

Members of the House of Representatives know how serious Congress takes Federal employees coloring outside of the lines when it comes to Congressional legislative intent when they carry out their work. We do not ask Federal employees to be creative with the purse strings of the government, but the mini-CR process is creating confusion and uncertainty on how Federal employees working with a mini-CR, reduced staff and under Sequestration determine how to proceed within the law.

Appropriations bills can be hundreds of pages long depending on the size of the agency. When the House of Representatives insisted on closing the entire Federal government, then decides to engage in this absurd process of mini-continuing resolution, they knew we were moving Federal employees into uncharted waters.

There will be other surprises regarding what agency is needed to provide a service to a group or another part of the Federal Government.

Mr. Speaker, the House majority has this Nation stumbling around a dark room looking for a way out, but we know how to escape this drama. The flashlight that can lead us out of this darkness is the passage of the Senate's clean CR.

I pay tribute to these American heroes:

Sergeant Patrick C. Hawkins, 25, of Carlisle, Pennsylvania, assigned to the 3rd Battalion, 75th Ranger Regiment, Fort Benning, Georgia. In 2010, he enlisted into the Army following his high school graduation.

He has been posthumously awarded the Bronze Star Medal, Meritorious Service Medal and Purple Heart. Sergeant Hawkins has been awarded the Joint Service Commendation Medal, Army Achievement Medal, Army Good Conduct Medal, National Defense Service Medal, the Afghanistan Campaign Medal with two Campaign Stars, Global War on Terrorism Service Medal, Army Service Ribbon, Overseas Service Ribbon, the NATO Medal, and the Presidential Unit Citation.

Sergeant Hawkins was described by fellow service persons as "a brave and incredibly talented Ranger." It is reported that he was killed while going to the aid of a fallen fellow soldier. The Ranger Creed: I will never leave a fallen comrade, is part of the values held by soldiers—they put others before themselves and in doing so assure success of their missions.

First Lieutenant Jennifer M. Moreno, 25, of San Diego, California, assigned to Madigan Army Medical Center, Joint Base Lewis-McChord, Washington. First Lieutenant Moreno volunteered to be a member of a cultural support team that joined efforts with a special operations task force serving in Afghanistan.

She grew up in Logan Heights with her mother, two sisters and a brother who is also in the Army.

Sergeant Joseph M. Peters, 24, of Springfield, Missouri, assigned to the 5th Military Police Battalion, Vicenza, Italy. It is reported that the Army's Criminal Investigation Command (CID) said that Sergeant Joseph M. Peters was assigned to one of their Special Operations units. Sergeant Peters investigated felony level crimes involving the Army. Peters was the first special agent for CID to be killed in Iraq or Afghanistan.

Private First Class Cody J. Patterson, 24, of Philomath, Oregon, assigned to the 3rd Bat-

talion, 75th Ranger Regiment, at Fort Benning, Georgia. This was his second deployment to Afghanistan. He was described as:

... courageous and dedicated and lost his life while fighting tenaciously against our nation's enemies alongside his fellow Rangers. Our thoughts and prayers are with the Patterson family.

Lance Corporal Jeremiah, 19, of Milwaukee, Wisconsin, assigned to Combat Logistics Regiment 2, 2nd Marine Logistics Group, II Marine Expeditionary Force, Camp Lejeune, North Carolina.

We offer our heartfelt sympathy to the families and fellow soldiers of those who died.

Mr. Speaker I ask that my Colleagues work together to end this impasse so that we can have a whole and completely functioning Federal government.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. FRELINGHUYSEN) that the House suspend the rules and pass the joint resolution, H.J. Res. 91.

The question was taken.

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

Mr. FRELINGHUYSEN. Mr. 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, further proceedings on this motion will be postponed.

FEDERAL AVIATION ADMINISTRATION CONTINUING APPROPRIATIONS RESOLUTION, 2014

Mr. LATHAM. Mr. Speaker, pursuant to House Resolution 373, I call up the joint resolution (H.J. Res 90) making continuing appropriations for the Federal Aviation Administration for fiscal year 2014, and for other purposes, and ask for its immediate consideration.

The Clerk read the title of the joint resolution.

The SPEAKER pro tempore. Pursuant to House Resolution 373, the joint resolution is considered read.

The text of the joint resolution is as follows:

H.J. RES. 90

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are hereby appropriated, out of any money in the Treasury not otherwise appropriated, and out of applicable corporate or other revenues, receipts, and funds, for the Federal Aviation Administration for fiscal year 2014, and for other purposes, namely:

SEC. 101. (a) Such amounts as may be necessary, at a rate for operations as provided in the Further Continuing Appropriations Act, 2013 (division F of Public Law 113-6) and under the authority and conditions provided in such Act, for continuing projects or activities (including the costs of direct loans and loan guarantees) that are not otherwise specifically provided for in this joint resolution, that were conducted in fiscal year 2013, and for which appropriations, funds, or other authority were made available by such Act under the heading "Department of Transportation—Federal Aviation Administration".

(b) The rate for operations provided by subsection (a) for each account shall be cal-

culated to reflect the full amount of any reduction required in fiscal year 2013 pursuant to—

(1) any provision of division G of the Consolidated and Further Continuing Appropriations Act, 2013 (Public Law 113-6), including section 3004; and

(2) the Presidential sequestration order dated March 1, 2013, except as attributable to budget authority made available by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2).

SEC. 102. Appropriations made by section 101 shall be available to the extent and in the manner that would be provided by the pertinent appropriations Act.

SEC. 103. Unless otherwise provided for in this joint resolution or in the applicable appropriations Act for fiscal year 2014, appropriations and funds made available and authority granted pursuant to this joint resolution shall be available until whichever of the following first occurs: (1) the enactment into law of an appropriation for any project or activity provided for in this joint resolution; (2) the enactment into law of the applicable appropriations Act for fiscal year 2014 without any provision for such project or activity; or (3) December 15, 2013.

SEC. 104. Expenditures made pursuant to this joint resolution shall be charged to the applicable appropriation, fund, or authorization whenever a bill in which such applicable appropriation, fund, or authorization is contained is enacted into law.

SEC. 105. This joint resolution shall be implemented so that only the most limited funding action of that permitted in the joint resolution shall be taken in order to provide for continuation of projects and activities.

SEC. 106. Amounts made available under section 101 for civilian personnel compensation and benefits in each department and agency may be apportioned up to the rate for operations necessary to avoid furloughs within such department or agency, consistent with the applicable appropriations Act for fiscal year 2013, except that such authority provided under this section shall not be used until after the department or agency has taken all necessary actions to reduce or defer non-personnel-related administrative expenses.

SEC. 107. It is the sense of Congress that this joint resolution may also be referred to as the "Flight Safety Act".

This joint resolution may be cited as the "Federal Aviation Administration Continuing Appropriations Resolution, 2014".

The SPEAKER pro tempore. The bill shall be debatable for 40 minutes, equally divided and controlled by the chair and ranking minority member of the Committee on Appropriations.

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 materials on H.J. Res. 90, and that I may include tabular material on the same.

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, today I present H.J. Res. 90, a bill providing the FAA with critical funding to ensure safe air travel for the American public and providing critical support for the aviation industry, our Nation's leading exporter.

This bill funds the FAA at the current fiscal year 2013 sequester level through December 15 or until enactment of a full-year appropriation for the Transportation-HUD bill, whichever comes first.

The bill would bring back over 6,000 aviation safety inspectors who are currently not working due to the shutdown. These safety inspectors perform critical aircraft certifications that support American jobs by certifying new aircraft for sale in the U.S. and abroad.

The FAA's aviation safety workforce is also essential to ensuring safety in the national airspace by reinspecting and recertifying the operation aircraft fleets that transport millions of Americans every day.

The bill would also reopen the aircraft registry service, assuring that American-made aircraft can move off the production lines and onto the markets in the U.S. and around the world.

The bill would reopen the FAA Academy to resume the training of new air traffic controllers and ensure that our air traffic controller workforce is fully staffed.

The bill will ensure that air traffic control modernization investments resume, ensuring that our NextGen development and deployment continues on schedule.

This is not a comprehensive FY 2014 bill but, rather, a CR to continue funding the FAA at the current fiscal year 2013 sequester levels. This brings the FAA back to work to ensure the safety of the flying public until we can come to an overall resolution on the FY 2014 funding levels.

I urge the quick passage of this important legislation so that we can send it on to the Senate. Let's get the FAA back to work.

I reserve the balance of my time.

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

□ 1315

Here we go again. This week, the House has considered bill after bill to fund pieces of the Federal Government. We can open the entire government if the House would simply pass the clean continuing resolution passed by the Senate nearly 2 weeks ago. Instead, we are considering a bill to fund the Federal Aviation Administration, but we are leaving many other agencies within the Department of Transportation in shutdown status.

I strongly support the mission of the FAA. The controllers, technicians, and safety inspectors are highly skilled and dedicated public servants. However, I cannot support this piecemeal approach to funding our transportation system.

For example, 94 percent of the Federal Transit Administration's employees are furloughed. More than 1,300 transit agencies across the country are not receiving grants for capital and operating assistance. No funds are provided for the Capital Investment Grant Program, which helps create construction jobs and relieves congestion in our major cities.

The National Highway Traffic Safety Administration's vehicle safety program is shut down. Defects in cars and trucks are not being investigated. Crash tests and safety rulemakings have been suspended.

What about assistance for Amtrak? Operating and capital assistance is discontinued at a time when more than 30 million passengers rely on Amtrak to get to destinations all over this country.

The Maritime Security Program gets no relief in this piecemeal approach. This program provides vital support by helping move the cargo that is necessary to support our national defense efforts overseas.

Finally, the National Transportation Safety Board has furloughed most of its employees. Investigations into last week's tragic bus crash in Tennessee will go undone. Today, we reported a gas explosion in Oklahoma, which would be the responsibility of this agency to investigate. Will it be investigated? Probably not—only because of the shutdown.

The reckless and irresponsible shutdown that has been masterminded by a small faction of the House is disruptive for our Nation's transportation system and for the programs that support our most vulnerable citizens.

For this reason, Mr. Speaker, I would ask for opposition to this piecemeal approach to this piece of legislation.

I reserve the balance of my time.

Mr. LATHAM. Mr. Speaker, I yield 4 minutes to the gentleman from Kentucky (Mr. ROGERS), the chairman of the full Appropriations Committee.

Mr. ROGERS of Kentucky. I thank the chairman for yielding me this time.

Mr. Speaker, we have heard from the other side of the aisle on all of these bills that attempt to reopen many aspects of the Federal Government. We hear them say, well, I am in favor of that program, but I want to vote against it until they bring the entire government funding bill before us.

I would love to do that. I would love to bring the entire budget here. In fact, we did, and we can't get the Senate to act on it. But in the meantime, the other side is saying, I will vote against this because I want to save and vote for the entire Federal Government.

That may work in some of the agencies, but this is safety. This is the safety of people flying the skies of this country and the world. You don't want to delay safety until you can vote on a bigger bill. I think it is irresponsible not to support the safety of our people in the skies.

This bill provides funding to resume operations within FAA that are critical to the safety of our skies and our aircraft fleet. It would bring back 7,000 aviation safety inspectors currently not working, restart aircraft certification activities, resume training for air traffic controllers, reopen the aircraft registry service, and continue air traffic control modernization.

Mr. Speaker, you don't want to mess around with the safety of our people. This bill cures that problem. I can't imagine anyone wanting to oppose this bill.

The sum total of these efforts will help guarantee safe, efficient, and reliable air travel for the American public.

This funding is provided at an annual rate of \$12 billion and will last until December 15, or until the Congress enacts and the President signs full-year appropriations bills.

The language in this bill is yet again nearly identical to what was included in the CR I offered back in September—nearly a month ago.

Once again, we are calling on the Senate to consider and pass this bill. Our colleagues on the other side of the Capitol continue to call for a clean CR; yet they continue to act on these "clean" mini-CRs.

The House has put forward a plethora of options to fund the Federal Government: first, the four annual appropriations bills to fund the government in regular order; then three different continuing resolutions prior to September 30; and now the short-term CRs to reopen parts of the Federal Government—in fact, more than a third of it so far.

But the Senate is committed to inaction. They didn't pass any regular appropriations bills; they will not pass our clean, short-term funding bills; and they so far have refused to join us at the negotiating table.

Mr. Speaker, that completely puzzles me. It goes against the grain of what has gone on in this country since we have been a country. When the two bodies differ, the Founding Fathers said, if you can't agree, appoint conference members from either body—both bodies—and let them go out and recommend a solution to the problem. It has always worked, except now the Senate refuses to do their duty.

I hope they will consider this bill as a steppingstone toward ending the shutdown. We need to come together in a productive way with open ears and open minds to find a way to clean up this mess.

I urge my colleagues to preserve the safety of American skies. Vote for this bill.

Mr. PASTOR of Arizona. Mr. Speaker, it is interesting in that I believe many months ago the Senate, which no one thought would pass a budget, we persuaded them through our votes here in the House to pass a budget, and the House leadership refused to have a conference to appoint conferees so that we could have had regular order, had done

the appropriations bills—and I know the chairman of Appropriations wanted to do that—and today here we are talking about safety when most of the air traffic controllers are already on the job.

I yield as much time as she may consume to the gentlewoman from New York (Mrs. LOWEY), the distinguished ranking member of the Appropriations Committee.

Mrs. LOWEY. Mr. Speaker, I rise in opposition to this reckless Republican shutdown.

As if we need any more proof of a broken Republican government funding strategy, today we are considering a fix to a sequester Band-Aid. This is *déjà vu*, Mr. Speaker, and further admission that the Republican budget strategy just is not working. While this bill puts furloughed FAA workers back on the job, it does nothing for the rest of our transportation system. This shutdown affects our transit, vehicle safety, railroad, pipeline and hazardous materials, and maritime programs, too.

For example, at the Federal Transit Administration, 94 percent of the employees have been furloughed. No grants are being issued to more than 1,300 transit agencies around the country. Additionally, at the National Highway Traffic Safety Administration, vehicle safety activities, like consumer testing of new vehicles and investigations to identify defects in automobiles, have been suspended.

Now, all of these points aren't to say that Democrats have no desire to avoid flight delays and cancellations because of furloughed controllers. Earlier this year, despite our opposition to the broader FY '14 T-HUD bill, we supported the inclusion of language to prevent controller furloughs. Unfortunately, that effort never advanced because the allocation for the T-HUD bill under the Republican budget forced cuts so deep to very important popular initiatives like the Community Development Block Grant and Amtrak programs that not even Republicans could support the broader bill, and it was Republicans that pulled the bill from the House floor.

We could end FAA furloughs and all other furloughs if the Speaker allowed a vote on the clean CR to end the shutdown. Democrats have negotiated. Let's remember that. We didn't just meet in the middle; we agreed to the Republican spending level in the stop-gap bill. Look no further than a recent headline from the National Journal yesterday: "Nineteen times Democrats tried to negotiate with Republicans. The GOP's biggest talking point of the shutdown is only true if you ignore everything that has happened before last week."

I want to make one other point. I woke up this morning listening to the voice of a furloughed worker with two kids in college who was talking about how in the world he is going to pay his expenses and put food on the table without the dollars that he and his wife count on in their accounts.

Let's look at the facts. Let's listen to these stories in our districts. It is fine to be so cavalier here in Washington and shut down the government, talking about getting rid of our important obligation to pay our debts, but let's look at the impact of this. Let's look at what is happening back home in our districts and think of how critical these workers are, these programs are.

Let's get the bill on the floor that would fund the entire government. This piecemeal effort may sound good. I don't know if it sounds good to your constituents. I don't know if you can fool them that way, but let's put the entire bill on the floor that was at your level that passed the Senate and let's move forward.

Vote "no" on this irresponsible bill, and demand a House vote to immediately end the reckless Republican shutdown.

Mr. LATHAM. At this time, Mr. Speaker, I yield 1 minute to the gentlewoman from Michigan (Mrs. MILLER).

Mrs. MILLER of Michigan. I thank the gentleman for yielding the time.

Mr. Speaker, I rise in very strong support of this bill to fully fund the FAA, the Federal Aviation Administration. It is so absolutely critical, both to our economy as well as to our security in the airways, not only on commercial flights but general aviation as well.

Mr. Speaker, during this shutdown, we keep hearing a lot about ObamaCare, but this bill has nothing to do with ObamaCare. It has no strings attached. It just funds the FAA.

I know that many of our colleagues on the other side will say, well, they can't vote for this unless they have an entire clean CR funding the entire government, because they want exactly what they want, and nothing else will do. Yet, they call Republicans "absolutists."

Fortunately, many on the other side will support this bill. In fact, I think it is of note that with all the various CRs, clean CRs, that we have been passing since this shutdown began, all with no strings attached, all that have nothing to do with ObamaCare, we actually now have funded a large part—if not more than half—of the entire discretionary Federal budget.

Unfortunately, the President and the Senate Majority Leader keep saying that they will not negotiate; they won't consider any of these things.

I urge all of my colleagues to join me in supporting this important funding bill.

□ 1330

Mr. PASTOR of Arizona. Mr. Speaker, I yield such time as he may consume to the gentleman from Washington (Mr. LARSEN), the ranking member of the Aviation Subcommittee of the Transportation and Infrastructure Committee.

Mr. LARSEN of Washington. Mr. Speaker, as ranking member of the Aviation Subcommittee, I know how

important it is to end the shutdown of the FAA, but I do have to ask the question, if safety were so important, why wasn't this the first bill brought to the floor in this piecemeal approach that the Republican side has taken?

Now, look. A safe and efficient aviation system isn't just good for travelers; it's the lifeblood of the economy where I come from. In our State, 131,000 people across over 1,200 companies work in the aerospace industry, but these folks don't just depend on the FAA. Is it safety to say that police departments that need Federal grants to put cops on the beat should have to wait? Is it safety to say that our functioning transit systems have to wait for grants to make the transit systems more safe? Is it safety to say that the EPA can't issue grants in my district or around the country to make sure that we have safe and clean drinking water? This bill funds none of these priorities.

We should not be opening just parts of the government to serve just some of the people. We should open the entire government for all Americans. The Republican solution to the Republican shutdown, this piecemeal approach picking winners and picking losers, is no solution at all.

It's great that this House wants to make sure that air travel is safe, but why should we stop there? What about safety on our highways?

In the last 10 days, there have been three major, fatal transportation accidents across this country. A plane crashed in Santa Monica, California, killing four; a bus crashed in Tennessee, killing eight and injuring another 14; and less than a mile from this building, one person died and two others were injured during a Metro repair accident this week. But the National Transportation Safety Board can't investigate because this Congress sent the investigators home on furlough.

Let's end this piecemeal approach and move on to a vote on a Senate bill that opens all of the government for all Americans. If it's about safety, let's do it that way. This continued unwillingness to allow one vote—just one vote—to open the government for all Americans and not just some needs to stop. One bill, one vote for all Americans.

Mr. LATHAM. Mr. Speaker, at this time, I yield 1 minute to the gentleman from Kansas (Mr. POMPEO).

Mr. POMPEO. I thank the chairman for bringing this important piece of legislation to the floor.

Mr. Speaker, it troubles me that the administration is once again going out of its way to cause pain for the American people and at great risk to America's safety. We see this up close and personal in my district with this incomprehensible closure of the FAA registry office. That is the office that allows air flights to be transferred, to be sold and bought and purchased and entered into service. In previous shutdowns, this office was deemed essential. It was kept open and for good reason. It is the equivalent of DMV for

aircraft; you have to keep this pipeline moving. It is important for safety and for workers. It is affecting thousands of families all across the country who build these airplanes—engineers and workers and manufacturers and sheet metal benders—especially in the Fourth District, the air capital of the world.

There are thousands of families, many of them hardworking union families folks across the aisle tell me they care deeply about, and I know that I do, too. I would urge these folks on the other side of the aisle to recognize the importance to our labor force, to keep America safe, to get the aircraft registry back open, and to pass this legislation on the floor today.

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

Mr. LATHAM. Mr. Speaker, at this time, I yield 1 minute to the gentleman from Michigan (Mr. BENISHEK).

Mr. BENISHEK. I thank the chairman.

Mr. Speaker, I come to the floor today in support of H.J. Res. 90, the Flight Safety Act. This commonsense bill will restore critical funding to the FAA and help protect airports in northern Michigan and throughout our Nation.

Like so many people in our country, I am deeply frustrated by this government shutdown. I don't want to see air travelers in northern Michigan hurt because the Senate and the President refuse to negotiate on a spending plan. All that needs to be done is for both sides to come to the negotiating table, but the Senate refuses to talk to us. It's ridiculous.

We've already seen this mess in Washington impact airports in my district, like the Cherry Capital Airport in Traverse City. Just this past weekend, dozens of flights were canceled because of this government shutdown. Families shouldn't be stranded at the airport for hours just because Washington can't get its act together. But it doesn't have to be this way. We could fix this problem at our airports right now with this simple piece of legislation.

Mr. Speaker, I urge my colleagues to support the Flight Safety Act today. I also urge our colleagues in the Senate to take action and pass this measure as soon as possible.

Mr. PASTOR of Arizona. Mr. Speaker, I would say to my colleague that we could fund the entire government if my colleague could persuade his leadership to bring H.J. Res. 59 to the floor. We could have a straight up-or-down vote. It would probably pass in a bipartisan manner, and we could stop the shutdown, and people could go back to work.

I reserve the balance of my time.

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

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

Mr. Speaker, it's interesting that we've talked about bringing our em-

ployees back from the shutdown. We were told by the chairman of the Appropriations Committee that this is very important because here we are dealing with safety, and the reality is that probably the majority of the air traffic controllers and safety personnel, as required by FAA, are working. I can't imagine that the administrator, Mr. Huerta, would put the American public in any kind of danger.

Again, if we would have had a budget conference several months ago, we could have done the appropriations process and probably funded the entire government using regular order, but I keep hearing that if this vote were to come to the floor that it would pass in a bipartisan manner.

Mr. Speaker, I ask unanimous consent to take H.J. Res. 59 from the table and ask for its immediate consideration.

The SPEAKER pro tempore. Under guidelines consistently issued by successive Speakers, as recorded in section 956 of the House Rules and Manual, the Chair is constrained not to entertain the request unless it has been cleared by the bipartisan floor and committee leaderships.

Mr. PASTOR of Arizona. Well, Mr. Speaker, next time I bring it up, I will try to clear it since there is such enthusiasm to bring the Federal Government back to work.

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

Mr. LATHAM. Mr. Speaker, I urge the passage of the bill.

I yield back the balance of my time.

Mrs. JACKSON LEE. Mr. Speaker, I rise to speak about H.J. Res. 90, the so-called "Flight Safety Act," which provides limited and insufficient funding for the Federal Aviation Administration, and is test gimmick of the Tea Party dominated Republican majority to extricate themselves from the fiasco they created when they voted to shut down the government.

I am a senior member of the Homeland Security. I chaired the Transportation Security Subcommittee in the 111th Congress and was its Ranking Member in the last Congress. I represent Houston, which is home to one of the nation's busiest and most important airports. So I know the importance of the air transit industry to our economy. And I know that the health of the air transit industry depends upon security of air travel. I support robust funding for the FAA. I support robust funding for TSA. I support and worked to secure increased funding to modernize airport runways, reduce noise, increase the number of air marshals, and to develop NextGen.

NextGen is the name given to the new air-space system to be phased in between 2012 and 2025. NextGen will transform America's air traffic control system from an aging ground-based system to a satellite-based system that shortened routes, save time and fuel, reduce traffic delays, increase capacity, and permit controllers to monitor and manage aircraft with greater safety margins. So while I take a back seat to no one in my support for a modern and secure air transportation system, the bill before us is the wrong way for this House to deal with the pressing budgetary priorities of the nation.

Mr. Speaker, I call upon our Republican colleagues to abandon their current strategy of wasting valuable floor time bring miniCRs to the floor. They know the Senate will not accept them and the President will veto them. This strategy will not reopen the government they voted to shut down.

There are the votes in this House to pass the clean CR from the Senate and send it to the President today. That will reopen the government today. And that is what we should do. Every day we delay passing a clean CR is another day of unnecessary pain and hardship and burden inflicted on the American people.

People like Ramon Encarnacion of Texas, whose 11-year-old son doesn't understand why his father, an FAA aviation safety inspector, was able to greet him when he got home from school this week. "When he came home and saw me here and not working, Mr. Encarnacion said 'But you're always at work.'" Mr. Encarnacion worked for 25 years at American Airlines without ever being furloughed and he never thought he would be out of work when he took a job at the Federal Aviation Administration as a safety inspector last year. But with the government shutdown, Mr. Encarnacion and hundreds of other Texas employees who work for the FAA are getting an unplanned and unpaid leave of absence.

Mr. Speaker, there is much more to the nation's transportation system and infrastructure than the small portion of FAA safety inspectors funded by this piece-meal mini-CR.

The shutdown of the government has crippled many of the safety enforcement and grant-making functions of the Federal Transit Administration, National Highway Traffic Safety Administration, Federal Railroad Administration, Pipeline and Hazardous Materials Safety Administration and the National Transportation Safety Board.

This mini-CR does not end the adverse effects that the government shutdown has had on other transportation safety and infrastructure investments. As long as House Republicans abandon their shutdown strategy: The Federal Transit Administration cannot process or award operating and capital grants to roughly 1,300 transit agencies.

The FTA cannot fund or review major transit capital projects which create construction jobs and relieve congested areas. And FTA cannot implement its authorized safety oversight responsibilities provided in MAP-21. FTA cannot perform these critical functions because more than 9 in 10 (94 percent) of its employees have been furloughed.

There are no funds in this mini-CR for the National Highway Traffic Safety Administration so the agency has had to: Suspend investigations into safety defects in vehicles; halt all vehicle safety enforcement, research, data analysis, and consumer testing programs; Delay compliance testing of vehicles and equipment; and Defer safety research on crash avoidance technologies, occupant protection and alcohol detection.

Since there are no funds for the Pipeline and Hazardous Materials Safety Administration in this bill, the agency lacks funds to conduct pipeline and hazardous materials safety inspections or to award pipeline safety grants to state and local governments.

The National Transportation Safety Board has had to furlough 95 percent of employees and suspend investigations into new crashes and incidents.

The same is true for the Federal Railroad Administration, which has no funds for FRA safety inspectors and has furloughed more than half of its employees.

Mr. Speaker, the lack of funding for the Maritime Administration has resulted in the shutdown of the United States Merchant Marine Academy and a suspension of the Maritime Security Program, which ships cargo to support our national defense efforts overseas.

Finally, Mr. Speaker, this mini-CR claims funds portions of the Transportation Security Administration but it provides no funds for commercial aviation screening or Federal Flight Deck Officer Training or Federal Air Marshals travel and training.

Democrats are and have been willing to negotiate over honest differences—but not before House Republican vote to open the government and remove the threat of government default.

Mr. Speaker, people are hurting. Our economy is suffering. The shutdown has cost our economy \$8.5 billion in lost productivity already and that number increases by \$1.5 billion everyday.

Mr. Speaker, it is time to end the madness. Let the House vote today on H.J. Res. 59, as passed by the Senate and reopen our government and put our people back to work.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 373, the previous question is ordered.

The question is on the engrossment and third reading of the joint resolution.

The joint resolution was ordered to be engrossed and read a third time, and was read the third time.

MOTION TO RECOMMIT

Ms. ESTY. Mr. Speaker, I have a motion to recommit at the desk.

The SPEAKER pro tempore. Is the gentlewoman opposed to the joint resolution?

Ms. ESTY. I am opposed.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Ms. Esty moves to recommit the joint resolution H.J. Res. 90 to the Committee on Appropriations with instructions to report the same back to the House forthwith with the following amendment:

Strike all after the resolving clause and insert the following:

That upon passage of this joint resolution by the House of Representatives, the joint resolution (H.J. Res. 59) making continuing appropriations for fiscal year 2014, and for other purposes, as amended by the Senate on September 27, 2013, shall be considered to have been taken from the Speaker's table and the House shall be considered to have (1) receded from its amendment; and (2) concurred in the Senate amendment.

Ms. ESTY (during the reading). I ask unanimous consent to dispense with the reading.

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

There was no objection.

Mr. LATHAM. Mr. Speaker, I reserve a point of order on the gentlewoman's motion.

The SPEAKER pro tempore. A point of order is reserved.

Pursuant to the rule, the gentlewoman from Connecticut is recognized for 5 minutes in support of her motion.

Ms. ESTY. Mr. Speaker, this is the ninth day of the unnecessary government shutdown and the 12th time we've made a motion to bring a clean continuing resolution to the floor—12 times to allow this House to vote on a measure that has passed the Senate, 12 times to allow the House to vote on a budget figure that the Republicans asked for and that has already passed this House—a measure that, based on public statements by Members of this body, would pass and reopen the government immediately.

Across my district and across the country, workers have been furloughed, and veterans and seniors are seeing their earned benefits delayed. People in Connecticut and across America are suffering the consequences of this reckless, unnecessary shutdown in very real ways.

For months, groups in Connecticut that partner with NIH to conduct research that we need to find breakthrough treatments for children and adults with cancer have been asking that we end the budget sequester. Last week, university hospitals and researchers like those in my State came together to oppose the piecemeal approach, and they asked this House to end the government shutdown.

The shutdown means that loans for small businesses to help them grow and create jobs are being delayed. In fact, the average loans for small businesses approved per day in my district are \$188,000, and those businesses put those loans to work in creating jobs, ordering new equipment, exporting their goods, but they can't when the SBA is shut down.

Business travelers need the entire Federal budget reopened, not a gimmick piecemeal bill limited to parts of the FAA. Piecemeal gimmicks are not a solution for families and children who need the entire Federal Government reopened so that Head Start classrooms aren't closed. Piecemeal gimmicks are not a solution for our veterans who need the entire Federal Government reopened so that they don't face even more unnecessary, harmful delays for the benefits they have earned.

Tax-paying Americans are right to expect their hard-earned tax dollars are used responsibly. What sense does it make for taxpayers to be footing the bill for furloughed workers who are prohibited from working when we can vote today for this motion which would lead to the entire Federal Government's reopening?

Yesterday, I received a report that 801 unemployment claims have been filed in Connecticut from furloughed workers. Taxpayers will be paying unemployment instead of paying people to work. One vote is all it would take, and this motion could be that vote.

It's time to end the shutdown. It's time to send a short-term funding bill

to the President. It's time to reopen the entire Federal Government. It is time to be responsible. This is what I hear from folks across my district: Reopen the entire government. A manufacturer in my district let me know that the shutdown is causing uncertainty in its business and its customers' businesses. The shutdown has put a chilling effect on its customers and is harming confidence.

Piecemeal gimmicks are not the solution to this problem, and this disingenuous, piecemeal approach is not acceptable to the Chamber of Commerce or to a coalition of over 250 associations representing multiple private sector job-creating industries. They sent a letter to us even before the shutdown, urging this body to promptly pass a continuing resolution to fund the government and raise the debt ceiling. We need to reopen the Federal Government for all of the American people.

Make no mistake: I want the FAA reopened. I have contract towers in my district. I want the FAA reopened. I want the VA reopened. I want the entire Federal Government reopened. I ask my colleagues to be reasonable and to vote to pass this motion to reopen the entire Federal Government.

I will remind my colleagues who claim that we won't meet part way, we have. Mr. Speaker, the budget figure in this temporary spending bill is your proposal. The Republican budget number is much, much lower, frankly, than what Democrats prefer, but we want to end the shutdown and stop the pain for all of the American people. So we come before this House with the Republicans' own budget figure and ask all House Members to do the right thing. Join us. Join us in reopening the Federal Government. I urge all House Members to vote "aye" on this motion.

I yield back the balance of my time.

□ 1345

POINT OF ORDER

Mr. LATHAM. Mr. Speaker, I make a point of order that the instructions contained in the motion violate clause 7 of rule XVI, which requires that an amendment be germane to the bill under consideration.

As the Chair recently ruled on October 2, 3, 4, 7, and 8, 2013, the instructions contain a special order of business within the jurisdiction of the Committee on Rules, and, therefore, the amendment is not germane to the underlying bill.

Mr. Speaker, I insist on my point of order.

The SPEAKER pro tempore. Does the gentlewoman from Connecticut wish to be heard on the point of order?

Ms. ESTY. Mr. Speaker, doesn't the bill before us fund a portion of the Federal Government?

My motion to recommit would open up the entire Federal Government so that all of the benefits taxpayers have paid for with their hard-earned dollars are available.

Can the Chair explain why it is not germane to open all of the Federal Government instead of just one portion of the government?

We have voted to pay workers furloughed during a shutdown—I supported that bill—but what sense does it make to have workers paid to sit at home and not able to do their jobs? What kind of a strange House is this that would force that situation on our workers and taxpayers?

Mr. Speaker, if you rule this motion out of order, does that mean we will not be opening the entire Federal Government today? Can the Chair please explain why we can't open the entire Federal Government today?

The SPEAKER pro tempore. The Chair is prepared to rule.

The gentleman from Iowa makes a point of order that the instructions proposed in the motion to recommit offered by the gentlewoman from Connecticut are not germane.

The joint resolution extends funding relating to the Federal Aviation Administration. The instructions in the motion propose an order of business of the House.

As the Chair ruled on October 2, October 3, October 4, October 7, and October 8, 2013, a motion to recommit proposing an order of business of the House is not germane to a measure providing for the appropriation of funds because such a motion addresses a matter within the jurisdiction of a committee not represented in the underlying measure.

Therefore, the instructions propose a non-germane amendment. The point of order is sustained.

Ms. ESTY. Mr. Speaker, I appeal the ruling of the Chair.

The SPEAKER pro tempore. The question is, Shall the decision of the Chair stand as the judgment of the House?

Mr. LATHAM. Mr. Speaker, I move to lay the appeal on the table.

The SPEAKER pro tempore. The question is on the motion to table.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 and clause 9 of Rule XX, this 15-minute vote on the motion to table will be followed by 5-minute votes on passage of the joint resolution, if arising without further proceedings in recommitment, and the motion to suspend the rules and pass House Joint Resolution 91.

The vote was taken by electronic device, and there were—yeas 228, nays 194, not voting 9, as follows:

[Roll No. 536]

YEAS—228

Aderholt	Barletta	Bilirakis
Amash	Barr	Bishop (UT)
Amodei	Barton	Black
Bachmann	Benishek	Blackburn
Bachus	Bentivolio	Boustany

Brady (TX)	Hastings (WA)	Price (GA)
Bridenstine	Heck (NV)	Radel
Brooks (AL)	Hensarling	Radel
Brooks (IN)	Holding	Reichert
Broun (GA)	Hudson	Renacci
Buchanan	Huelskamp	Ribble
Bucshon	Huizenga (MI)	Rice (SC)
Burgess	Hultgren	Rigell
Calvert	Hunter	Roby
Camp	Hurt	Roe (TN)
Campbell	Issa	Rogers (AL)
Cantor	Jenkins	Rogers (KY)
Capito	Johnson (OH)	Rogers (MI)
Carter	Johnson, Sam	Rohrabacher
Cassidy	Jones	Rokita
Chabot	Jordan	Rooney
Chaffetz	Joyce	Ros-Lehtinen
Coble	Kelly (PA)	Roskam
Coffman	King (IA)	Ross
Cole	King (NY)	Rothfus
Collins (GA)	Kingston	Royce
Collins (NY)	Kinzinger (IL)	Runyan
Conaway	Kline	Ryan (WI)
Cook	Labrador	Salmon
Cotton	LaMalfa	Sanford
Cramer	Lamborn	Scalise
Crawford	Lance	Schock
Crenshaw	Lankford	Schweikert
Culberson	Latham	Scott, Austin
Daines	Latta	Sensenbrenner
Davis, Rodney	LoBiondo	Sessions
Denham	Long	Shimkus
Dent	Lucas	Shuster
DeSantis	Luetkemeyer	Simpson
DeJarlais	Lummis	Smith (MO)
Diaz-Balart	Marchant	Smith (NE)
Duffy	Marino	Smith (NJ)
Duncan (SC)	Massie	Smith (TX)
Duncan (TN)	McCarthy (CA)	Southerland
Farenthold	McCaul	Stewart
Fincher	McClintock	Stivers
Fitzpatrick	McHenry	Stockman
Fleischmann	McKeon	Stutzman
Fleming	McKinley	Terry
Flores	McMorris	Thompson (PA)
Forbes	Rodgers	Thornberry
Fortenberry	Meadows	Tiberi
Fox	Meehan	Tipton
Franks (AZ)	Messer	Turner
Frelinghuysen	Mica	Upton
Gardner	Miller (FL)	Valadao
Garrett	Miller (MI)	Wagner
Gerlach	Miller, Gary	Walberg
Gibbs	Mullin	Walden
Gibson	Mulvaney	Walorski
Gingrey (GA)	Murphy (PA)	Weber (TX)
Gohmert	Neugebauer	Webster (FL)
Goodlatte	Noem	Wenstrup
Gosar	Nugent	Westmoreland
Gowdy	Nunes	Whitfield
Granger	Nunnelee	Williams
Graves (GA)	Olson	Wilson (SC)
Graves (MO)	Palazzo	Wittman
Griffin (AR)	Paulsen	Wolf
Griffith (VA)	Pearce	Womack
Grimm	Perry	Woodall
Guthrie	Petri	Yoder
Hall	Pittenger	Yoho
Hanna	Pitts	Young (AK)
Harper	Poe (TX)	Young (IN)
Harris	Pompeo	
Hartzler	Posey	

NAYS—194

Andrews	Chu	Doyle
Barber	Ciilline	Duckworth
Barrow (GA)	Clarke	Edwards
Bass	Clay	Ellison
Beatty	Cleaver	Engel
Becerra	Clyburn	Enyart
Bera (CA)	Cohen	Eshoo
Bishop (GA)	Connolly	Esty
Bishop (NY)	Conyers	Farr
Blumenauer	Cooper	Fattah
Bonamici	Costa	Foster
Brady (PA)	Courtney	Frankel (FL)
Braley (IA)	Crowley	Fudge
Brown (FL)	Cueellar	Gallego
Brownley (CA)	Cummings	Garamendi
Bustos	Davis (CA)	Garcia
Butterfield	Davis, Danny	Grayson
Capps	DeFazio	Green, Al
Capuano	DeGette	Green, Gene
Cárdenas	Delaney	Gutiérrez
	DeLauro	Hahn
	DeBene	Hanabusa
	Cartwright	Hastings (FL)
	Castor (FL)	Heck (WA)
	Castro (TX)	Himes

Hinojosa	McCollum	Sarbanes
Holt	McDermott	Schakowsky
Honda	McGovern	Schiff
Horsford	McIntyre	Schneider
Hoyer	McNerney	Schrader
Huffman	Meng	Schwartz
Israel	Michaud	Scott (VA)
Jackson Lee	Miller, George	Scott, David
Jeffries	Moore	Serrano
Johnson (GA)	Moran	Sowell (AL)
Johnson, E. B.	Murphy (FL)	Shea-Porter
Kaptur	Nadler	Sherman
Keating	Napolitano	Sinema
Kelly (IL)	Neal	Sires
Kennedy	Negrete McLeod	Slaughter
Kildee	Nolan	Smith (WA)
Kilmer	O'Rourke	Speier
Kind	Owens	Swalwell (CA)
Kirkpatrick	Pallone	Takano
Kuster	Pascrell	Thompson (CA)
Langevin	Pastor (AZ)	Thompson (MS)
Larsen (WA)	Payne	Tierney
Larson (CT)	Pelosi	Titus
Lee (CA)	Perlmutter	Tonko
Levin	Peters (CA)	Tsongas
Lewis	Peters (MI)	Van Hollen
Lipinski	Peterson	Vargas
Loeback	Pingree (ME)	Veasey
Lofgren	Pocan	Vela
Lowenthal	Polis	Velázquez
Lowey	Price (NC)	Visclosky
Lujan Grisham	Quigley	Walz
(NM)	Rahall	Wasserman
Luján, Ben Ray	Rangel	Schultz
(NM)	Richmond	Waters
Lynch	Roybal-Allard	Watt
Maffei	Ruiz	Waxman
Maloney,	Ruppersberger	Welch
Carolyn	Ryan (OH)	Wilson (FL)
Maloney, Sean	Sánchez, Linda	Yarmuth
Matheson	T.	
Matsui	Sanchez, Loretta	

NOT VOTING—9

Ellmers	Herrera Beutler	Meeks
Gabbard	Higgins	Rush
Grijalva	McCarthy (NY)	Young (FL)

□ 1412

Mr. CARSON of Indiana and Ms. SINEMA changed their vote from “yea” to “nay.”

So the motion to table was agreed to. The result of the vote was announced as above recorded.

Stated for:

Ms. ELLMERS. Mr. Speaker, on rollcall No. 536, I was unavoidably detained. Had I been present, I would have voted “yes.”

The SPEAKER pro tempore. The question is on the passage of the joint resolution.

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

RECORDED VOTE

Mr. FARR. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. This is a 5-minute vote.

The vote was taken by electronic device, and there were—aye 252, noes 172, not voting 7, as follows:

[Roll No. 537]

AYES—252

Aderholt	Bishop (UT)	Calvert
Amash	Black	Camp
Amodei	Blackburn	Campbell
Bachmann	Boustany	Cantor
Bachus	Brady (TX)	Capito
Barber	Braley (IA)	Carter
Barletta	Bridenstine	Cassidy
Barr	Brooks (AL)	Chabot
Barrow (GA)	Brooks (IN)	Chaffetz
Barton	Broun (GA)	Coble
Benishek	Buchanan	Coffman
Bentivolio	Bucshon	Cole
Bera (CA)	Burgess	Collins (GA)
Bilirakis	Bustos	Collins (NY)

Conaway	Joyce	Renacci	Kelly (IL)	Moran	Scott (VA)	Bishop (GA)	Fitzpatrick	Latham
Cook	Keating	Ribble	Kennedy	Nadler	Scott, David	Bishop (NY)	Fleischmann	Latta
Cotton	Kelly (PA)	Rice (SC)	Kildee	Napolitano	Serrano	Bishop (UT)	Fleming	Lee (CA)
Cramer	King (IA)	Rigell	Kilmer	Neal	Sewell (AL)	Black	Flores	Levin
Crawford	King (NY)	Roby	Kind	Negrete McLeod	Shea-Porter	Blackburn	Forbes	Lewis
Crenshaw	Kingston	Roe (TN)	Kirkpatrick	Nolan	Sherman	Blumenauer	Fortenberry	Lipinski
Culberson	Kinzinger (IL)	Rogers (AL)	Kuster	O'Rourke	Sires	Bonamici	Foster	LoBiondo
Daines	Kline	Rogers (KY)	Langevin	Owens	Slaughter	Boustany	Foxx	Loeb sack
Davis, Rodney	Labrador	Rogers (MI)	Larsen (WA)	Pallone	Smith (WA)	Brady (PA)	Frankel (FL)	Lofgren
DelBene	LaMalfa	Rohrabacher	Larson (CT)	Pascrell	Speier	Brady (TX)	Franks (AZ)	Long
Denham	Lamborn	Rokita	Lee (CA)	Pastor (AZ)	Swalwell (CA)	Braley (IA)	Frelinghuysen	Lowenthal
Dent	Lance	Rooney	Levin	Payne	Takano	Bridenstine	Fudge	Lowe
DeSantis	Lankford	Ros-Lehtinen	Lewis	Pelosi	Thompson (CA)	Brooks (AL)	Gabbard	Lucas
DesJarlais	Latham	Roskam	Lofgren	Perlmutter	Thompson (MS)	Brooks (IN)	Gallego	Luetkemeyer
Diaz-Balart	Latta	Ross	Lowenthal	Peterson	Tierney	Broun (GA)	Garamendi	Lujan Grisham
Duffy	Lipinski	Rothfus	Lowe	Pingree (ME)	Titus	Brown (FL)	Garcia	(NM)
Duncan (SC)	LoBiondo	Royce	Lujan Grisham	Pocan	Tonko	Brownley (CA)	Gardner	Lujan, Ben Ray
Duncan (TN)	Loeb sack	Ruiz	(NM)	Polis	Tsongas	Buchanan	Garrett	(NM)
Ellmers	Long	Runyan	Luján, Ben Ray	Price (NC)	Van Hollen	Bucshon	Gerlach	Lummis
Farenthold	Lucas	Ryan (WI)	(NM)	Quigley	Vargas	Burgess	Gibbs	Lynch
Fincher	Luetkemeyer	Salmon	Maffei	Rangel	Veasey	Bustos	Gibson	Maffei
Fitzpatrick	Lummis	Sanford	Maloney,	Richmond	Vela	Butterfield	Gingrey (GA)	Maloney,
Fleischmann	Lynch	Scalise	Carolyn	Roybal-Allard	Velázquez	Calvert	Gohmert	Carolyn
Fleming	Maloney, Sean	Schneider	Matsui	Ruppersberger	Visclosky	Camp	Goodlatte	Maloney, Sean
Flores	Marchant	Schock	McCollum	Ryan (OH)	Walz	Campbell	Gosar	Marchant
Forbes	Marino	Schweikert	McDermott	Sánchez, Linda	Wasserman	Cantor	Gowdy	Marino
Fortenberry	Massie	Scott, Austin	McGovern	T. Schultz	Waters	Capito	Granger	Massie
Foster	Matheson	Sensenbrenner	McNeerney	Sanchez, Loretta	Watt	Capps	Graves (GA)	Matheson
Foxx	McCarthy (CA)	Sessions	Meeks	Sarbanes	Waxman	Capuano	Graves (MO)	Matsui
Franks (AZ)	McCaul	Meng	Meng	Schakowsky	Welch	Cardenas	Grayson	McCarthy (CA)
Frelinghuysen	McClintock	Michaud	Miller, George	Schiff	Wilson (FL)	Carney	Green, Al	McCaul
Gallego	McHenry	Shuster	Moore	Schrader	Yarmuth	Carson (IN)	Green, Gene	McClintock
Garcia	McIntyre	Simpson		Schwartz		Carter	Griffin (AR)	McCollum
Gardner	McKeon	Sinema				Cartwright	Griffith (VA)	McDermott
Garrett	McKinley	Smith (MO)				Cassidy	Grijalva	McGovern
Gerlach	McMorris	Smith (NE)	Gabbard	Higgins	Young (FL)	Castor (FL)	Grimm	McHenry
Gibbs	Rodgers	Smith (NJ)	Garamendi	McCarthy (NY)		Castro (TX)	Guthrie	McIntyre
Gibson	Meadows	Smith (TX)	Herrera Beutler	Rush		Chabot	Gutiérrez	McKeon
Gingrey (GA)	Meehan	Southerland				Chaffetz	Hahn	McKinley
Gohmert	Messer	Stewart				Chu	Hall	McMorris
Goodlatte	Mica	Stivers				Ciilline	Hanabusa	Rodgers
Gosar	Miller (FL)	Stockman				Clarke	Hanna	McNeerney
Gowdy	Miller (MI)	Stutzman				Clay	Harper	Meadows
Granger	Miller, Gary	Terry				Cleaver	Harris	Meehan
Graves (GA)	Mullin	Thompson (PA)				Clyburn	Hartzler	Meeks
Graves (MO)	Mulvaney	Thornberry				Coble	Hastings (FL)	Meng
Griffin (AR)	Murphy (FL)	Tiberi				Coffman	Hastings (WA)	Messer
Griffith (VA)	Murphy (PA)	Turner				Cohen	Heck (NV)	Mica
Grimm	Neugebauer	Tipton				Cole	Heck (WA)	Michaud
Guthrie	Noem	Turner				Collins (GA)	Hensarling	Miller (FL)
Hall	Nugent	Upton				Collins (NY)	Himes	Miller (MI)
Hanna	Nunes	Valadao				Conaway	Hinojosa	Miller, Gary
Harper	Nunnelee	Wagner				Connolly	Holding	Miller, George
Harris	Olson	Walberg				Conyers	Holt	Moore
Hartzler	Palazzo	Walden				Cook	Honda	Moran
Hastings (WA)	Paulsen	Walorski				Cooper	Horsford	Mullin
Heck (NV)	Pearce	Weber (TX)				Costa	Hoyer	Mulvaney
Hensarling	Perry	Webster (FL)				Cotton	Hudson	Murphy (FL)
Holding	Peters (CA)	Wenstrup				Courtney	Huelskamp	Murphy (PA)
Hudson	Peters (MI)	Westmoreland				Cramer	Huffman	Nadler
Huelskamp	Petri	Whitfield				Crawford	Huizenga (MI)	Napolitano
Huizenga (MI)	Pittenger	Wilson (SC)				Crenshaw	Hultgren	Neal
Hultgren	Pitts	Wittman				Crowley	Hunter	Negrete McLeod
Hunter	Poe (TX)	Wolf				Cuellar	Hurt	Neugebauer
Hurt	Pompeo	Womack				Culberson	Israel	Noem
Issa	Posey	Woodall				Cummings	Issa	Nolan
Jenkins	Price (GA)	Yoder				Daines	Jackson Lee	Nugent
Johnson (OH)	Radel	Yoho				Davis (CA)	Jeffries	Nunnelee
Johnson, Sam	Rahall	Young (AK)				Davis, Danny	Jenkins	O'Rourke
Jones	Reichert	Young (IN)				DeFazio	Johnson (GA)	Olson
Jordan						DeGette	Johnson (OH)	Owens
						Delaney	Johnson, E. B.	Palazzo
						DeLauro	Johnson, Sam	Pallone
						DelBene	Jordan	Pascrell
						Denham	Joyce	Pastor (AZ)
						Dent	Kaptur	Paulsen
						DeSantis	Keating	Payne
						DesJarlais	Kelly (IL)	Pearce
						Deutch	Kelly (PA)	Pelosi
						Diaz-Balart	Kennedy	Perlmutter
						Dingell	Kildee	Perry
						Doggett	Kilmer	Peters (CA)
						Doyle	Kind	Peters (MI)
						Duckworth	King (IA)	Peterson
						Duffy	King (NY)	Petri
						Duncan (SC)	Kingston	Pingree (ME)
						Duncan (TN)	Kinzinger (IL)	Pittenger
						Edwards	Kirkpatrick	Pitts
						Ellison	Kline	Pocan
						Ellmers	Kuster	Poe (TX)
						Engel	Labrador	Polis
						Enyart	LaMalfa	Pompeo
						Eshoo	Lamborn	Posey
						Esty	Lance	Price (GA)
						Farenthold	Langevin	Price (NC)
						Farr	Lankford	Quigley
						Fattah	Larsen (WA)	Radel
						Fincher	Larson (CT)	Rahall

NOT VOTING—7

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE
 The SPEAKER pro tempore (during the vote). There are 2 minutes remaining.

□ 1419

So the joint resolution was passed.
 The result of the vote was announced as above recorded.
 A motion to reconsider was laid on the table.

DEPARTMENT OF DEFENSE SURVIVOR BENEFITS CONTINUING APPROPRIATIONS RESOLUTION, 2014

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the joint resolution (H.J. Res. 91) making continuing appropriations for death gratuities and related survivor benefits for survivors of deceased military service members of the Department of Defense for fiscal year 2014, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the joint resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. FRELINGHUYSEN) that the House suspend the rules and agree to the joint resolution.

This is a 5-minute vote.
 The vote was taken by electronic device, and there were—yeas 425, nays 0, not voting 6, as follows:

[Roll No. 538]
 YEAS—425

Andrews	Cohen	Farr	Aderholt	Barber	Beatty
Bass	Connolly	Fattah	Amash	Barletta	Becerra
Beatty	Conyers	Frankel (FL)	Amodei	Barr	Benishke
Becerra	Cooper	Fudge	Andrews	Barrow (GA)	Bentivolio
Bishop (GA)	Costa	Grayson	Bachmann	Barton	Bera (CA)
Bishop (NY)	Courtney	Green, Al	Bachus	Bass	Bilirakis
Blumenauer	Crowley	Green, Gene			
Bonamici	Cuellar	Grijalva			
Brady (PA)	Cummings	Gutiérrez			
Brown (FL)	Hahn	Hahn			
Brownley (CA)	Davis, Danny	Hanabusa			
Butterfield	DeFazio	Hastings (FL)			
Capps	DeGette	Heck (WA)			
Capuano	Delaney	Himes			
Cardenas	DeLauro	Hinojosa			
Carney	Deutch	Holt			
Carson (IN)	Dingell	Honda			
Cartwright	Doggett	Horsford			
Castor (FL)	Doyle	Hoyer			
Castro (TX)	Duckworth	Huffman			
Chu	Edwards	Israel			
Ciilline	Ellison	Jackson Lee			
Clarke	Engel	Jeffries			
Clay	Enyart	Johnson (GA)			
Cleaver	Eshoo	Johnson, E. B.			
Clyburn	Esty	Kaptur			