

PROVIDING FOR CONSIDERATION OF H.R. 5021, HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014

Mr. WEBSTER of Florida. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 669 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 669

Resolved, That upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 5021) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes. All points of order against consideration of the bill are waived. The amendment in the nature of a substitute recommended by the Committee on Ways and Means, modified by the amendments printed in the report of the Committee on Rules accompanying this resolution, shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided among and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure and the chair and ranking minority member of the Committee on Ways and Means; and (2) one motion to recommit with or without instructions.

The SPEAKER pro tempore. The gentleman from Florida is recognized for 1 hour.

Mr. WEBSTER of Florida. For the purpose of debate only, I yield the customary 30 minutes to the gentleman from Colorado (Mr. POLIS), my friend, pending which I yield myself such time as I may consume. During consideration of the resolution, all time yielded is for the purpose of debate only.

GENERAL LEAVE

Mr. WEBSTER of Florida. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks.

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

There was no objection.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

I rise today in support of this rule and the underlying bill. House Resolution 669 provides a closed rule, as is customary for bills that are reported by the Committee on Ways and Means, for H.R. 5021, the Highway and Transportation Funding Act of 2014.

On July 10, the Ways and Means Committee marked up H.R. 5021. The committee ordered the bill favorably reported by voice vote.

The bill is simple. It extends our transportation programs and our reforms enacted by MAP-21, and it pays for the extension without raising taxes on hardworking American taxpayers.

This extension is crucial. Prior to the expiration of MAP-21 later this fall, the highway trust fund is expected to encounter a funding shortfall. The Secretary of Transportation has warned that, as early as August, payments from the trust fund to the States will begin to be delayed.

Let's be clear: this bill is just an interim remedy for our current situation. It is not a solution to our transportation funding problem.

As a member of the Committee on Transportation and Infrastructure, I can testify to the work that Chairman SHUSTER and the committee are doing to provide a multiyear authorization bill. It is a deliberative, thoughtful process. The underlying bill advances that process.

The underlying bill proposes policies that have previously received bipartisan support. Further, these policies have previously also been embraced by the Senate.

The bill extends the surface transportation programs and funding through May 2015. It provides stability and certainty for States. It continues our investments in infrastructure. It staves off job losses at the height of the construction season. And it allows the process to move forward toward a long-term solution.

Some have suggested or proposed a short-term patch for just a few months. There are some who would like to see this just provide enough time to get through the election. A short-term extension would guarantee a crisis. Even worse, that manufactured crisis is easily avoidable.

Central Floridians are still trying to dig their way out of years of economic downturn. We are focusing on improving our families' financial situation, and certainly we don't need a downturn in construction—and especially infrastructure construction in the State of Florida and in my particular area, central Florida.

A short-term extension is, at best, feeble and, at worst, irresponsible. Washington should not do less when it can do better. Washington should not add to the list of crises of its own doing by passing a short-term patch when a longer-term answer is within reach.

The task at hand remains avoiding the expiration of the existing transportation authorization. The existing authorization is actually a good bill.

MAP-21 included significant reforms to cut out Federal red tape and bureaucracy. It streamlined the project delivery process. It reformed and consolidated programs. It improved safety. It ended the process of earmarks in transportation bills.

MAP-21 set deadlines for slow-moving projects. It set a new NEPA funding threshold and expedited projects that were destroyed by disaster.

MAP-21 consolidated more than 100 programs by nearly two-thirds. It eliminated dozens of ineffective programs and provided more resources and flexibility to States. It also

incentivized States to seek partners in the private sector to finance and operate infrastructure projects.

Further, MAP-21 passed the House by a strong bipartisan vote of 373-52, including the support of the gentleman from Colorado. It passed the Senate by an equally strong bipartisan vote of 74-19. The White House issued a statement that said they were pleased with the bill.

While we continue with a process that will lead to a multiyear authorization bill, there is no reason why we should not support an extension of MAP-21. Extending MAP-21 through next summer is simply an extension of another year of good transportation policy.

Once again, I rise in support of this rule and the potential this extension holds for producing a thoughtful process that results in a quality long-term authorization bill.

I encourage my colleagues to vote "yes" on the rule, and I reserve the balance of my time.

□ 1330

Mr. POLIS. Madam Speaker, I thank the gentleman for yielding me the customary time, and I yield myself such time as I may consume.

Madam Speaker, today, we are considering the rule for H.R. 5021, the Highway and Transportation Funding Act of 2014. While this bill provides an extension of Federal highway programs, frankly, our Nation deserves a long-term solution to support our transportation infrastructure needs that will allow for a more effective and efficient use of resources through public-private partnerships and long-term contracts. In effect, by engaging in short-term legislating, we are actually raising the cost of infrastructure projects across the country, making it less efficient rather than more than efficient.

Unfortunately, this bill is a closed rule, which I do not support. It limits debate. It doesn't allow Democrats or Republicans to come up with ideas for amendments to improve the bill. That should be what this legislative body is all about.

I have friends on both sides of the aisle who have ideas to make this more efficient, to save taxpayers money, and to get more infrastructure bang for their buck, ideas like a national infrastructure bank, a bipartisan bill by my colleague, Mr. DELANEY, that would allow for lower-cost financing with locally driven infrastructure projects, at no taxpayer cost.

None of us are even allowed to discuss for not 10 minutes, not 1 minute, not a single moment, any amendments under this closed rule, and I encourage my colleagues on both sides of the aisle to vote "no" on this closed rule.

In 2012, Congress passed the Moving Ahead for Progress program that my colleague, Mr. WEBSTER, mentioned, which reauthorized Federal surface transportation programs and maintained the solvency of the highway

trust fund through the end of September 2014.

That seemed like a little ways off at the time, but here we are in July of 2014, fast approaching insolvency of the trust fund in September of 2014. How inconvenient to members of the Republican Party that this might occur before an election. Suddenly, there is an impetus to do something about it, to actually address the issue or at least to kick the can down the road a few months until, conveniently, after the election when we actually have a national discussion about how to meet our infrastructure needs and to pay for them.

This bill is simply a very short-term highway trust fund patch. It only extends the highway programs through May 31, 2015, and transfers \$10.8 billion to the highway trust fund.

As Transportation Secretary Foxx said, without a patch, tens of thousands of critical projects and 700,000 jobs will be jeopardized. In fact, States are already preparing to delay or halt ongoing projects if the funding runs out in September. My home State of Colorado alone has nearly 50 active construction projects that could be at risk if we don't pass some kind of patch.

But this approach is just another kick the can down the road approach, to have a national discussion about infrastructure, to encourage efficiency of our Federal dollars rather than forcing contractors to bid out higher amounts because of uncertainty about whether their contracts will be long-term or short-term.

There are several easy ways that we could pay for a long-term transportation fix. The simplest would be immigration reform. H.R. 15 would generate over \$200 billion in the first 10 years and close to a trillion over 20 years that could be used to invest in infrastructure across our country.

Others have talked about using some kind of user fee. Traditionally, the gas tax has been used as a proxy for people who use our highways.

I am very disappointed that not only are we not considering any long-term solutions to reauthorizing MAP-21, but we are not even allowed to improve this current bill before us, not just to make it longer term, but to offer simple, efficient ideas to make it work better and get more bang for our buck.

Our Nation relies on Congress to pass measures that ensure that our roadways, bridges, and transit systems are the best in the world. This bill falls short on that account. The American Society of Civil Engineers has given our country's infrastructure a D-plus grade on its 2013 report. In this increasingly competitive global economy, a D-plus is not enough to get us by as a nation to create jobs and grow our economy.

My home State of Colorado has increasing transportation needs, as do many other States. In the wake of floods last September, rockslides, land-

slides, and mudslides caused damage to roadways and bridges in Colorado. Five hundred miles of roadway were affected at the peak of the flood and 120 bridges were damaged, resulting in over \$500 million of additional repairs to our already beleaguered transportation infrastructure. While the Colorado Department of Transportation did an excellent job completing short-term fixes to get traffic moving, there remain many long-term projects along our canyons and roadways where we need permanent repairs to our roads. There simply isn't enough of an investment in this highway infrastructure bill to address our infrastructure needs.

Again, we don't necessarily need to spend more money. We can simply pass the Partnership to Build America Act—if it were allowed to be introduced as an amendment under this bill, I would be happy to—a bipartisan bill by Representative DELANEY with 70 sponsors from both sides of the aisle that would essentially help finance locally driven projects to the tune of \$750 billion at a low interest rate by allowing U.S. multinational companies who have tax-deferred profits overseas to bring back their earnings to the United States, where they can invest them in growing employment and infrastructure here. It is a win-win scenario. Yet under this closed amendment process, we are not even allowed to bring up this bill.

This measure falls short on a number of accounts. Its short-term nature makes the growing importance of public-private partnerships more difficult. And yet if we could simply amend this bill and improve it or make it longer term, we could finally have a discussion about our national infrastructure.

The House majority continues to have a closed process where bills are constructed and not allowed to be improved upon by Republicans or Democrats here in the House. I know that we can do better, and I encourage my colleagues to oppose this rule, bring down this rule so we can have an open process regarding transportation funding.

I reserve the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I think it is important to note that the authorization is not ending next month. It is just the funds are running out. We have got to extend the funds. The authorization continues on through the end of the year.

That authorization was a good bill, as I explained in my opening remarks. MAP-21 was an excellent piece of legislation that consolidated a lot of programs, allowed States more flexibility, and gave them a pathway to create many of the infrastructure projects we need. This is just the money. And then we go a little bit further so we are not creating a crisis right before we adjourn.

So I think, in the end, this is a very good piece of legislation. It puts forth

what is needed. We need money to finish the authorization we already have. That is what this does.

The administration policy from the Executive Office of the President's Office of Management and Budget says this: "With surface transportation funding running out"—he is only talking about the funding. He knows that the policy still is in place—"and hundreds of thousands of jobs at risk later this summer, the administration supports House passage of H.R. 5021 . . . This legislation would provide for continuity of funding for the highway trust fund during the height of the summer construction season and keep Americans at work repairing the Nation's crumbling roads, bridges, and transit systems."

I reserve the balance of my time.

Mr. POLIS. Madam Speaker, I yield 2 minutes to the gentleman from Vermont (Mr. WELCH).

Mr. WELCH. I thank the gentleman.

Madam Speaker, the hallmark of a great country is a great infrastructure.

In its infancy, this country built interstate canals that helped commerce and life become strong and our economy vigorous. In the height of the Civil War, President Abraham Lincoln met with Justin Morrill, then a Senator from the State of Vermont, and conceived the ambition of an intercontinental railroad. In the 1950s, President Dwight D. Eisenhower said that we needed an interstate highway system.

This temporary bill, where our only responsibility is to make sure we can preserve what we have by having the funds necessary to repair roads and bridges is an abdication of our responsibility. Congress can do better, and America needs better. Our bridges and our roads are falling apart. I recently visited two projects in Vermont that are in desperate need of repair, but this bill provides temporary funding for 8 months. Not only that, instead of basing it on user fees, which have always been the way we funded infrastructure projects that we all benefit by, it raids pension funds. It essentially creates a pothole in future pensions to fill potholes in our highways.

Some folks are saying that we need time in order to put together a long-term bill. Madam Speaker, we have had time. What we need is a decision. There are options out there. As the gentleman from Colorado said, we are not lacking options; what we are lacking is will. This has traditionally been an area of common agreement between Republicans and Democrats where, yes, it is always difficult to figure out what that revenue source is, but that difficulty is not an excuse for Congress to fail to do its job and give this highway trust fund a sustainable and long-term revenue source so that folks in Montpelier and folks in Austin, Texas, can put together those plans to repair our roads and bridges, put America back to work, and get this economy going.

I urge us to defeat this rule and to defeat this bill and for Congress finally to do its job.

Mr. WEBSTER of Florida. Madam Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. GARRETT).

Mr. GARRETT. Madam Speaker, I rise today to discuss the future of our transportation system in this country.

Back at home in Sussex, Bergen, and Warren Counties in the Fifth District of New Jersey, they are only asking the same thing that people across America are, and that is to have a safe and efficient transportation system of roads and bridges.

The highway trust fund is bankrupt. Our past highway bills have been filled with excessive Federal regulation and pork-laden projects, meaning that the maintenance of our roads and bridges has not been getting done. So we are here today because we don't have the money now to fix them.

Going forward, we have two clear choices. Either we can continue down the same path, the current path, passing a bill to bail out the trust fund to the tune of some \$50 billion, or we can find a better way.

Personally, I get tired every year going and speaking to the Secretary of Transportation—it doesn't matter which party—and asking him: Can you tell me what exactly the needs are on Route 17 in Bergen County or Route 519 in Sussex or Warren County? I ask that question, and again and again they will say: Where's Route 17? Where's Route 519? Where's Route 519?

We are here saying we cannot continue to allow Washington, who doesn't know our needs and doesn't know our roads, to tell us how to run things. The solution to our current quagmire is to return the power back to the people who know better, back to the States. States, counties, and local officials are the ones that use these roads. They are in the best position to decide how to use these transportation dollars.

There is not one single Federal official here in Washington, elected or otherwise, who knows the needs of my community or your community with specific detail as well as the people who actually live there, who actually drive on those roads, and who actually have to maintain those roads.

So it is about time, after all these years, that we re-empower the States, re-empower the counties, re-empower the local officials, the people who live and use these roads, to make the transportation decisions, instead of people here in Washington who have no clue what the needs are, who have no idea what the problems are, who have no idea as to actually provide, what I said at the very beginning, what the people in my counties of the Fifth District want as a safe and efficient transportation system.

Mr. POLIS. Madam Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. BUTTERFIELD).

Mr. BUTTERFIELD. I thank Mr. POLIS for yielding.

Madam Speaker, I rise today in opposition to the rule for H.R. 5021. This closed rule prevents an opportunity for us to address the larger issues related to passing a long-term surface transportation reauthorization, and that is what Mr. POLIS and Mr. WELCH are talking about. I agree.

The constituents that I represent in North Carolina feel that it is critical to extend the highway trust fund. This bill is only one piece of what must be done to strengthen our Nation's infrastructure and economy.

The need to pass surface transportation reauthorization funding is extremely critical. MAP-21 expires at the beginning of October. At the same time, each day brings us closer to a highway trust fund shortfall and risks putting major transportation projects on hold and stalling our economy.

□ 1345

The North Carolina DOT has indicated that the highway trust fund insolvency would jeopardize 108 projects and 20,000 jobs across my State.

Eastern North Carolina remains one of the poorest districts in the country despite the economic resurgence many other areas of the country have seen. Strengthening infrastructure helps encourage economic development, increase commerce and improve tourism. We cannot afford to halt construction, growth, and progress. We must find a way to provide consistent and robust transportation funding. We need a fix to the reauthorization act.

I urge my colleagues to oppose this closed rule so that we can have a larger conversation about the long-term surface transportation reauthorization.

Mr. WEBSTER of Florida. Madam Speaker, I continue to reserve the balance of my time.

Mr. POLIS. Madam Speaker, I yield 3 minutes to the gentleman from Oregon (Mr. BLUMENAUER), a leader on transportation issues.

Mr. BLUMENAUER. Thank you, Mr. POLIS.

I listened carefully to what you said, and you are right—this closed rule is a disservice. My respected friend from Florida, I think, is just wrong.

Madam Speaker, this is not a solution, and it is not a deliberate, thoughtful process. We have not had a single hearing on transportation finance in the Ways and Means Committee all year. We didn't have one the year before that. We haven't had a hearing in the 43 months that Republicans have been in charge. This is a perfectly predictable problem that was created by the halfhearted bill that they passed last Congress. We knew this was coming for months. Now we are here.

With all due respect, I, too, am disappointed that we have a rule that does not make in order broad discussion and amendment. We have been unable in this Congress to deal meaningfully with the looming transportation crisis. The gentleman is on the Transpor-

tation Committee. He doesn't have a bill. We are almost through this Congress, and we don't have a bill. America is falling apart. America is falling behind. We have failed to give America's communities the resources and a robust 6-year reauthorization plan.

We have done it before under the chairmanship of Bud Shuster and Ranking Member Jim Oberstar, and I was happy to have played a small role. That bill made a difference.

If we fail to come to grips with the funding level and, instead, in approving this rule and the underlying bill, this Congress is giving itself a ticket out of town to adjourn and pass it on to not just the next Congress but to the Congress after that. Make no mistake. In May 2015, you are not going to be in any different a place. It is going to be May 2017.

Congress has legitimate policy differences. I appreciate my friend from New Jersey. Some people think that the Federal Government should get out of the partnership that we have had and reduce or eliminate the Federal gas tax. They are willing to give up on the successful partnership and let each State decide what to do, when it wants to do it, or what it is able or not able to do. They would abandon all sense of a national vision and the ability to shape transportation policies. That is rejected by the mayors, rejected by county commissioners, rejected by State transportation officials. They want that partnership.

Frankly, there are some people who feel the gas tax ought to be adjusted to deal with inflation and increased fuel economy as well as the demands of a growing Nation with an aging infrastructure. Some people are comfortable with the Republican budget, which will have no new projects for 15 months and will doom us to a 30 percent reduction over the next 10 years. Those are legitimate policy differences, but we are not dealing with them here on the floor. We are shrugging our shoulders, passing them on to the next Congress and, frankly, to the Congress after that.

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

Mr. POLIS. I yield the gentleman an additional 30 seconds.

Mr. BLUMENAUER. I agree with the people who build and maintain and use our transportation infrastructure. We should address this infrastructure question head on. American infrastructure used to be the best in the world and a point of pride, bringing Americans together. It is now a source of embarrassment and deep concern as we fall further and further behind global leaders.

We ought to reject this rule. We ought to allow full debate and, by all means, resolve the funding question now so we can go forward. America deserves no less.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

I just want to make sure we remind everybody that there were 373 Members

who voted for that halfhearted bill, including the gentleman who spoke against that bill but who voted for it just 2 years ago. Why? Because it was good policy. It set forth some policy moving forward in that MAP-21 allowed for more flexibility for the local communities to determine what they needed. It took 100 projects and silos and so forth and reduced them down by a major amount. It gave that flexibility to the States.

As for my State, we have the largest transportation program this year that we have ever had—\$10 billion—which is \$2 billion more than it was the year before. Why? Because this program and this project and this bill and the reauthorization worked, and all we are doing is extending that good policy. The policy already extends all the way through the end of the year. We are funding it. That is the real need, to finish funding it, and then we extend it another 5 months.

To me, it is a great piece of legislation that can be improved. It gives us the time as we come along and begin working on the reauthorization bill that we are getting ready to propose at some point in time in the future. The staff is already working, and the Members are giving ideas. I have met with the staff, and have given them some ideas that I thought would work, and that is happening right now.

This does not preclude us from continuing on. We don't have to have, really, even within the current timeframe, a new reauthorization bill until the end of the year. However, we do need funding. That is what this bill does. It provides the funding necessary to complete what, I think, was a very good piece of public policy.

I reserve the balance of my time.

Mr. POLIS. Madam Speaker, may I inquire if the gentleman yielded back?

The SPEAKER pro tempore. The gentleman reserved.

Mr. POLIS. Madam Speaker, I yield 2 minutes to the gentleman from Rhode Island (Mr. CICILLINE).

Mr. CICILLINE. I thank the gentleman for yielding.

Madam Speaker, our country's roads and highways are a vital asset to our economic competitiveness. Strengthening our transportation infrastructure will, of course, make our roads and transit systems safer, but it also will support commerce, create jobs, and strengthen our Nation's economy.

In my home State of Rhode Island, 20 percent of our bridges are in poor condition. Without any changes, 40 percent of the State's bridges will be structurally deficient by 2024, and, according to a report released yesterday by the White House, if Congress fails to act, over 3,500 jobs in Rhode Island will be jeopardized. This should not be allowed to happen, and Congress has a responsibility to provide the funding for these important transportation projects.

The highway trust fund is a critical resource that supports the building and

repairing of our roads, highways and bridges, and hundreds of thousands of jobs all across our country. Although I support acting quickly to replenish the highway trust fund, I am very disappointed that this bill is being brought up under a closed rule, ensuring that we cannot consider alternative and more robust funding mechanisms.

Although the Highway and Transportation Funding Act presents a solution that will extend surface transportation authorization until next May and ensure the highway trust fund does not become insolvent next month, a short-term solution is not enough. We have to find a long-term solution to this issue that secures real investments in rebuilding America. Due to the nature of construction projects, of course, States, localities, and contractors need long-term financing to allow for the proper planning of infrastructure projects. The uncertainty has already put important transportation projects at risk, so this governing by crisis must end.

Earlier this month, I welcomed Transportation Secretary Anthony Foxx to Rhode Island, and we discussed the urgent need to replenish the highway trust fund to help maintain Rhode Island's transportation infrastructure system and the absolute necessity of a long-term and sustainable funding model. We met with local, State, and Federal leaders and stakeholders to hear their concerns and to discuss a path forward.

This closed rule does not allow us to offer any solution to this problem. I urge my colleagues to reject this closed rule so that we can address this serious issue in a real way.

Mr. WEBSTER of Florida. Madam Speaker, I continue to reserve the balance of my time.

Mr. POLIS. Madam Speaker, if—or should I say when—we defeat the previous question, I will offer an amendment to the rule that will bring up legislation that will prevent employers from denying common birth control coverage to women, and it will fix the damage that has been done by the recent Hobby Lobby Supreme Court decision. Now more than ever, it is critical to protect everyone's right to health services, including that of basic contraception.

To discuss our proposal, I yield 2 minutes to the gentleman from Massachusetts (Mr. KENNEDY).

Mr. KENNEDY. I thank the gentleman from Colorado for yielding.

Madam Speaker, in January of this year, I joined over 90 of my House colleagues in filing an amicus brief with the Supreme Court in advance of the arguments in *Hobby Lobby v. Sebelius*.

The free exercise of religion is one of our country's foundational principles and greatest strengths, but so too is the fundamental commitment to equality and fairness—the core idea that the rights and privileges of one American never snuff out the rights and privileges of one's neighbor's.

We are disappointed in the Court's ruling that closely held corporations can now place themselves between patients and doctors. We are disappointed that it is yet another blow to women's health. We are disappointed in yet another threat to the economic security of women and families, and we are disappointed that, for the first time, our Supreme Court gave a religious exemption to a generally applicable law to a for-profit corporation.

For-profit corporations do not exist to advance the interests of individuals with a shared religious faith, and in fact, they are prohibited by law from hiring, firing, or structuring their memberships on the basis of religion.

I am proud to stand with Representatives SLAUGHTER, DEGETTE, and NADLER in offering legislation to keep private medical decisions between patients and their doctors, and I look forward to the day that our laws acknowledge that corporations are not people and that the constitutional rights of an individual are what this country is formed to enshrine and protect.

Mr. WEBSTER of Florida. Madam Speaker, I just want to remind the audience or anyone listening that we are talking about a rule that is dealing with transportation funding and about extending it so that we can continue the jobs necessary and finish the projects that have been started in States and so that we can start new ones. That is what we are talking about here and not necessarily about the issue that was just presented.

I reserve the balance of my time.

Mr. POLIS. Madam Speaker, with due respect to my colleague from Florida, the gentleman is incorrect.

We have stated it and will offer the language on the previous question. So, as long as we can have the votes to defeat the previous question, we will be able to bring to the floor under the procedures of this body a bill that will ensure that women have access to contraception as part of basic health care. That is under the rules of this House—by defeating the previous question now being discussed and that I will offer—and we will be able to move forward on ensuring that women have access to comprehensive birth control.

I yield 2 minutes to the gentlewoman from Florida (Ms. FRANKEL).

Ms. FRANKEL of Florida. Thank you, Mr. POLIS.

Madam Speaker, I rise, like my colleague Mr. KENNEDY, to urge a “no” vote on the previous question so that we can discuss a matter that is very urgent to the women of this country.

The most blessed moment of my life was the birth of my son, Ben. His life has brought me great joy as well as great responsibilities. The decision to bring Ben into the world was a private decision, made by his father and me. We didn't call our Congressman, and we didn't call my employer.

Now it appears, with the Hobby Lobby case, that the Supreme Court of the United States seems to think that

life begins at incorporation. I vehemently disagree. Employers belong in the workplace and not in the doctor's office or in our bedrooms. That is why I am a proud cosponsor of the not my boss' business act, which will ban a corporation from using its owner's religious belief to deny health care coverage for contraception. No one should lose access to birth control because her company doesn't approve of it. A woman's family planning decision is not her boss' decision, and it is none of her boss' business.

Mr. WEBSTER of Florida. Madam Speaker, I continue to reserve the balance of my time.

Mr. POLIS. Madam Speaker, I yield 2 minutes to the gentlewoman from Texas (Ms. JACKSON LEE), a leader on the issue.

□ 1400

Ms. JACKSON LEE. Let me thank the gentleman from Colorado and, as well, the manager of this rule.

I too rise to be able to push for voting "no" on the previous question, dealing with making sure that we fix the taking away of women's rights as it relates to choice and pass the it is not my boss's business legislation that gets us back right-side up, taking care of women and their rights, in particular, as it relates to their own body and their family choices as well, to make sure that they have the right to take care of their own family.

Let me also say that I would wish and had hoped that the present underlying bill, the Highway and Transportation Funding Act, was truly a bill that committed to the American people that we believe in the investment of infrastructure in creating jobs.

This is not what this bill is. This is a temporary fix, saying to the American cities and transit centers, our transit facilities, and buses and highways and freeways, that you are only a side thought here in the United States Congress. We will give you a small amount of money, transferring \$9.8 billion from the general fund and \$1 billion from the leaking underground storage tank trust fund, just to give you a temporary fix. We are going to put a finger in the dam.

We are not going to have a concerted, concentrated, responsible assessment of America's transportation needs so that we can fund it. We are not going to ask Houston metro what monies they need. We are not going to ask Texas what monies they need. We are not going to ask New York or California.

I would simply say we have got to get away from the I don't believe in government crowd and work with the people who understand that government has a role. The Federal Government has a role. It is a rescue facility. It is an SOS. It helps people in need, when the States are in need, and it helps to build infrastructure.

The highway system that President Eisenhower, a Republican, created—

which we have been recognized for—here, we are nickel-and-diming, so I hope that we will get down to the table, work with those of us who are concerned.

Finally, vote "no" on the previous question because it is not your boss's business. If you want to have family planning, it is certainly not your boss's business.

Madam Speaker, as a senior member of the Homeland Security, I rise in to speak on the rule and in support of the underlying bill, H.R. 5021, the "Highway and Transportation Funding Act," which reauthorizes federal-aid highway and transit programs for eight months—through May 31, 2015—by transferring \$10.8 billion from in other federal funds to the Highway Trust Fund to cover projected trust fund shortfalls over that time.

Instead of this temporary extension, I would have strongly preferred that we were debating a comprehensive, fair, equitable, and long-term transportation reauthorization bill the nation desperately needs. We have had two years to do so.

Democrats want such a bill as does the President. But apparently our friends across the aisle do not since they have spent the last two years wasting time on advocating policies wanted by no one except for the right-wing extremists of the Tea Party.

But I support this emergency but temporary measure because as the Department of Transportation has reported, if we do not act now highway trust fund balances by the beginning of August will reach dangerously low levels and result in a reduction of payments to states by an average of 28 percent.

Many states have already begun to cancel or delay planned construction projects, threatening 700,000 thousands of jobs, including 106,100 jobs in my home state of Texas.

The funds to be transferred are \$9.8 billion from the General Fund and \$1 billion from the Leaking Underground Storage Tank (LUST) Trust Fund. The cost of the transfer from the general fund of the Treasury is offset through an extension of customs fees and "pension smoothing," which is a euphemism for allowing some large corporations to underfund their pension systems.

Madam Speaker, the Highway Trust Fund was created in 1956 during the Eisenhower Administration to help finance construction of the Interstate Highway System, which modernized the nation's transportation infrastructure and was instrumental in making the United States the world's dominant economic power for two generations. Our national leaders then understood that investing in our roads and bridges strengthened our economy, created millions of good-paying jobs, and improved the quality of life for all Americans.

It is currently composed of two accounts that fund federal-aid highway and transit projects built by states. Federal funding from the trust fund accounts for a major portion of state transportation spending.

The Highway Trust Fund is financed by gasoline and diesel taxes, which until the last decade produced a steady increase in revenues sufficient to accommodate increased levels of spending on highway and transit projects.

However, those tax rates—18.4 cents/gallon federal tax on gasoline and a 24.4 cents/gallon tax on diesel fuel—have remained unchanged since 1993 and were not indexed to

inflation so the value of those revenues has eroded over the years, and, combined with the fact that vehicles have been getting increasingly better mileage, the revenues deposited into the Highway Trust Fund beginning last decade have not kept pace with highway and transit spending from the trust fund.

Consequently, since 2008, Congress has periodically had to transfer at the 11th hour general Treasury revenues into the trust fund to pay for authorized highway and transit spending levels and avoid a funding shortfall. The total amount to date is \$54 billion.

Obviously, this is practice is economically inefficient and injects uncertainty in the highway construction plans, projects, and schedules of state and local transportation agencies, not to mention the anxiety it causes to workers and businesses who economic livelihood is dependent on those projects.

Madam Speaker, the last transportation authorized by Congress for 4 years or more, SAFETEA-LU, expired on September 30, 2009, at the end of FY 2009. Because Congress and the Administration could not agree to a new reauthorization, it was necessary to resort to stop-gap temporary extensions on no less than eight occasions spanning a period of 910 days before Congress finally enacted the "Moving Ahead for Progress in the 21st Century Act" (MAP-21 Act) on July 6, 2012, which reauthorized highway and transportation programs through Fiscal Year 2014, a little more than two years, or until September 30, 2014.

MAP-21 was intended as a short-term measure to give Congress and the Administration breathing room to reach agreement on a long-term reauthorization bill.

Yet, as Mr. LEVIN, the ranking member of the Ways and Means Committee, has pointed out, since gaining the majority in 2010, his Republican colleagues have failed to take any action to sustain the Highway Trust Fund over the long-term and shore up vital infrastructure projects and has not held even a single hearing on financing options for the Highway Trust Fund.

Instead, House Republicans have wasted the nation's time voting to repeal the Affordable Care Act more than 50 times, waging a War on Women, voting to hold the Attorney General in contempt, pursuing partisan investigations into Benghazi, the IRS, and the Fast and Furious scandal originating in the Bush Administration.

Instead of doing their job, their big new idea is to sue the President for doing his job.

Madam Speaker, enough is enough. It is long past time for this Congress, and especially the House majority, to focus on the real problems and challenges facing the American people.

And one of the biggest of those challenges is ensuring that American has a transportation policy and the infrastructure needed to compete and win in the global economy of the 21st Century.

To that we have to do extend the reauthorization of current transportation programs and to authorize the transfer of the funds to the Highway Trust Fund needed to fund authorized construction projects and keep 700,000 workers, including 106,100 in Texas on the job.

But that is only a start and just a part of our job. The real work that needs to be done in the remaining days of this Congress is to reach an agreement on a long-term highway

and transportation bill that is fair, equitable, fiscally responsible, creates jobs and leads to sustained economic growth.

Mr. WEBSTER of Florida. Madam Speaker, I continue to reserve the balance of my time.

Mr. POLIS. Madam Speaker, I yield 2 minutes to the gentlewoman from Nevada (Ms. TITUS).

Ms. TITUS. I thank the gentleman for yielding.

Madam Speaker, the Supreme Court's Hobby Lobby decision took direct aim at women's rights by giving employers a legal right to make personal health decisions for their employees.

This devastating ruling opened the door to a wide range of discrimination and denial of basic health care services for women. Now, all closely held corporations, which represent 90 percent of American businesses, can legally impose their own religious beliefs on female employees.

That is why I am proud to be a co-sponsor of the not my boss' business act, which would undo this damage and prevent for-profit companies from using the religious beliefs of the owner as an excuse to discriminate against women and limit their individual health care rights and choices.

Ninety-nine percent of American women will make the decision to use contraceptives at some point in their lives. What rights do corporations have to deny them this choice?

The Hobby Lobby decision is a significant step backwards for women's health and equality, so I urge my colleagues to vote "no" on the previous question, so that we can bring up and consider this important legislation and move bosses out of the bedroom and back into the boardroom.

Mr. WEBSTER of Florida. Madam Speaker, I continue to reserve the balance of my time.

Mr. POLIS. Madam Speaker, I would like to inquire if the gentleman from Florida has any remaining speakers.

Mr. WEBSTER of Florida. No, Madam Speaker, we don't.

Mr. POLIS. Madam Speaker, I am prepared to close. I yield myself the balance of my time.

Madam Speaker, this Congress seems committed to kicking the can down the road, avoiding discussions of real solutions, failing to solicit ideas from Members of both sides of the aisle to move our country forward, and just stumbling along.

I think we can do better as a Nation, and we need to do better with regard to our Nation's infrastructure.

Yes, this bill funds the highway trust fund until next May. That is important; but what happens after May 2015? Is that the magic month where we finally agree that we need to take long-term action to address our Nation's crumbling roads and bridges?

This Congress continues to manage self-imposed crisis to self-imposed crisis. That is no way to run a company. It is certainly no way to run a country.

As long as we kick the can down the road, we are reducing the certainty that developers and contractors need to plan for the future and increasing costs for taxpayers for supporting our existing infrastructure.

We are undercutting opportunities for public-private partnerships because of the lack of stability or even knowing when or if or in what form the highway trust fund will be funded in the future.

If we don't act to provide stability to the highway trust fund, we are not only putting our economy at risk, but the safety and well-being of all those who send us here as their representatives. It is not only a competitiveness issue. It is a safety issue for the American people.

Madam Speaker, I ask unanimous consent to insert the text of the amendment in the RECORD, along with extraneous material, immediately prior to the vote on the previous question.

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

There was no objection.

Mr. POLIS. When we defeat the previous question, we can send our colleagues back to work with regard to infrastructure and a long-term solution and address an issue that my constituents have been writing me about and that American women and men across the country have been crying out for.

Contraception was a tremendous leap forward for women and for the American people. It empowers women to make the reproductive choices that make sense for them and their families. It reduces the number of abortions. It helps ensure that children are planned and well-raised, yet the recent Supreme Court decision throws into jeopardy the availability of contraception as a basic part of comprehensive health care.

By defeating the previous question, we can bring to the floor a simple bill that I strongly support that would remedy that and ensure that women have access to contraceptive choices as part of their basic health care and prevent us returning to the pre-contraception era.

Madam Speaker, I urge my colleagues to vote "no" and defeat the previous question, and I yield back the balance of my time.

Mr. WEBSTER of Florida. Madam Speaker, I yield myself such time as I may consume.

This rule provides for ample and open debate. It advances a bill that originally passed the House 373–52, one of the most bipartisan votes we have had since I have been here.

The underlying bill extends good public policy. That policy was supported, like I said, by 373 Members of the House, 74 in the Senate, and signed by the President.

While we must look forward to the passage of another multiyear transportation authorization, there is no reason we should not pass the extension. Cer-

tainty means "the state of being free from doubt or reservation; confident; sure."

Extending our transportation programs until next summer provides our States with certainty. It also ensures that our highway trust fund does not become insolvent at the end of this month.

This extension will keep our transportation construction workers on the job. It will keep our transit systems functioning at full capacity. It will continue our investments in our economy. It will do all these things, without raising taxes on the American people.

Most importantly, it advances the process of a multiyear transportation bill. I look forward to working with Chairman SHUSTER and other members of the Committee on Transportation and Infrastructure as we focus on producing a long-term bill that strengthens our transportation programs.

The passage of this extension gives us the opportunity to work together and produce a solution that continues to deliver an unmatched transportation system for the American people. It is our responsibility to make sure that that happens.

This bill is the last chance to fulfill our responsibility to the American people and to provide our States with certainty before the highway trust fund reaches insolvency.

I urge all Members of this House to vote for the rule, vote for the bill, keep our transportation systems operating, and let us work together for a long-term solution.

The material previously referred to by Mr. POLIS is as follows:

AN AMENDMENT TO H. RES. 669 OFFERED BY
MR. POLIS OF COLORADO

At the end of the resolution, add the following new sections:

SEC. 2. Immediately upon adoption of this resolution the Speaker shall, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 5051) to ensure that employers cannot interfere in their employees' birth control and other health care decisions. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided among and controlled by the chair and ranking minority member of the Committee on Education and the Workforce, the chair and ranking minority member of the Committee on Energy and Commerce, and the chair and ranking minority member of the Committee on Ways and Means. After general debate the bill shall be considered for amendment under the five-minute rule. All points of order against provisions in the bill are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions. If the Committee of the Whole rises and reports that it has come to no resolution on the bill, then on the next legislative day the House shall, immediately after

the third daily order of business under clause 1 of rule XIV, resolve into the Committee of the Whole for further consideration of the bill.

SEC. 3. Clause 1(c) of rule XIX shall not apply to the consideration of H.R. 5051.

THE VOTE ON THE PREVIOUS QUESTION: WHAT IT REALLY MEANS

This vote, the vote on whether to order the previous question on a special rule, is not merely a procedural vote. A vote against ordering the previous question is a vote against the Republican majority agenda and a vote to allow the Democratic minority to offer an alternative plan. It is a vote about what the House should be debating.

Mr. Clarence Cannon's Precedents of the House of Representatives (VI, 308-311), describes the vote on the previous question on the rule as "a motion to direct or control the consideration of the subject before the House being made by the Member in charge." To defeat the previous question is to give the opposition a chance to decide the subject before the House. Cannon cites the Speaker's ruling of January 13, 1920, to the effect that "the refusal of the House to sustain the demand for the previous question passes the control of the resolution to the opposition" in order to offer an amendment. On March 15, 1909, a member of the majority party offered a rule resolution. The House defeated the previous question and a member of the opposition rose to a parliamentary inquiry, asking who was entitled to recognition. Speaker Joseph G. Cannon (R-Illinois) said: "The previous question having been refused, the gentleman from New York, Mr. Fitzgerald, who had asked the gentleman to yield to him for an amendment, is entitled to the first recognition."

The Republican majority may say "the vote on the previous question is simply a vote on whether to proceed to an immediate vote on adopting the resolution . . . [and] has no substantive legislative or policy implications whatsoever." But that is not what they have always said. Listen to the Republican Leadership Manual on the Legislative Process in the United States House of Representatives, (6th edition, page 135). Here's how the Republicans describe the previous question vote in their own manual: "Although it is generally not possible to amend the rule because the majority Member controlling the time will not yield for the purpose of offering an amendment, the same result may be achieved by voting down the previous question on the rule. . . . When the motion for the previous question is defeated, control of the time passes to the Member who led the opposition to ordering the previous question. That Member, because he then controls the time, may offer an amendment to the rule, or yield for the purpose of amendment."

In Deschler's Procedure in the U.S. House of Representatives, the subchapter titled "Amending Special Rules" states: "a refusal to order the previous question on such a rule [a special rule reported from the Committee on Rules] opens the resolution to amendment and further debate." (Chapter 21, section 21.2) Section 21.3 continues: "Upon rejection of the motion for the previous question on a resolution reported from the Committee on Rules, control shifts to the Member leading the opposition to the previous question, who may offer a proper amendment or motion and who controls the time for debate thereon."

Clearly, the vote on the previous question on a rule does have substantive policy implications. It is one of the only available tools for those who oppose the Republican majority's agenda and allows those with alter-

native views the opportunity to offer an alternative plan.

Mr. WEBSTER of Florida. Madam Speaker, I yield back the balance of my time and I move the previous question on the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

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

Mr. POLIS. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of adoption of the resolution.

The vote was taken by electronic device, and there were—yeas 228, nays 192, not voting 12, as follows:

[Roll No. 407]

YEAS—228

Aderholt	Gerlach	McKeon
Amash	Gibbs	McKinley
Amodei	Gibson	McMorris
Bachmann	Gingrey (GA)	Rodgers
Bachus	Gohmert	Meadows
Barletta	Goodlatte	Meehan
Barr	Gosar	Messer
Barton	Gowdy	Mica
Benishek	Granger	Miller (FL)
Bentivolio	Graves (GA)	Miller (MI)
Bilirakis	Graves (MO)	Mullin
Bishop (UT)	Griffin (AR)	Mulvaney
Black	Griffith (VA)	Murphy (PA)
Blackburn	Grimm	Neugebauer
Boustany	Guthrie	Noem
Brady (TX)	Hall	Nugent
Bridenstine	Hanna	Nunes
Brooks (AL)	Harper	Olson
Brooks (IN)	Harris	Palazzo
Broun (GA)	Hartzler	Paulsen
Buchanan	Hastings (WA)	Pearce
Bucshon	Heck (NV)	Perry
Burgess	Hensarling	Peterson
Calvert	Herrera Beutler	Petri
Camp	Holding	Pittenger
Capito	Hudson	Pitts
Carter	Huelskamp	Poe (TX)
Cassidy	Huizenga (MI)	Pompeo
Chabot	Hultgren	Posey
Chaffetz	Hunter	Price (GA)
Clawson (FL)	Hurt	Rahall
Coble	Issa	Reed
Coffman	Jenkins	Reichert
Cole	Johnson (OH)	Renacci
Collins (GA)	Johnson, Sam	Ribble
Collins (NY)	Jolly	Rice (SC)
Conaway	Jones	Rigell
Cook	Jordan	Roby
Cotton	Joyce	Roe (TN)
Cramer	Kelly (PA)	Rogers (AL)
Crawford	King (IA)	Rogers (KY)
Crenshaw	King (NY)	Rogers (MI)
Culberson	Kinzinger (IL)	Rohrabacher
Daines	Kline	Rokita
Davis, Rodney	Labrador	Rooney
Denham	LaMalfa	Ros-Lehtinen
Dent	Lamborn	Ross
DeSantis	Lance	Rothfus
Diaz-Balart	Lankford	Royce
Duffy	Latham	Runyan
Duncan (SC)	Latta	Ryan (WI)
Duncan (TN)	Lipinski	Salmon
Ellmers	LoBiondo	Sanford
Farenthold	Long	Scalise
Fincher	Lucas	Schock
Fitzpatrick	Luetkemeyer	Schweikert
Fleischmann	Lummis	Scott, Austin
Fleming	Marchant	Sensenbrenner
Flores	Marino	Sessions
Forbes	Massie	Shimkus
Fortenberry	McAllister	Shuster
Fox	McCarthy (CA)	Simpson
Franks (AZ)	McCaul	Smith (MO)
Frelinghuysen	McClintock	Smith (NE)
Gardner	McHenry	Smith (NJ)
Garrett	McIntyre	Smith (TX)

Southerland
Stewart
Stivers
Stockman
Stutzman
Terry
Thompson (PA)
Thornberry
Tiberi
Tipton
Turner

Upton
Valadao
Wagner
Walberg
Walden
Walorski
Weber (TX)
Webster (FL)
Wenstrup
Westmoreland
Whitfield

Wilson (SC)
Wittman
Wolf
Womack
Woodall
Yoder
Yoho
Young (AK)
Young (IN)

NAYS—192

Barber	Grayson	Nolan
Barrow (GA)	Green, Al	O'Rourke
Bass	Green, Gene	Owens
Beatty	Grijalva	Pallone
Becerra	Gutiérrez	Pascarell
Bera (CA)	Hahn	Pastor (AZ)
Bishop (GA)	Hastings (FL)	Payne
Bishop (NY)	Heck (WA)	Pelosi
Blumenauer	Higgins	Perlmutter
Bonamici	Himes	Peters (CA)
Brady (PA)	Hinojosa	Peters (MI)
Braley (IA)	Holt	Pingree (ME)
Brown (FL)	Honda	Pocan
Brownley (CA)	Horsford	Polis
Bustos	Hoyer	Price (NC)
Butterfield	Huffman	Quigley
Capps	Israel	Rangel
Capuano	Jackson Lee	Richmond
Cárdenas	Jeffries	Roybal-Allard
Carson (IN)	Johnson (GA)	Ruiz
Cartwright	Johnson, E. B.	Ruppersberger
Castor (FL)	Kaptur	Rush
Castro (TX)	Keating	Ryan (OH)
Chu	Kelly (IL)	Sánchez, Linda T.
Cicilline	Kennedy	Sanchez, Loretta
Clark (MA)	Kildee	Sarbanes
Clarke (NY)	Kilmer	Kind
Clay	Kind	Schakowsky
Cleaver	Kirkpatrick	Schiff
Clyburn	Kuster	Schneider
Cohen	Langevin	Schrader
Connolly	Larsen (WA)	Schwartz
Conyers	Larson (CT)	Scott (VA)
Cooper	Lee (CA)	Scott, David
Costa	Levin	Serrano
Courtney	Loebach	Sewell (AL)
Crowley	Lofgren	Shea-Porter
Cuellar	Lowenthal	Sherman
Cummings	Lowey	Sinema
Davis (CA)	Lujan Grisham	Sires
Davis, Danny	(NM)	Slaughter
DeFazio	Lujan, Ben Ray	Smith (WA)
DeGette	(NM)	Speier
Delaney	Lynch	Swalwell (CA)
DeLauro	Maffei	Takano
DelBene	Maloney,	Thompson (CA)
Deutch	Carolyn	Thompson (MS)
Dingell	Maloney, Sean	Tierney
Doggett	Matheson	Titus
Doyle	Matsui	Tonko
Duckworth	McCarthy (NY)	Tsongas
Edwards	McCollum	Van Hollen
Ellison	McDermott	Vargas
Engel	McGovern	Veasey
Enyart	McNerney	Vela
Eshoo	Meeks	Velázquez
Esty	Meng	Visclosky
Farr	Michaud	Walz
Fattah	Miller, George	Wasserman
Foster	Moore	Schultz
Frankel (FL)	Moran	Waters
Fudge	Murphy (FL)	Waxman
Gabbard	Nadler	Welch
Gallego	Napolitano	Wilson (FL)
Garamendi	Neal	Yarmuth
Garcia	Negrete McLeod	

NOT VOTING—12

Byrne	DesJarlais	Miller, Gary
Campbell	Hanabusa	Nunnelee
Cantor	Kingston	Roskam
Carney	Lewis	Williams

□ 1440

Ms. DeGETTE, Messrs. BRADY of Pennsylvania, O'ROURKE, PAYNE, NOLAN, Ms. WATERS, Mr. McDERMOTT, Ms. PELOSI, and Mr. RUPPERSBERGER changed their vote from "yea" to "nay."

Messrs. POMPEO, MULLIN, JOHN-SON of Ohio, and PETERSON changed their vote from "nay" to "yea."

So the previous question was ordered.

The result of the vote was announced as above recorded.

THE SPEAKER pro tempore (Mr. YODER). The question is on the resolution.

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

RECORDED VOTE

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

A recorded vote was ordered.

The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 231, noes 186, not voting 15, as follows:

[Roll No. 408]

AYES—231

Aderholt	Graves (GA)	Nunes
Amash	Graves (MO)	Olson
Amodei	Griffin (AR)	Owens
Bachmann	Griffith (VA)	Palazzo
Bachus	Grimm	Paulsen
Barber	Guthrie	Pearce
Barletta	Hall	Perry
Barr	Hanna	Peterson
Barton	Harper	Petri
Benishek	Harris	Pittenger
Bentivolio	Hartzler	Pitts
Bilirakis	Hastings (WA)	Poe (TX)
Bishop (UT)	Heck (NV)	Pompeo
Blackburn	Hensarling	Posey
Boustany	Herrera Beutler	Price (GA)
Brady (TX)	Holding	Rahall
Bridenstine	Hudson	Reed
Brooks (AL)	Huelskamp	Reichert
Brooks (IN)	Huizenga (MI)	Renacci
Buchanan	Hultgren	Ribble
Bucshon	Hunter	Rice (SC)
Burgess	Hurt	Rigell
Calvert	Issa	Roby
Camp	Jenkins	Roe (TN)
Capito	Johnson (OH)	Rogers (AL)
Carter	Johnson, Sam	Rogers (KY)
Cassidy	Jolly	Rogers (MI)
Chabot	Jordan	Rohrabacher
Chaffetz	Joyce	Rokita
Clawson (FL)	Kelly (PA)	Rooney
Coble	King (IA)	Ros-Lehtinen
Coffman	King (NY)	Roskam
Cole	Kinzinger (IL)	Ross
Collins (GA)	Kline	Rothfus
Collins (NY)	Labrador	Royce
Conaway	LaMalfa	Runyan
Cook	Lamborn	Ryan (WI)
Cooper	Lance	Salmon
Cotton	Lankford	Sanford
Cramer	Latham	Scalise
Crawford	Latta	Schock
Crenshaw	Lipinski	Schweikert
Culberson	LoBiondo	Scott, Austin
Daines	Long	Sensenbrenner
Davis, Rodney	Lucas	Sessions
Denham	Luetkemeyer	Shimkus
Dent	Lummis	Shuster
DeSantis	Maffei	Simpson
Diaz-Balart	Marchant	Sinema
Duckworth	Marino	Smith (MO)
Duffy	Massie	Smith (NE)
Duncan (SC)	McAllister	Smith (NJ)
Duncan (TN)	McCarthy (CA)	Smith (TX)
Ellmers	McCaul	Southerland
Farenthold	McClintock	Stewart
Fincher	McHenry	Stivers
Fitzpatrick	McKeon	Stockman
Fleischmann	McKinley	Stutzman
Fleming	McMorris	Terry
Flores	Rodgers	Thompson (PA)
Forbes	Meadows	Thornberry
Fortenberry	Meehan	Tiberi
Fox	Messer	Tipton
Franks (AZ)	Mica	Turner
Frelinghuysen	Michaud	Upton
Gardner	Miller (FL)	Valadao
Gerlach	Miller (MI)	Wagner
Gibbs	Mullin	Walberg
Gibson	Mulvaney	Walden
Gingrey (GA)	Murphy (FL)	Walorski
Goodlatte	Murphy (PA)	Weber (TX)
Gosar	Neugebauer	Webster (FL)
Gowdy	Noem	Wenstrup
Granger	Nugent	Westmoreland

Whitfield
Wilson (SC)
Wittman
Wolf

Barrow (GA)
Bass
Beatty
Becerra
Bera (CA)
Bishop (GA)
Bishop (NY)
Blumenauer
Bonamici
Brady (PA)
Braley (IA)
Broun (GA)
Brown (FL)
Brownley (CA)
Bustos
Butterfield

Capps
Capuano
Cárdenas
Carson (IN)
Cartwright
Castor (FL)
Castro (TX)
Cicilline
Clark (MA)
Clarke (NY)
Clay
Cleaver
Clyburn
Cohen
Connolly
Conyers
Costa
Courtney
Crowley
Cuellar
Cummings
Davis (CA)
Davis, Danny
DeFazio
DeGette
Delaney
DeLauro
DeBene
Deutsch
Dingell
Doggett
Doyle
Edwards
Ellison
Engel
Enyart
Eshoo
Esty
Farr
Fattah
Foster
Frankel (FL)
Fudge
Gabbard
Gallego
Garamendi
Garcia
Grayson

Black
Byrne
Campbell
Cantor
Carney

Womack
Woodall
Yoder
Yoho

NOES—186

Green, Al
Green, Gene
Grijalva
Gutiérrez
Hahn
Hastings (FL)
Heck (WA)
Higgins
Himes
Hinojosa
Holt
Honda
Horsford
Hoyer
Huffman
Israel

Jackson Lee
Jeffries
Johnson (GA)
Johnson, E. B.
Jones
Kaptur
Keating
Kelly (IL)
Kennedy
Kildee
Kilmer
Kind
Kirkpatrick
Kuster
Langevin
Larsen (WA)
Larson (CT)
Lee (CA)
Levin
Loebuck
Lofgren
Lowenthal
Lowey
Lujan Grisham
(NM)
Luján, Ben Ray
(NM)
Lynch
Maloney,
Carolyn
Maloney, Sean
Matheson
Matsui
McCarthy (NY)
McCollum
McDermott
McGovern
McIntyre
McNerney
Meeks
Meng
Miller, George
Moore
Moran
Nadler
Napolitano
Neal
Negrete McLeod

NOT VOTING—15

Chu
DesJarlais
Garrett
Gohmert
Hanabusa
Kingston
Lewis
Miller, Gary
Nunnelee
Williams

□ 1447

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Brian Pate, one of his secretaries.

FINANCIAL SERVICES AND GENERAL GOVERNMENT APPROPRIATIONS ACT, 2015

THE SPEAKER pro tempore. Pursuant to House Resolution 661 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 5016.

Will the gentleman from Utah (Mr. BISHOP) kindly take the chair.

□ 1449

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill (H.R. 5016) making appropriations for financial services and general government for the fiscal year ending September 30, 2015, and for other purposes, with Mr. BISHOP of Utah (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose on Monday, July 14, 2014, an amendment offered by the gentleman from Arizona (Mr. GOSAR) had been disposed of, and the bill had been read through page 152, line 15.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments on which further proceedings were postponed, in the following order:

An amendment by Ms. JACKSON LEE of Texas.

An amendment by Mr. ROSKAM of Illinois.

An amendment by Ms. MOORE of Wisconsin.

An amendment by Ms. WATERS of California.

The Chair will reduce to 2 minutes the time for any electronic vote in this series.

AMENDMENT OFFERED BY MS. JACKSON LEE

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentlewoman from Texas (Ms. JACKSON LEE) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This will be a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 161, noes 258, not voting 13, as follows:

[Roll No. 409]

AYES—161

Amash	Beatty	Bonamici
Barber	Becerra	Brady (PA)
Barletta	Bera (CA)	Broun (GA)
Barrow (GA)	Bishop (GA)	Brown (FL)
Bass	Blumenauer	Brownley (CA)