

agencies, it doesn't necessarily warrant that.

I do appreciate during the process being able to offer an amendment that would allow for some flexibility within the different agencies so that they have the internal control and don't necessarily have the excuse to go out and hire another person to try to manage this.

But with that said, I believe in and support this piece of legislation because, as I said before, the continuity of our government, this is a critical component to that. But it is also incumbent upon the executive branch to make sure that we have the safety, security, and the privacy components firmly in place. I believe that OPM, the Office of Personnel Management, will do that. This legislation strengthens their ability to do that, and that is why I am supportive of it. I appreciate the good work on both sides of the aisle. I urge my colleagues to support this legislation.

I yield back the balance of my time.

Mr. LYNCH. Madam Speaker, I want to thank the gentleman for his thoughtful comments and his leadership on this issue. I do want to just try to address the scoring aspect of it, for those who are, as rightly they should be, sensitive to the budget. Our understanding from the estimate provided by the Congressional Budget Office is that this provision would cost approximately \$30 million over 5 years. However, I think it is important to point out that during the recent unexpected snowstorms in the Washington, DC, and Northern Virginia area this past winter, in February we saved \$30 million per day. So the program costs \$30 million over 5 years, and in one severe snowstorm, we saved \$30 million per day by utilizing the telework function.

In closing, I also want to thank Mr. SARBANES and Mr. CONNOLLY for their leadership on our side and also the bipartisanship showed by the gentleman from West Virginia (Mrs. CAPITO) and Mr. WOLF as well. I think they did a fine job. I ask my colleagues on both sides of the aisle to support H.R. 1722.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Massachusetts (Mr. LYNCH) that the House suspend the rules and pass the bill, H.R. 1722, as amended.

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. BROUN of Georgia. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

NATIONAL TRAIN DAY

Ms. CORRINE BROWN of Florida. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1301) supporting the goals and ideals of National Train Day, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1301

Whereas in 1830, the Nation's first passenger and freight railroad, the Baltimore & Ohio, revolutionized transportation in the United States;

Whereas on May 10, 1869, in Promontory Summit, Utah, the golden spike was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railroads, transforming America by creating the Nation's first transcontinental railroad;

Whereas by 1910, trains carried 95 percent of all intercity transportation;

Whereas after 1920, rail passenger revenues declined due to the rise of the automobile;

Whereas in the 1930s, railroads reignited popular imagination with service improvements and new, diesel-powered streamliners;

Whereas on May 26, 1934, the Pioneer Zephyr set a speed record for travel between Denver and Chicago when it made a 1,015-mile, non-stop "Dawn-to-Dusk" run in 13 hours and 5 minutes at an average speed of 77 miles per hour and, during one section of the run, reached a speed of 112.5 miles per hour, just short of the then United States land speed record of 115 miles per hour;

Whereas on January 22, 1935, the 400, later named the Twin Cities 400, traveled 400 miles between Chicago and St. Paul in 400 minutes;

Whereas at its inception in 1935, Time magazine dubbed the 400, "the fastest train scheduled on the American continent, fastest in all the world on a stretch over 200 miles";

Whereas the resurgence in passenger railroading was short-lived, as the continuing rise of the automobile, the devastating economic impact of two World Wars, the creation of the Interstate Highway System, the increasing availability, comfort, and convenience of air travel, increasing train fares and decreasing service, and a number of railroad bankruptcies, mergers, and acquisitions took their toll on passenger rail service in the United States;

Whereas by 1965, only 10,000 rail passenger cars were in operation, 85 percent fewer than in 1929, and passenger rail service was provided on only 75,000 miles of track;

Whereas in 1970, Congress saved passenger rail service in the United States by creating the National Railroad Passenger Corporation, known as Amtrak;

Whereas since 1970, the Federal Government has invested nearly \$1,300,000,000 in our Nation's highways, more than \$484,000,000 in aviation, and \$67,000,000,000 in passenger rail;

Whereas with the enactment of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432) in the 110th Congress and the American Recovery and Reinvestment Act of 2009 (Public Law 111-5) in this Congress, Congress charted a new course for Amtrak and for the development of high-speed and intercity passenger rail in the United States;

Whereas the Recovery Act provided \$8,000,000,000 in grants to States for the development of high-speed and intercity passenger rail and \$1,300,000,000 for Amtrak for capital, safety, and security improvements;

Whereas the Transportation, Housing and Urban Development, and Related Agencies

Appropriations Act, 2010, provided an additional \$2,500,000,000 to States for investment in high-speed and intercity passenger rail and more than \$1,500,000,000 to Amtrak for capital and operating expenses;

Whereas the Federal Railroad Administration received 259 applications totaling \$57,000,000,000 for the \$8,000,000,000 in funds available under the Recovery Act;

Whereas in January, the President announced the recipients of the \$8,000,000,000 in Recovery Act funds for development of high-speed and intercity passenger rail service in 13 corridors spanning 31 States;

Whereas Amtrak has selected projects in 44 States to invest its \$1,300,000,000 in Recovery Act funds;

Whereas these and continued investments in developing a national high-speed and intercity passenger rail system will revitalize passenger rail service in the United States, help develop a domestic manufacturing base for high-speed and intercity passenger rail, and create good jobs in the United States;

Whereas Amtrak ridership grew every year from 1998 to 2008 and the railroad carried 27,200,000 passengers in 2009, making it the second-best year in the company's history; and

Whereas Amtrak has designated May 8, 2010, as National Train Day to celebrate America's love for trains: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the important contributions that trains and Amtrak make to the national transportation system;

(2) supports the goals and ideals of National Train Day as designated by Amtrak; and

(3) urges the people of the United States to recognize such a day as an opportunity to celebrate passenger rail and learn more about trains.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Ms. CORRINE BROWN) and the gentleman from Pennsylvania (Mr. SHUSTER) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Ms. CORRINE BROWN of Florida. Madam Speaker, I ask that all Members may have 5 legislative days in which to revise and extend their remarks on H. Res. 1301.

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

There was no objection.

Ms. CORRINE BROWN of Florida. Madam Speaker, I rise in support of this resolution, and I yield myself such time as I may consume.

Rail in America is experiencing a renaissance we haven't seen in 50 years. All forms of passenger rail, including Amtrak, are seeing increased ridership numbers. In fact, in 2009 Amtrak welcomed aboard over 27.1 million passengers, the second-largest annual total in Amtrak's history, an average of more than 74,000 passenger rides and more than 300 Amtrak trains per day.

For me, as chair of the Rail Subcommittee, the eventual goal is to have high-speed intercity passenger, and commuter rail lines connecting nationwide to serve as an enhancement to our current systems of transportation.

Moreover, if a nationwide high-speed and intercity passenger rail system is realized, it will not only serve as a tremendous benefit to our Nation's transportation needs but will also be a superb asset toward getting people back to work by creating quality jobs in our economy's manufacturing sector. In some areas, like where the Sunset Limited used to operate, it is a homeland security issue. If the United States was hit by a natural or manmade disaster, we need a functional system that will move citizens out of harm's way.

There is no doubt that increasing the use of passenger and freight rail is the best way for our Nation to address the environmental and energy-related challenges we face today. Freight railroads, for example, have made major gains in fuel efficiency through training and improved locomotive technology. Indeed, a single intermodal train can take up to 280 trucks off of our highways. And one gallon of diesel fuel can move a ton of freight an average of 414 miles, a 76-percent improvement since 1980, while General Electric has recently unveiled the world's first hybrid locomotive.

□ 1330

In addition, passenger rail's ability to reduce congestion is well-known, and their ridership numbers are increasing steadily each year. One full passenger train in fact can take 250 to 300 cars off the road. Passenger rail also consumes much less energy than automobiles and commercial airlines. As we have seen with the horrible oil spills on our Gulf Coast, with estimates of 5,000 barrels floating into the sea every day, it is clear we need a new way of doing things in the transportation arena.

Our committee has hit the rails, having a national dialogue with America about the future of the U.S. transportation system. Just two weeks ago, I led a Whistle Stop Rail Tour to promote high-speed and intercity passenger rail in the United States. We started in Washington, traveled to upstate New York, and ended up in Chicago where we conducted a major hearing on rail issues. We are planning additional events in Texas, California, Oregon, and throughout the United States.

All along the way, we saw stimulus dollars going toward improving our transportation infrastructure and creating jobs for the local workforce. In that particular region in upstate New York, rail manufacturing could very well replace the good jobs in those towns that were sent overseas.

Just Saturday, I rode with Amtrak as they tested the current Florida East Coast Railroad line from Jacksonville to Miami for passenger service. And on Monday, we held the latest in a series of high-speed rail hearings in Miami, Florida. Everywhere we have gone, we have gotten very strong support for Amtrak service and high-speed rail. The only complaint I have heard is

that there wasn't enough money and it wasn't coming fast enough.

Over the past 50 years, the Federal Government has invested nearly \$1.3 trillion in our Nation's highways and more than \$484 billion in aviation. Unfortunately, since 1970 when Congress created Amtrak, we have just invested \$67 billion in intercity passenger rail, including Amtrak.

Now, I have always assured everyone that the \$8 billion in the Recovery Act was just a down payment and there would be more planning and construction dollars coming in the near future. But we need to get serious about funding high-speed rail. With just \$1 billion budgeted for fiscal year 2011, we need to find a dedicated revenue source so that States, operators, stakeholders, and manufacturers aren't afraid to make investments in infrastructure and manpower.

In fact, I feel so passionate about it that I spearheaded a letter that over 100 Members signed to President Obama requesting that he include a dedicated source of revenue for high-speed rail in the transportation reauthorization policy objective that the administration is developing.

We still have a lot of work to do before the first passengers board high-speed trains in the United States, but we are off to a great start with the investment made in the Recovery Act.

I encourage all of my colleagues to show their support for this resolution and the new age of rail in America. This is a giant step in the right direction.

Let's roll, baby, roll. Toot toot. That's it.

I reserve the balance of my time.

Mr. SHUSTER. Madam Speaker, I appreciate the enthusiasm of the chairwoman of the subcommittee, and I yield myself such time as I may consume.

The ceremonial golden spike hammered at Promontory Summit, Utah, on May 10, 1869, marked the completion of the transcontinental railroad, one of the greatest engineering masterpieces and, I might add, was spearheaded by the Republican President, Abraham Lincoln. It also marked the birth of what would become the greatest rail network in the world. One hundred forty-one years later, we are still reaping the benefits of our ancestors' visions.

The United States now has over 140,000 miles of railroads making up the transportation backbone of the Nation. Our railroads are environmentally friendly, producing significantly less pollution than other modes of transportation. A train can haul one ton of freight 436 miles on one gallon of diesel fuel, and it is three times cleaner than a truck. Trains also help to alleviate the congestion of our crowded highways across America. One train can actually take 280 trucks off the road.

Railroads have also enjoyed a remarkable resurgence since the bankruptcies, disinvestment, and decay of

the 1970s. The rail deregulation law of 1980, the Staggers Act, has been an unparalleled success. We must take great care to protect the regulatory environment that has allowed railroads to thrive and resist any effort that would undo all the progress this industry has made.

Two years ago, President Bush signed into a law an Amtrak reauthorization that will take this country into the next generation of passenger rail service. The law makes important reforms to Amtrak and also creates a role for the private sector in the passenger rail industry.

The Amtrak reauthorization law, the first in more than a decade, created the framework for public-private partnerships for the construction and operation of high-speed rail corridors all over this Nation. High-speed rail promises safe, fast, convenient service, all while helping to alleviate aviation and highway congestion.

The railroad industry is vitally important to this country and this economy, and I urge the passage of H. Res. 1301 to celebrate National Train Day on May 8, 2010.

I reserve the balance of my time.

Ms. CORRINE BROWN of Florida. Madam Speaker, I yield such time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR), the chair of the committee and our transportation guru.

Mr. OBERSTAR. I thank the gentlewoman for yielding. I tip my hat also to the Member of Congress whom I call "Ms. Amtrak," "Ms. Passenger Rail," whose passion is evident; who works tirelessly day and night, week after week, to advance the cause of passenger rail in this country, and has been very successful at it, mobilizing public opinion, igniting public imagination. And I appreciate the comments of the gentleman from Pennsylvania (Mr. SHUSTER), who has been a very constructive and enthusiastic partner in shaping passenger rail.

I would say to the gentleman, while the Bush administration twice submitted bankruptcy budgets for Amtrak and twice proposed putting Amtrak up for sale in the private marketplace, there were Members on both sides of the aisle who joined together, including the gentleman, to restore funding for Amtrak to keep it going. The gentleman's fingerprints are all over the Amtrak authorization bill that President Bush signed. That same President Bush, who once said we should terminate Amtrak, signed the bill with a whole new future for Amtrak. And Mr. MICA as well, who is, unfortunately, not here on the floor but who nonetheless played a very significant role in shaping a new future for Amtrak and, as the gentleman from Pennsylvania said, opening the door for private investment in each of the corridors that we crafted in the Amtrak authorization.

The Pacific Railway Act over 148 years ago really is the beginning point

for our discussion today and for all discussion on passenger rail. That was the day that President Lincoln signed the legislation that gave the Central Pacific Railroad the right to build rail lines from Sacramento east and chartered the Union Pacific to build rail lines from the Missouri River west.

I would recommend to anyone who is interested in passenger rail to make a trip to Sacramento, to the rail museum in that city. It is a splendid panorama, a stunning sweep of history, of development of both freight and passenger rail, how the railroads were built, the people who built them, the ethnic diversity of those who worked on the laying of the track, and the competition going from west to east and east to west. It is a striking march through history. It gives the viewer a deeper appreciation of our rich history of freight and passenger rail.

The joining of the two just 7 years later, in 1869, was in those times a remarkable timeframe. I think today with modern equipment we might have built those two lines a lot faster. But 1,776 miles of the Central Pacific and Union Pacific joined at Promontory Summit in Utah.

Not long after, the first transcontinental trip took 83 hours and 39 minutes from New York City to San Francisco. By 1910, which was really the peak time for passenger rail, 95 percent of all intercity travel was by rail. By 1920, the railroads carried 1.2 million passengers. The automobile was making its way into our consciousness and taking over and giving Americans a difference of travel and experience and freedom of access.

It is interesting that in 1920 cars accounted for 50 miles of travel a year for the average citizen and 450 miles per year for trains, but 10 years later, that had just turned around. Americans were driving over 1,600, nearly 1,700 miles a year in their cars and only 219 miles on average by train.

That continued to progress until after World War II, the railroads saw more advantage in freight, passenger traffic was dropping off, and the railroads joined with the U.S. Post Office to take the overnight mail off the passenger service. The RPOs began to disappear. That reduced revenue to the railroads. The railroads could then petition the ICC for discontinuance.

By the end of the decade of the 1960s, passenger rail was on life support, and Congress created the National Railroad Passenger Corporation, which we know today as Amtrak.

□ 1345

There is now a rail revival happening all across the land. And that is what this resolution is intended to do, support the goals and ideals of National Train Day.

Everywhere I travel, in almost every city that ever had a rail service there is either a caboose or an old locomotive at the entrance to the community. People celebrate their rail history. But

they also want to bring back active service. Just as in transit, Americans are voting with their feet. A million new transit riders a day. And so with passenger rail.

We all remember the tragedy of September 11, 2001, when the only way you could travel intercity, apart from your automobile, was on Amtrak. And the revival of interest in both transit and in intercity passenger rail has just gone apace since then.

President Obama made a commitment to intercity passenger rail, putting \$8 billion on the table in the stimulus package. That was more in 1 year than Amtrak had received in several years. It's a down payment, as he said, and as Chairwoman BROWN had said and others have observed. Now we are seeing the implementation of those funds by the various corridors to which those stimulus dollars were allocated.

It is up to us, and our committee will continue to hold oversight hearings observing the implementation of those funds to ensure they are wisely invested, that the commitments made are followed through. We will move America along. We are starting slowly.

Goodness, there is passenger rail track that is part of this that's only 35 miles an hour today because that's passenger rail going on freight rail track that has been allowed to deteriorate. There are other corridors where freight rail has been built up, and the investment in the corridor has been robust, and where there is room for passenger rail, but we have to separate the two. And we recognize that we have to have passenger rail partnering with freight rail.

The gentleman from Pennsylvania has been quite a strong advocate for that. And we all recognize we need to move more goods by rail for the economy's sake, for the environment's sake. By the way, I would say to the gentleman that 436 miles a ton on a gallon of fuel was updated yesterday for me by the Association of American Rail. They say it is now 483 miles on a gallon of fuel for a ton of freight. Locomotives are improving in their efficiency. The track beds are improving. And we are going to do even more in the future.

But we are pikers with that \$8 billion. The European economic community, European Union, the transport ministry has a \$1.4 trillion, 20-year investment plan, they are halfway through doing it now, to build 7,000 additional miles of high-speed intercity passenger rail, real high-speed, 200 miles an hour. We will get there eventually. We are almost back where we were in 1890 in making the investment in passenger rail, except that those corridors that remain for freight, in which passenger is a lively, active participant, or a possibility, have been upgraded, and now we need to make the next step upgrades to class six, seven, and eight rail where we can have speeds in excess of 150 miles an hour.

It's going to take a huge amount of capital investment. But Spain has com-

mitted \$140 billion into their high speed rail system, the Talgo. One hundred forty billion dollars for a country with 42 million people. That is an enormous commitment on their part, and shows visionary steps toward their future. But they will have 186- to 200-mile an hour, 220-mile an hour intercity passenger rail service. We can do no less in America. We must do no less in America.

China is completing an 800-plus mile link from Beijing to Shanghai. That is the distance from Boston to Richmond on the East Coast. In that Boston-Richmond corridor are 36 million people. In Beijing-Shanghai there are nearly 100 million people. You will be able to travel that distance, though, in 4 hours on 220-mile an hour steel on steel rail.

We can't let China, Japan with the Shinkansen, South Korea with their high speed rail system, and all the European systems get so far ahead of us. They are now, but we will catch up. And when we do, people will look back and say the goals and ideals of National Train Day moved us in that direction.

And this Congress, both sides of the aisle, and the partnership that we have formed, keeping vigil over the future investments in passenger rail can rightly take credit for moving America along that path toward a great recapturing of our past and making it a greater future.

Ms. RICHARDSON. Madam Speaker, I rise in strong support of H. Res 1301, Supporting the Goals and Ideals of National Train Day. I want to thank my colleague and friend Chairwoman BROWN for her tireless efforts and leadership on behalf of the rail.

Looking back, this past year has been one of the most exciting years for rail in quite some time and we have a lot to celebrate on National Train Day. With the Obama Administration's focus on bringing high-speed rail to this country and the funding they have dedicated towards high-speed rail, the future of rail seems brighter now than it has in a long time.

Just this past month I helped form the California High-Speed Rail Caucus. The Caucus is working to bring a world class high-speed rail system to California. My home State of California received \$2.3 billion dollars of American Recovery and Reinvestment Funds to build a high-speed rail system, and this is on top of the voter approved bond measure which will provide nearly \$10 billion for the system.

The California High-speed rail line is projected to create 160,000 construction jobs in California to plan, design, and build the system. It is also estimated that an additional 450,000 jobs will be created once the system is up and running. The rail line is expected to reduce congestion, increase mobility, improve air quality, and reduce fatal auto accidents, and it could serve as a model that can be replicated across the country to create a national world-class rail system.

I am glad to be recognizing National Train Day with such excitement across the country with the reemergence of rail as a viable transportation alternative. The United States is finally taking steps to catch up with the rest of the world and create a truly world class rail system.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I rise today in support of H. Res. 1301 to recognize the goals and ideals of National Train Day.

America's rail network is one of its greatest treasures, and I am pleased to support Congresswoman BROWN's resolution in support of National Train Day. This year marks the third annual celebration with family-oriented events that provide opportunities to explore interactive and educational exhibits on the ways trains have transformed our country. This year we also celebrate 141 years of connecting travelers from coast to coast as the first transcontinental railroad was completed on May 10, 1869. On that day in Promontory Summit, Utah, the "golden spike" was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, linking the east and west coasts by rail for the first time.

In Texas we have several events lined up to celebrate National Train Day, and Dallas' Union Station will be one of 13 Texas train stations participating in National Train Day. The event will feature train equipment displays, entertainment, balloon makers, and face painters, and additionally, the Dallas Museum of the American Railroad will display its 1931 M-180 Doodlebug and a heritage Pullman Sleeping Car.

Madam Speaker, trains have truly transformed America over the last two centuries, adding to our national character and making us a more efficient and mobile country. I ask my fellow colleagues to join me today in supporting the goals and ideals of National Train Day and recognizing the contributions that trains have made to our national transportation system.

Mr. SHUSTER. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

Ms. CORRINE BROWN of Florida. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the resolution, H. Res. 1301, as amended.

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. BROUN of Georgia. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

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 1320, House Resolution 1272, and House Resolution 1301, in each case by the yeas and nays.

Remaining postponed votes will be taken tomorrow.

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

EXPRESSING SUPPORT FOR PROMPT RESPONSE TO ATTEMPTED TERRORIST ATTACK IN TIMES SQUARE

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution, H. Res. 1320, 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 Jersey (Mr. PASCRELL) that the House suspend the rules and agree to the resolution, H. Res. 1320, as amended.

The vote was taken by electronic device, and there were—yeas 418, nays 0, not voting 12, as follows:

[Roll No. 246]
YEAS—418

Ackerman	Capps	Emerson
Aderholt	Capuano	Engel
Adler (NJ)	Cardoza	Eshoo
Akin	Carnahan	Etheridge
Alexander	Carney	Fallin
Altmire	Carson (IN)	Farr
Andrews	Carter	Fattah
Arcuri	Cassidy	Filmer
Austria	Castle	Flake
Baca	Castor (FL)	Fleming
Bachmann	Chaffetz	Forbes
Bachus	Chandler	Fortenberry
Baldwin	Childers	Foster
Barrow	Chu	Fox
Bartlett	Clarke	Frank (MA)
Barton (TX)	Clay	Franks (AZ)
Bean	Cleaver	Frelinghuysen
Becerra	Clyburn	Fudge
Berkley	Coffman (CO)	Gallegly
Berman	Cohen	Garamendi
Berry	Cole	Garrett (NJ)
Biggert	Conaway	Gerlach
Bilbray	Connolly (VA)	Giffords
Bilirakis	Conyers	Gingrey (GA)
Bishop (GA)	Cooper	Gohmert
Bishop (NY)	Costa	Gonzalez
Bishop (UT)	Costello	Goodlatte
Blumenauer	Courtney	Gordon (TN)
Blunt	Crenshaw	Granger
Boccieri	Crowley	Graves
Boehner	Cuellar	Grayson
Bonner	Culberson	Green, Al
Bono Mack	Cummings	Green, Gene
Boozman	Dahlkemper	Griffith
Boren	Davis (CA)	Grijalva
Boswell	Davis (IL)	Guthrie
Boucher	Davis (KY)	Gutierrez
Boustany	Davis (TN)	Hall (NY)
Boyd	DeFazio	Hall (TX)
Brady (PA)	Delahunt	Halvorson
Brady (TX)	DeLauro	Hare
Braley (IA)	Dent	Harman
Bright	Deutch	Harper
Broun (GA)	Diaz-Balart, L.	Hastings (FL)
Brown (SC)	Diaz-Balart, M.	Hastings (WA)
Brown, Corrine	Dicks	Heinrich
Brown-Waite,	Dingell	Heller
Ginny	Doggett	Hensarling
Buchanan	Donnelly (IN)	Henger
Burgess	Doyle	Hereth Sandlin
Burton (IN)	Dreier	Higgins
Butterfield	Driehaus	Hill
Buyer	Duncan	Himes
Calvert	Edwards (MD)	Hinche
Camp	Edwards (TX)	Hirono
Cantor	Ehlers	Hodes
Cao	Ellison	Holden
Capito	Ellsworth	Holt

Honda	McMorris	Sánchez, Linda
Hoyer	Rodgers	T.
Hunter	McNerney	Sanchez, Loretta
Inglis	Meeks (NY)	Sarbanes
Inslee	Mica	Scalise
Israel	Michaud	Schakowsky
Issa	Miller (FL)	Schauer
Jackson (IL)	Miller (MI)	Schiff
Jenkins	Miller (NC)	Schmidt
Johnson (GA)	Miller, Gary	Schock
Johnson (IL)	Miller, George	Schrader
Johnson, E. B.	Minnick	Schwartz
Johnson, Sam	Mitchell	Scott (GA)
Jones	Mollohan	Scott (VA)
Jordan (OH)	Moore (KS)	Sensenbrenner
Kagen	Moore (WI)	Serrano
Kanjorski	Moran (KS)	Sessions
Kaptur	Moran (VA)	Sestak
Kennedy	Murphy (CT)	Shadegg
Kildee	Murphy (NY)	Shea-Porter
Kilpatrick (MI)	Murphy, Patrick	Sherman
Kilroy	Murphy, Tim	Shimkus
Kind	Myrick	Shuler
King (IA)	Nadler (NY)	Shuster
King (NY)	Napolitano	Simpson
Kingston	Neal (MA)	Sires
Kirk	Neugebauer	Skelton
Kirkpatrick (AZ)	Nunes	Slaughter
Kissell	Nye	Smith (NE)
Klein (FL)	Oberstar	Smith (NJ)
Kline (MN)	Obey	Smith (TX)
Kosmas	Olson	Smith (WA)
Kratovil	Olver	Snyder
Kucinich	Ortiz	Souder
Lamborn	Owens	Space
Lance	Pallone	Speier
Langevin	Pascarell	Spratt
Larsen (WA)	Pastor (AZ)	Stark
Larson (CT)	Paul	Stearns
Latham	Paulsen	Stupak
LaTourette	Payne	Sullivan
Latta	Pence	Sutton
Lee (CA)	Perlmutter	Tanner
Lee (NY)	Perriello	Taylor
Levin	Peters	Teague
Lewis (CA)	Peterson	Terry
Lewis (GA)	Petri	Thompson (CA)
Linder	Pingree (ME)	Thompson (MS)
Lipinski	Pitts	Thompson (PA)
LoBiondo	Platts	Thornberry
Loebach	Poe (TX)	Tiahrt
Lofgren, Zoe	Polis (CO)	Tiberi
Lowe	Pomeroy	Tierney
Lucas	Posey	Titus
Luetkemeyer	Price (GA)	Tonko
Lujan	Price (NC)	Towns
Lummis	Putnam	Tsongas
Lungren, Daniel	Quigley	Turner
E.	Radanovich	Upton
Lynch	Rahall	Van Hollen
Mack	Rangel	Velázquez
Maffei	Rehberg	Visclosky
Maloney	Reichert	Walden
Manzullo	Reyes	Walz
Marchant	Richardson	Wamp
Markey (CO)	Rodriguez	Wasserman
Markey (MA)	Roe (TN)	Schultz
Marshall	Rogers (AL)	Waters
Matheson	Rogers (KY)	Watson
Matsui	Rogers (MI)	Watt
McCarthy (CA)	Rohrabacher	Waxman
McCarthy (NY)	Rooney	Weiner
McCaul	Ros-Lehtinen	Welch
McClintock	Roskam	Westmoreland
McCollum	Ross	Whitfield
McCotter	Rothman (NJ)	Wilson (OH)
McDermott	Roybal-Allard	Wilson (SC)
McGovern	Royce	Wittman
McHenry	Ruppersberger	Wolf
McIntyre	Rush	Woolsey
McKeon	Ryan (OH)	Wu
McMahon	Ryan (WI)	Yarmuth
	Salazar	Young (AK)
		Young (FL)

NOT VOTING—12

Baird	Davis (AL)	Jackson Lee
Barrett (SC)	DeGette	(TX)
Blackburn	Hinojosa	Meek (FL)
Campbell	Hoekstra	Melancon
Coble		

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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