (PA)	Chabot	Deal (GA)	King (NY)	Rahall
Barton (TX)	Brady (TX)	Chandler	DeFazio	Kingston	Ramstad
Bean	Braley (IA)	Clarke	DeGette	Kirk	Rangel
Becerra	Brown (GA)	Clay	DeLauro	Klein (FL)	Regula
Berkley	Brown (SC)	Clyburn	Dent	Kline (MN)	Rehberg
Berman	Brown-Waite,	Coble	Diaz-Balart, L.	Knollenberg	Reichert
Berry	Ginny	Cohen	Diaz-Balart, M.	Kucinich	Renzi
Biggert	Buchanan	Cole (OK)	Dicks	Kuhl (NY)	Reynolds
Bilbray	Burgess	Conaway	Dingell	LaHood	Richardson
			Doggett	Lamborn	Rodriguez
			Donnelly	Lampson	Rogers (AL)
			Doyle	Langevin	Rogers (KY)
			Drake	Larsen (WA)	Rogers (MI)
			Dreier	Larson (CT)	Rohrabacher
			Duncan	Latham	Ros-Lehtinen
			Edwards	LaTourette	Roskam
			Ehlers	Lee	Ross
			Ellison	Levin	Rothman
			Ellsworth	Lewis (CA)	Roybal-Allard
			Emanuel	Lewis (GA)	Royce
			Emerson	Lewis (KY)	Ruppersberger
			Engel	Linder	Sali
			English (PA)	Lipinski	Sánchez, Linda
			Eshoo	LoBiondo	T.
			Etheridge	Loeb sack	Sanchez, Loretta
			Fallin	Lowey	Sarbanes
			Farr	Lungren, Daniel	Saxton
			Fattah	E.	Schakowsky
			Filner	Lynch	Schiff
			Flake	Mack	Schmidt
			Forbes	Mahoney (FL)	Schwartz
			Fortenberry	Maloney (NY)	Scott (GA)
			Fossella	Manzullo	Scott (VA)
			Fox	Markey	Sensenbrenner
			Frank (MA)	Marshall	Serrano
			Franks (AZ)	Matsui	Sestak
			Frelinghuysen	McCarthy (CA)	Shadegg
			Gallegly	McCarthy (NY)	Shays
			Garrett (NJ)	McCaul (TX)	Shea-Porter
			Gerlach	McCollum (MN)	Sherman
			Giffords	McCotter	Shimkus
			Gillibrand	McCrary	Shuler
			Gingrey	McDermott	Shuster
			Gohmert	McGovern	Simpson
			Gonzalez	McHenry	Sires
			Goode	McHugh	Skelton
			Goodlatte	McIntyre	Slaughter
			Gordon	McKeon	Smith (NE)
			Granger	McMorris	Smith (TX)
			Green, Al	Rodgers	Smith (WA)
			Green, Gene	McNerney	Snyder
			Grijalva	McNulty	Solis
			Gutierrez	Meek (FL)	Souder
			Hall (NY)	Meeks (NY)	Space
			Hall (TX)	Melancon	Spratt
			Hare	Mica	Stark
			Harman	Michaud	Stearns
			Hastings (FL)	Miller (MI)	Stupak
			Hastings (WA)	Miller (NC)	Sullivan
			Hayes	Miller, George	Sutton
			Heller	Mitchell	Tanner
			Hensarling	Mollohan	Tauscher
			Herger	Moore (KS)	Taylor
			Herseth Sandlin	Moran (KS)	Terry
			Higgins	Moran (VA)	Thompson (CA)
			Hill	Murphy (CT)	Thompson (MS)
			Hinche	Murphy, Patrick	Thornberry
			Hirono	Murphy, Tim	Tiahrt
			Hobson	Musgrave	Tiberi
			Hodes	Myrick	Tierney
			Hoekstra	Nadler	Towns
			Holden	Napolitano	Tsongas
			Holt	Neal (MA)	Turner
			Honda	Neugebauer	Udall (CO)
			Hoyer	Nunes	Udall (NM)
			Hulshof	Oberstar	Upton
			Inglis (SC)	Obey	Van Hollen
			Inslee	Olver	Velázquez
			Israel	Ortiz	Visclosky
			Issa	Pallone	Walberg
			Jackson (IL)	Pascrell	Walden (OR)
				Pastor	Walsh (NY)
				Payne	Walz (MN)