

Kilmer
Kim
Kind
King (NY)
Kinzinger
Kirkpatrick
Krishnamoorthi
Kuster (NH)
Kustoff (TN)
LaHood
LaMalfa
Lamb
Lamborn
Langevin
Larsen (WA)
Larson (CT)
Latta
Lawrence
Lawson (FL)
Lee (CA)
Lee (NV)
Lesko
Levin (CA)
Levin (MI)
Lieu, Ted
Lipinski
Loeback
Lofgren
Long
Lowenthal
Lowey
Luetkemeyer
Lujan
Luria
Lynch
Malinowski
Maloney,
Carolyn B.
Maloney, Sean
Marshall
Mast
Matsui
McAdams
McBath
McCarthy
McCaul
McClintock
McCollum
McEachin
McGovern
McHenry
McKinley
McNerney
Meeks
Meng
Meuser
Mfume
Miller
Moolenaar
Mooney (WV)
Moore
Morelle
Moulton
Mucarsel-Powell
Mullin
Murphy (FL)
Murphy (NC)

Nadler
Napolitano
Neal
Neguse
Newhouse
Norcross
Norman
Nunes
O'Halleran
Ocasio-Cortez
Olson
Omar
Palazzo
Pallone
Palmer
Panetta
Pappas
Pascrell
Payne
Perlmutter
Perry
Peters
Peterson
Phillips
Pingree
Pocan
Porter
Posey
Pressley
Price (NC)
Raskin
Reed
Rice (NY)
Rice (SC)
Richmond
Riggleman
Rodgers (WA)
Roe, David P.
Rogers (AL)
Rogers (KY)
Rose (NY)
Rose, John W.
Rouda
Rouzer
Roybal-Allard
Ruiz
Ruppersberger
Rush
Rutherford
Ryan
Sanchez
Sarbanes
Scalise
Scanlon
Schakowsky
Schiff
Schneider
Schradler
Schrier
Schweikert
Scott (VA)
Serrano
Sewell (AL)
Shalala
Sherman
Sherrill
Sires

Slotkin
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Smucker
Soto
Spanberger
Spano
Speier
Stanton
Stauber
Stefanik
Steil
Stevens
Stewart
Stivers
Swalwell (CA)
Takano
Taylor
Thompson (CA)
Thompson (MS)
Thompson (PA)
Thornberry
Tiffany
Tipton
Titus
Tlaib
Tonko
Torres (CA)
Torres Small
(NM)
Trahan
Trone
Turner
Underwood
Upton
Vargas
Veasey
Vela
Velázquez
Visclosky
Walberg
Walden
Walker
Walorski
Waltz
Wasserman
Schultz
Waters
Watkins
Watson Coleman
Weber (TX)
Welch
Wenstrup
Wexton
Wild
Williams
Wilson (FL)
Wilson (SC)
Wittman
Womack
Woodall
Yarmuth
Yoho
Zeldin

NAYS—6

Amash
Biggs

NOT VOTING—41

Abraham
Aderholt
Allen
Bishop (NC)
Bishop (UT)
Bucshon
Byrne
Calvert
Carter (TX)
Clay
Collins (GA)
DesJarlais
Doyle, Michael
F.

Duncan
Dunn
Fudge
Graves (LA)
Holding
Keating
Loudermilk
Lucas
Marchant
Mitchell
Pence
Quigley
Reschenthaler
Roby

Rooney (FL)
Scott, Austin
Scott, David
Sensenbrenner
Shinkus
Simpson
Steube
Suozi
Timmons
Van Drew
Wagner
Westerman
Wright
Young

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Mr. RESCHENTHALER. Mr. Speaker, I was absent from the House on December 9 and 10, 2020. Had I been present, I would have voted "yea" on rollcall No. 240; "yea on rollcall No. 241; "nay" on rollcall No. 242; and "yea" on rollcall No. 243.

PERSONAL EXPLANATION

Mr. ALLEN. Mr. Speaker, I was unable to vote on December 10, 2020. Had I been present, I would have voted "nay" on rollcall No. 242 and "yea" on rollcall No. 243.

PERSONAL EXPLANATION

Mr. CALVERT. Mr. Speaker, I was unfortunately prevented from traveling and unable to make votes on December 10, 2020. Had I been present, I would have voted in favor of S. 906 and H.R. 5040.

PERSONAL EXPLANATION

Mr. WESTERMAN. Mr. Speaker, I was unable to attend votes today due to self-quarantining for COVID-19. Had I been present, I would have voted "yea" on rollcall No. 242 and "yea" on rollcall No. 243.

PERSONAL EXPLANATION

Mr. PENCE. Mr. Speaker, I am not recorded for rollcall votes No. 242 and No. 243 on Thursday, December 10, 2020 because I was unavoidably detained. Had I been present, I would have voted "yea" on S. 906, Driftnet Modernization and Bycatch Reduction Act, RC No. 242, and "yea" on H.R. 5040, AIR Safety Act of 2020, RC No. 243.

MEMBERS RECORDED PURSUANT TO HOUSE RESOLUTION 965, 116TH CONGRESS

Barragán (Beyer)	Kind (Beyer)	Peterson (Craig)
Bera (Aguilar)	Kirkpatrick	Pingree
Bonamici (Clark)	(Stanton)	(Cicilline)
(MA))	Kuster (NH)	Pocan (Raskin)
Boyle, Brendan	(Clark (MA))	Porter (Wexton)
F. (Jeffries)	Lamb (Panetta)	Price (NC)
Brownley (CA)	Langevin	(Butterfield)
(Clark (MA))	(Lynch)	Richmond
Cárdenas	Larson (CT)	(Butterfield)
(Cisneros)	(Cicilline)	Rouda (Aguilar)
Cohen (Beyer)	Lawson (FL)	Roybal-Allard
Costa (Cooper)	(Demings)	(Garcia (TX))
Cunningham	Lieu, Ted (Beyer)	Ruiz (Dingell)
(Murphy (FL))	Lofgren (Jeffries)	Rush
Dean (Scanlon)	Lowenthal	(Underwood)
DeSaulnier	(Beyer)	Schneider
(Matsui)	Lowey (Tonko)	(Casten (IL))
Deutch (Rice	McEachin	Schrier
(NY))	(Wexton)	(DelBene)
Doggett (Raskin)	Meng (Clark	Serrano
Engel (Pallone)	(MA))	(Jeffries)
Frankel (Clark	Moore (Beyer)	Titus (Connolly)
(MA))	Mucarsel-	Tlaib (Dingell)
Garamendi	Powell	Trahan
(Sherman)	(Wasserman	(McGovern)
Grijalva (Garcia	Schultz)	Vargas (Correa)
(IL))	Nadler (Jeffries)	Velázquez
Hastings	Napolitano	(Clarke (NY))
(Wasserman	(Correa)	Watson Coleman
Schultz)	Pascrell	(Pallone)
Jayapal (Raskin)	(Pallone)	Welch
Johnson (TX)	Payne	(McGovern)
(Jeffries)	(Wasserman	Wilson (FL)
Kim (Davids	Schultz)	(Hayes)
(KS))	Peters (Kildee)	

SECURING AMERICA'S PORTS ACT

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 5273) to require the Secretary of Homeland Security to develop a plan to increase to 100 percent the rates of scanning of commercial and passenger vehicles entering the United States at land ports of entry along the border

using large-scale non-intrusive inspection systems to enhance border security, and for other purposes, with the Senate amendments thereto, and concur in the Senate amendments.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. CICILLINE). The Clerk will report the Senate amendments.

The Clerk read as follows:

Senate amendments:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the "Securing America's Ports Act".

SEC. 2. LARGE-SCALE NON-INTRUSIVE INSPECTION SCANNING PLAN.

(a) DEFINITIONS.—In this section:

(1) LARGE-SCALE NON-INTRUSIVE INSPECTION SYSTEM.—The term "large-scale, non-intrusive inspection system" means a technology, including x-ray, gamma-ray, and passive imaging systems, capable of producing an image of the contents of a commercial or passenger vehicle or freight rail car in 1 pass of such vehicle or car.

(2) SCANNING.—The term "scanning" means utilizing nonintrusive imaging equipment, radiation detection equipment, or both, to capture data, including images of a commercial or passenger vehicle or freight rail car.

(b) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security shall submit a plan to the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Homeland Security of the House of Representatives for increasing to 100 percent the rate of high-throughput scanning of commercial and passenger vehicles and freight rail traffic entering the United States at land ports of entry and rail-border crossings along the border using large-scale non-intrusive inspection systems or similar technology to enhance border security.

(c) BASELINE INFORMATION.—The plan under subsection (b) shall include, at a minimum, the following information regarding large-scale non-intrusive inspection systems or similar technology operated by U.S. Customs and Border Protection at land ports of entry and rail-border crossings as of the date of the enactment of this Act:

(1) An inventory of large-scale non-intrusive inspection systems or similar technology in use at each land port of entry.

(2) For each system or technology identified in the inventory under paragraph (1)—

(A) the scanning method of such system or technology;

(B) the location of such system or technology at each land port of entry that specifies whether in use in pre-primary, primary, or secondary inspection area, or some combination of such areas;

(C) the percentage of commercial and passenger vehicles and freight rail traffic scanned by such system or technology;

(D) seizure data directly attributed to scanned commercial and passenger vehicles and freight rail traffic; and

(E) the number of personnel required to operate each system or technology.

(3) Information regarding the continued use of other technology and tactics used for scanning, such as canines and human intelligence in conjunction with large scale, nonintrusive inspection systems.

(d) ELEMENTS.—The plan under subsection (b) shall include the following information:

(1) Benchmarks for achieving incremental progress towards 100 percent high-throughput scanning within the next 6 years of commercial and passenger vehicles and freight rail traffic entering the United States at land ports of entry and rail-border crossings along the border with

Mr. GONZALEZ of Ohio changed his vote from "nay" to "yea."

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

The result of the vote was announced as above recorded.

corresponding projected incremental improvements in scanning rates by fiscal year and rationales for the specified timeframes for each land port of entry.

(2) Estimated costs, together with an acquisition plan, for achieving the 100 percent high-throughput scanning rate within the timeframes specified in paragraph (1), including acquisition, operations, and maintenance costs for large-scale, nonintrusive inspection systems or similar technology, and associated costs for any necessary infrastructure enhancements or configuration changes at each port of entry. Such acquisition plan shall promote, to the extent practicable, opportunities for entities that qualify as small business concerns (as defined under section 3(a) of the Small Business Act (15 U.S.C. 632(a)).

(3) Any projected impacts, as identified by the Commissioner of U.S. Customs and Border Protection, on the total number of commercial and passenger vehicles and freight rail traffic entering at land ports of entry and rail-border crossings where such systems are in use, and average wait times at peak and non-peak travel times, by lane type if applicable, as scanning rates are increased.

(4) Any projected impacts, as identified by the Commissioner of U.S. Customs and Border Protection, on land ports of entry and rail-border crossings border security operations as a result of implementation actions, including any changes to the number of U.S. Customs and Border Protection officers or their duties and assignments.

(e) ANNUAL REPORT.—Not later than 1 year after the submission of the plan under subsection (b), and biennially thereafter for the following 6 years, the Secretary of Homeland Security shall submit a report to the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Homeland Security of the House of Representatives that describes the progress implementing the plan and includes—

(1) an inventory of large-scale, nonintrusive inspection systems or similar technology operated by U.S. Customs and Border Protection at each land port of entry;

(2) for each system or technology identified in the inventory required under paragraph (1)—

(A) the scanning method of such system or technology;

(B) the location of such system or technology at each land port of entry that specifies whether in use in pre-primary, primary, or secondary inspection area, or some combination of such areas;

(C) the percentage of commercial and passenger vehicles and freight rail traffic scanned by such system or technology; and

(D) seizure data directly attributed to scanned commercial and passenger vehicles and freight rail traffic;

(3) the total number of commercial and passenger vehicles and freight rail traffic entering at each land port of entry at which each system or technology is in use, and information on average wait times at peak and non-peak travel times, by lane type if applicable;

(4) a description of the progress towards reaching the benchmarks referred to in subsection (d)(1), and an explanation if any of such benchmarks are not achieved as planned;

(5) a comparison of actual costs (including information on any awards of associated contracts) to estimated costs set forth in subsection (d)(2);

(6) any realized impacts, as identified by the Commissioner of U.S. Customs and Border Protection, on land ports of entry and rail-border crossings operations as a result of implementation actions, including any changes to the number of U.S. Customs and Border Protection officers or their duties and assignments;

(7) any proposed changes to the plan and an explanation for such changes, including changes made in response to any Department of

Homeland Security research and development findings or changes in terrorist or transnational criminal organizations tactics, techniques, or procedures; and

(8) any challenges to implementing the plan or meeting the benchmarks, and plans to mitigate any such challenges.

Amend the title so as to read: “An Act to require the Secretary of Homeland Security to develop a plan to increase to 100 percent the rates of scanning of commercial and passenger vehicles and freight rail entering the United States at land ports of entry along the border using large-scale, non-intrusive inspection systems to enhance border security, and for other purposes.”.

Ms. TORRES SMALL of New Mexico (during the reading). Mr. Speaker, I ask unanimous consent to dispense with the reading.

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

There was no objection.

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

There was no objection.

A motion to reconsider was laid on the table.

PERMISSION FOR COMMITTEE ON HOMELAND SECURITY TO FILE SUPPLEMENTAL REPORT ON H.R. 5828, DHS ILLICIT CROSS-BORDER TUNNEL DEFENSE ACT

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I ask unanimous consent that the Committee on Homeland Security be authorized to file a supplemental report on the bill, H.R. 5828.

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

There was no objection.

DESIGNATING ROOM H-150 OF THE UNITED STATES CAPITOL AS “THE JOSEPH H. RAINEY ROOM” TO HONOR THE HISTORIC LIFE, CAREER, AND LEGACY OF REPRESENTATIVE JOSEPH RAINEY OF SOUTH CAROLINA ON THE 150TH ANNIVERSARY OF HIS SEATING AS A MEMBER OF THE HOUSE OF REPRESENTATIVES

Mr. BROWN of Maryland. Madam Speaker, I ask unanimous consent that the Committee on Transportation and Infrastructure be discharged from further consideration of House Resolution 1253 and ask for its immediate consideration in the House.

The Clerk read the title of the resolution.

The SPEAKER pro tempore (Ms. TORRES SMALL of New Mexico). Is there objection to the request of the gentleman from Maryland?

There was no objection.

The text of the resolution is as follows:

H. RES. 1253

Whereas Joseph Hayne Rainey was born enslaved on June 21, 1832, in Georgetown, South Carolina;

Whereas South Carolina prohibited the education of Black Americans, and instead of

a formal education, Joseph H. Rainey learned the barbering trade from his father, Edward Rainey;

Whereas Edward Rainey used profits from his work as a barber to buy his and his family's freedom in the early 1840's;

Whereas Joseph H. Rainey eventually moved with his family to Charleston, South Carolina;

Whereas in 1859, Joseph H. Rainey married his wife, Susan, with whom he had three children, Joseph, Herbert, and Olive;

Whereas in 1861, Joseph H. Rainey was conscripted by the Confederate Army and worked as a ship's steward aboard a Confederate vessel which secretly carried goods to the Union Navy;

Whereas during the Civil War, in 1862, Joseph H. Rainey and his wife and family escaped to Bermuda, a British colony that had abolished slavery in 1834, where he undertook successful entrepreneurial endeavors with his wife;

Whereas in 1866 Joseph Rainey and his family moved back to Charleston, South Carolina after the Civil War had ended;

Whereas Joseph H. Rainey co-founded the state Republican Party and represented Georgetown, South Carolina on the Party's central committee;

Whereas Joseph H. Rainey participated in the South Carolina State constitutional convention in 1868;

Whereas Joseph H. Rainey won election to the House of Representatives in 1870 and was the first African American to serve in the House of Representatives;

Whereas Joseph H. Rainey was sworn in as a member of the House of Representatives on December 12, 1870 to represent the 1st District of South Carolina in the Forty-First Congress;

Whereas Joseph H. Rainey became the first African American to preside over the House of Representatives on April 29, 1874;

Whereas Joseph H. Rainey served with distinction on several committees, including the Committee on Freedmen's Affairs, the committee handling all legislation concerning formerly enslaved people;

Whereas Joseph H. Rainey implored Congress to provide more resources for education, calling for a federal, publicly funded school system to develop the “future lawmakers and rulers of our country”;

Whereas Joseph H. Rainey spoke on the House floor in support of a \$1 million appropriation to protect voting rights in the South, which was later approved;

Whereas Joseph H. Rainey called for decisive federal action to end widespread violence in the former Confederacy, advocating for passage of the Ku Klux Klan Act of 1871;

Whereas Joseph H. Rainey spoke extensively on the floor of the House of Representatives about discrimination he faced as a sitting Member of Congress, advocating for a civil rights act to end discrimination on juries, in schools, on transportation, and in public accommodations;

Whereas Joseph H. Rainey departed the House of Representatives on March 3, 1879 following electoral backlash against Reconstruction;

Whereas Joseph H. Rainey was the longest-serving African American Member of Congress during the Reconstruction period;

Whereas Joseph H. Rainey was appointed a special agent of the United States Department of the Treasury in South Carolina in 1879 following his Congressional service;

Whereas Joseph H. Rainey is now commemorated in the United States Capitol in an exhibit unveiled on December 4, 2020 by the Speaker of the House, highlighting his legacy and the foundation he laid for generations of lawmakers; and