

Boyd Hastings (WA)
 Brady (PA) Hayes
 Brady (TX) Hayworth
 Brown (OH) Hefley
 Brown (SC) Hensarling
 Brown-Waite, Hinojosa
 Ginny Hobson
 Burgess Hoeffel
 Burns Hoekstra
 Burton (IN) Holden
 Buyer Holt
 Calvert Hooley (OR)
 Camp Hostettler
 Cannon Houghton
 Cantor Hoyer
 Capito Hulshof
 Capps Hyde
 Cardin Inslee
 Cardoza Isakson
 Carson (OK) Israel
 Carter Issa
 Castle Istook
 Chabot Jackson (IL)
 Chocola Jackson-Lee
 Coble (TX)
 Cole Janklow
 Collins Jenkins
 Cooper John
 Costello Johnson (CT)
 Cox Johnson (IL)
 Cramer Johnson, Sam
 Crane Jones (NC)
 Crenshaw Kanjorski
 Crowley Kaptur
 Cubin Keller
 Culberson Kelly
 Cummings Kennedy (MN)
 Cunningham Kildee
 Davis (AL) Kind
 Davis (CA) King (IA)
 Davis (FL) King (NY)
 Davis (TN) Kingston
 Davis, Jo Ann Kirk
 Davis, Tom Kleczka
 Deal (GA) Kline
 DeLay Knollenberg
 DeMint Kolbe
 Deutsch Kucinich
 Diaz-Balart, L. LaHood
 Diaz-Balart, M. Latham
 Dicks LaTourette
 Dooley (CA) Leach
 Doolittle Levin
 Doyle Lewis (CA)
 Dreier Lewis (GA)
 Duncan Lewis (KY)
 Dunn Linder
 Edwards Lipinski
 Ehlers LoBiondo
 Emanuel Lofgren
 Emerson Lowey
 Engel Lucas (KY)
 English Lucas (OK)
 Eshoo Lynch
 Etheridge Majette
 Evans Maloney
 Everett Manzullo
 Farr Markey
 Fattah Marshall
 Ferguson Matheson
 Flake Matsui
 Foley McCarthy (MO)
 Forbes McCarthy (NY)
 Ford McCollum
 Fossella McCrery
 Franks (AZ) McHugh
 Frelinghuysen McNinnis
 Frost McKeon
 Gallegly McNulty
 Garrett (NJ) Meehan
 Gerlach Menendez
 Gibbons Mica
 Gilchrest Michaud
 Gillmor Miller (FL)
 Gingrey Miller (MI)
 Gonzalez Miller, Gary
 Goode Mollohan
 Goodlatte Moore
 Goss Moran (KS)
 Granger Moran (VA)
 Graves Murphy
 Green (TX) Murtha
 Green (WI) Musgrave
 Greenwood Myrick
 Gutknecht Nadler
 Hall Napolitano
 Harman Neal (MA)
 Harris Nethercutt
 Hart Neugebauer

Ney
 Northup
 Norwood
 Nunes
 Nussle
 Obey
 Olver
 Ortiz
 Osborne
 Ose
 Otter
 Owens
 Oxley
 Pascrell
 Pastor
 Paul
 Payne
 Pence
 Peterson (MN)
 Peterson (PA)
 Petri
 Pickering
 Pitts
 Platts
 Pombo
 Pomeroy
 Porter
 Portman
 Price (NC)
 Pryce (OH)
 Putnam
 Quinn
 Radanovich
 Rahall
 Ramstad
 Rangel
 Regula
 Rehberg
 Renzi
 Reyes
 Reynolds
 Rogers (AL)
 Rogers (KY)
 Rogers (MI)
 Rohrabacher
 Ros-Lehtinen
 Ross
 Rothman
 Roybal-Allard
 Royce
 Ruppersberger
 Rush
 Ryan (OH)
 Ryan (WI)
 Ryan (KS)
 Sabo
 Sanchez, Loretta
 Sanders
 Saxton
 Schiff
 Schrock
 Scott (GA)
 Scott (VA)
 Sensenbrenner
 Serrano
 Sessions
 Shadegg
 Shaw
 Shays
 Sherman
 Sherwood
 Shimkus
 Shuster
 Simmons
 Simpson
 Skelton
 Slaughter
 Smith (MI)
 Smith (NJ)
 Smith (TX)
 Smith (WA)
 Snyder
 Solis
 Souder
 Spratt
 Stark
 Stearns
 Stenholm
 Strickland
 Sullivan
 Sweeney
 Tancredo
 Tanner
 Tauscher
 Tauzin
 Taylor (MS)
 Taylor (NC)
 Terry
 Thomas

Thompson (CA)
 Thornberry
 Tiahrt
 Tiberi
 Toomey
 Turner (OH)
 Turner (TX)
 Udall (CO)
 Udall (NM)
 Upton
 Van Hollen

Visclosky
 Vitter
 Walden (OR)
 Walsh
 Wamp
 Watson
 Watt
 Weiner
 Weldon (FL)
 Weldon (PA)
 Weller

Wexler
 Whitfield
 Wicker
 Wilson (NM)
 Wilson (SC)
 Wolf
 Wu
 Wynn
 Young (AK)
 Young (FL)

NOT VOTING—20

Akin
 Blumenauer
 Bradley (NH)
 Burr
 Case
 Clay
 Conyers
 Feeney
 Fletcher
 Gephardt
 Gordon
 Gutierrez
 Hergert
 Hunter
 McCotter
 Miller (NC)
 Miller, George
 Pearce
 Sanchez, Linda
 T.
 Stupak

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. SIMPSON) (during the vote). Members are advised 2 minutes remain in this vote.

□ 1616

So the motion to adjourn was rejected.

The result of the vote was announced as above recorded.

CONFERENCE REPORT ON H.R. 2115,
VISION 100-CENTURY OF AVIA-
TION REAUTHORIZATION ACT

Mr. MICA. Mr. Speaker, pursuant to House Resolution 422, I call up the conference report on the bill (H.R. 2115) to amend title 49, United States Code, to reauthorize programs for the Federal Aviation Administration, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 422, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of October 29, 2003, at page H10008.)

The SPEAKER pro tempore. The gentleman from Florida (Mr. MICA) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 30 minutes.

The Chair recognizes the gentleman from Florida (Mr. MICA).

PARLIAMENTARY INQUIRY

Mr. DEFAZIO. Mr. Speaker, I have a parliamentary inquiry.

The SPEAKER pro tempore. The gentleman will state it.

Mr. DEFAZIO. Mr. Speaker, I would like to inquire whether the rules and precedents of the House require that after the House has voted, that we meet in conference, that an actual meeting of a conference take place?

The SPEAKER pro tempore. Under the precedents of the House, a conference report must be the product of an actual meeting of the managers appointed by the two Houses.

Mr. DEFAZIO. Mr. Speaker, I am sorry, the answer is yes then; when we vote to go to conference, there has to be an actual meeting?

The SPEAKER pro tempore. The gentleman is correct.

POINT OF ORDER

Mr. DEFAZIO. Mr. Speaker, I rise to a point of order.

The SPEAKER pro tempore. The gentleman will state his point of order.

Mr. DEFAZIO. Mr. Speaker, I would make a point of order, since there was no actual meeting of the conference.

The SPEAKER pro tempore. Does the gentleman wish to be heard on his point of order?

Mr. DEFAZIO. I do.

The SPEAKER pro tempore. The gentleman is recognized.

Mr. DEFAZIO. Mr. Speaker, this is a crucial issue of the privileges of Members in our representation of our districts, of our constituencies, and of the precedents of the House of Representatives on how we conduct business.

The House earlier this week voted unanimously to return to conference because the bill had been in dispute because of a contentious section regarding the privatization or contracting out of 69 air traffic control towers. The only way it seemed possible to resolve that issue was to return to conference. The House voted unanimously to return to conference, but no conference meeting was ever held. Earlier in the debate one would have gotten the impression that such a meeting was held. It was not held.

The Chair has ruled that an actual physical meeting of the conferees representing the various points of view on the bill in representing their constituents must be convened and they must have the opportunity to work through those issues.

In this case, there was no meeting of any conference. No Democratic Member, and, to the best of my knowledge, no Republican Member, was invited to a conference, there was no public notice of a conference, and no conference took place. Yet the bill was modified and returned to the floor of the House here.

So, Mr. Speaker, given the 200 years of precedent that an actual conference meeting must take place before you can have a conference report, I would respectfully make a point of order under clause 12 of rule XXII that there be at least one conference meeting. As I understand it, that same rule provides for a point of order in the House against the report and for an automatic request for a new conference if the House managers fail to meet in open session.

So I would ask that the Chair so rule, that this bill is out of order, and that we be mandated to return to actually have a physical meeting of a conference.

The SPEAKER pro tempore. Does any other Member wish to be heard on the point of order?

Mr. MICA. Mr. Speaker, I do.

Mr. Speaker, the House, as I recall, just passed on a vote of 220 to 199 a rule by which this legislation would be considered before the House of Representatives. In that rule, there was clearly a provision that waived all points of order, which also would negate the previous standing rule of the House for specific meeting.

I might say also, Mr. Speaker, in the debate on the rule I did cite the sequence of events in which the conference did meet and in which full participation was permitted, and specifically cited a rule on the particular issue that has raised so much controversy here. We did acquiesce to the minority's request to pull that provision, and that was the reason it was handled in that fashion.

So, again, based on the passage of the rule, the provisions of the rule and the adoption of the rule subsequently by the House of Representatives, I think that you will find the gentleman's point of order out of order.

The SPEAKER pro tempore. Does any other Member wish to be heard on the point of order?

Mr. OBERSTAR. Mr. Speaker, I wish to be heard on the point of order.

Mr. Speaker, surely the gentleman from Florida speaks about a supposititious meeting and a supposititious participation, because none such existed.

Mr. Speaker, I would yield to the gentleman to explain what he meant by "full participation."

The SPEAKER pro tempore. The gentleman cannot yield.

Mr. OBERSTAR. I cannot yield. I thank the Speaker.

That is the point; there was no such meeting. That, I find extraordinary. In the 40 years that I have served on the Committee on Public Works, now the Committee on Transportation and Infrastructure, I started on that committee as a clerk on the Subcommittee on Rivers and Harbors in January of 1963, I followed every one of our conferences. I have served on conferences for 24 years. Never have we failed to have meetings, except in a very few instances when a bill was conferenced without formal meeting of conferees, for which I reference the Aviation Noise Act of 1990, in which case the Senate, the other body, failed to call a meeting of conferees, but we did meet. The gentleman from Pennsylvania, Mr. Clinger, was the ranking Republican on the subcommittee I chaired at that time, and I included him in every meeting.

We did not have that courtesy extended to us. The rules of the House clearly were violated, to say the worst; avoided, to say the best. And I will compliment the Chair of the Committee on Rules. Last night when I raised this point, he, too, was shocked and offended and said that he would take this matter up with leadership and see that it does not happen again.

But the gentleman from Oregon makes a point of order that is sustained by the rules of the House, and I support the gentleman's call for a ruling by the Chair.

The SPEAKER pro tempore. If no other Member wishes to be heard on the point of order, the Chair is prepared to rule.

Under House Resolution 422, previously adopted by the House, all

points of order against consideration of the conference report are waived, and the point of order is overruled.

The gentleman from Florida (Mr. MICA) is recognized for 30 minutes.

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

Mr. Speaker, we finally come to the conference report on H.R. 2115, the Vision 100—Century of Aviation Reauthorization Act. It has been a struggle to get here, but I believe it is critical to the success of aviation that we complete our mission, particularly on this 100th anniversary of the first flight in the United States by the Wright Brothers.

I want to take this time as we finish this conference report and this legislation to commend the Members of the minority. My ranking member, the gentleman from Oregon (Mr. DEFAZIO), has been an outstanding leader on transportation issues in the Committee on Transportation and Infrastructure, and I have been honored to have him as a subcommittee ranking member. He has worked diligently in a bipartisan manner to craft what I consider to be an excellent piece of legislation.

During the rule debate, it was cited how many provisions were added by the Members of the minority, and I compliment the Members of the minority for their contributions to this well-crafted piece of legislation.

Also, I want to take time to thank the ranking member of the full committee, the gentleman from Minnesota (Mr. OBERSTAR). The gentleman is one of the most knowledgeable people on transportation issues. When I came to the Congress in 1993, he chaired the Subcommittee on Aviation. I have learned a great deal under his stewardship. He is also a font of historical institutional knowledge, both to the subcommittee and also to the committee, and has contributed greatly to the text of this measure.

Now, this is a sizable measure and there are, again, some 70-plus Members on here, and there are some issues where folks did not get their entire provision included in this bill. It is difficult when you have such a diverse committee, and subcommittee of over 40 members, to please everyone and put every provision in possible. But, for the most part, this is a bipartisan piece of legislation, crafted in a bipartisan spirit, in the tradition of the Committee on Transportation and Infrastructure.

This past week I attended the funeral ceremony of my former boss, William C. Cramer. He was the first Republican Member of Congress to represent Florida since the postreconstruction period, and I always looked up to him as "Mr. Public Works." He added tremendously to the bipartisan working relationship that has continued, even when he was the only Republican from the State of Florida. I am pleased now, we have 18 out of 25 Republican Members from Florida. I appreciate his contributions. I also appreciate those of the minority in crafting this.

Now, one would have to live on another planet to not know that there has been controversy over one primary issue, and that is the issue of privatization. We did include initially in this legislation a provision that did allow this President to look at some 69 specified VFR fully FAA-staffed towers and possibly consider them for future privatization or conversion to contract towers.

After some 3 months. Since this past July 24, I believe, we filed the report and the conference met, and we did agree to take that provision out. We did not have a formal meeting of the conference committee. We knew after months of conflict that the issue was tearing us apart.

But now we have taken that out, and we are in a situation where we have a piece of legislation, and this conference report, that is totally, completely silent on the issue of privatization. And now we are prepared hopefully to go beyond that, because this bill has many important provisions that we need.

First of all, this measure aids in restoring jobs and opportunities in the American aviation industry.

□ 1630

We all know how hard hit this industry has been since the effects of the horrible day of September 11. No industry has lost more jobs. We talk about the loss of 2.7 million jobs in the economy; I would venture to say that at least 1 million are related either directly or indirectly to aviation. And it is slowly coming back, and this bill will aid it in coming back. So this will help us in creating jobs and opportunities for people in one of our most dynamic industries in this country.

Finally, there are several other points that I would like to make about this legislation. It does release the money for aviation trust funds to pay for airport improvements. All across this country, airports are beginning to again rebuild the passenger traffic, to rebuild; we can almost feel some of the economy coming back. If we do not pass this, those improvements come to a halt, not only for improving the airports and the infrastructure, but also for security improvements that are so important. We have provided in this bill to again assist our airports with that important mission.

So there are a whole host of areas where this is beneficial to the whole country. I urge the passage of this conference report.

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

Mr. OBERSTAR. Mr. Speaker, I yield myself 5½ minutes.

I appreciate the very thoughtful comments of the gentleman from Florida about my service during the time I was the Chair of the subcommittee. We have had a very constructive, generally, relationship between the majority and the minority, both prior to the Republican majority and subsequent to it. Generally, on the Subcommittee on

Aviation, this has been perhaps the most constructive area of work on the Committee on Transportation and Infrastructure over the past 9 years.

But we have really run aground here on this issue. Had we actually had a conference and had a full, thorough discussion and debate the first time around, and had we been able to discuss the four principal issues. I agree with the chairman of the subcommittee, there are many other matters of great importance: funding of the air traffic control system, F&E account, the operations account, the research and development account. All of those are important, and there are other important measures.

But, there are four items on which we should have had a full discussion. And if we had and if we had been able to negotiate back and forth, some give and take, maybe we would win some of it and maybe the other side would win some of it. And this is not Democrat or Republican side. There are ideological differences on this matter; and if it came out this way after full and thorough discussion, we came out with the package now before us, it would have been a different arena. We did not have that discussion. We had it only for the few minutes during the first conference. After the conference report was recommitted, we had no meeting; we had no discussion. I appreciate the gentleman's comments that the minority asked to drop the language. I do not know who was consulted. We never had that conversation, either formally or informally. What we wanted was a discussion of options, of opportunities.

The gentleman from Florida has several times referenced the report of the Inspector General of DOT. Now, the actual statements of the Inspector General I quote: "In addition to limitations on evaluating the rating of contract towers performance," he said, "and due to the low number of operational errors at both places," that is both contract and FAA, "I would caution you against concluding that either group has a safer safety record than the other. It is just not fair to draw that conclusion."

The Inspector General's report goes on to show that, or the gentleman says that the IG's report says, the contract towers are two times safer than FAA towers. The IG specifically cautioned against this interpretation of the study.

So I asked the General Accounting Office to evaluate the IG report, and that is what the General Accounting Office came back and said: "We identified several potential limitations with FAA's data on operational errors based on our review of GAO and DOT reports and application of best methodological practices. Due to the way data are recorded, the severity of many errors cannot be determined or is misleading. Further, comparisons of operational errors among types of air traffic control facilities such as FAA staff versus contractor staff cannot be used alone to

provide valid conclusions about safety, due to three factors we identified based on standards of methodological practices and our understanding of FAA's data. The determination," quoting further, "of real differences in the rate of operational errors is difficult, and comparisons of operational error rates alone are not sufficient to draw conclusions."

The point is, there has never been a thorough, full discussion of this issue. We should have that. We should have had an extended hearing on the subject matter. We should have had a discussion of what policy this administration plans to bring to the privatization of air traffic control facilities. We have not had it.

When the Clinton administration came up with this idea in 1993, I vigorously opposed it, with great support from our colleagues across the aisle; and we sent them in full flight retreat on this subject. We ought to do the same. We ought to join forces today to do the same, to put this issue in full flight retreat.

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

Mr. MICA. Mr. Speaker, I am delighted to yield such time as he may consume to the gentleman from Alaska (Mr. YOUNG), the distinguished chairman of the full Committee on Transportation and Infrastructure.

Mr. YOUNG of Alaska. Mr. Speaker, I thank the gentleman for yielding me this time, and I thank the gentleman for the work he has done on this legislation and the abuse he has taken over the last month and a half. He has stood up better than most people. I want to thank the staff, especially, for the work they have done over this period of time. I also want to thank the gentleman from Minnesota (Mr. OBERSTAR). He is probably the most knowledgeable person in this House about aviation and has worked on it longer than anybody else, understands the problems and the needs. I would also like to say that I do appreciate the time that he has spent with me and the gentleman from Florida (Mr. MICA) and the gentleman from Oregon (Mr. DEFazio) on writing, I think, a very good piece of legislation.

I will say this: I learned one thing. I will never let a cow out in the pasture without a halter again. This thing sort of got away from me a little bit, but it is still a good bill. It is a bill that should be done; it should be passed. The conference report is very, very, very vital. It does reauthorize the Federal aviation part for 4 years.

I understand the part that has been the most controversial, which is the air traffic control privatization. I will say that when we did pass this in the House, we did not allow any of that to occur. I was in a position that I had to recognize a result instead of just a philosophy and a position that had to be achieved, and that was to try to compensate for interests outside of even the conference. And that was to try,

and I thought we had done a good job of protecting, 95 percent of the control towers. That is what we do in the bill. But I had to agree to, and I will not apologize for it, to 69 and, yes, I will say, I took mine out; it was originally 71. But that is the process of the conference.

But this bill does a lot of the other things besides that. That is what the most emphasis is upon. It does fund the small community air service program, the essential air service programs. It provides an increased airport improvement grant funding for the improvement of our airports. There are streamlining airport project reviews that are very important to get our airports built. Increases the number of slots at Reagan National Airport, with which some may not agree, but it was not the abundance of slots that there were on another bill. We kept the slots to a very minimum. It provides flight crew training and certification.

Very frankly, as my colleagues know, this industry has taken a tremendous beating. We need this legislation to pass. We need it to become law. We need to get on with the idea of making sure our airports are safe under this legislation, and that we have the ability to move passengers safely and on time, and that we are not delayed by, I think, inactivity by another agency which sometimes does not do the job they should, and people are frustrated. I have talked to thousands of people today that are not afraid to fly; they are just afraid of the harassment of going to the airport. So I think we must address that.

Overall, again, this, I believe, is a tremendous piece of legislation. It has some flaws, but when we work with two bodies and there are interests from the other side, we have to give some, we take some, and we end up with a result. I believe the result is a good piece of legislation.

Mr. OBERSTAR. Mr. Speaker, I yield 2 minutes to the gentlewoman from California (Ms. MILLENDER-MCDONALD).

Ms. MILLENDER-MCDONALD. Mr. Speaker, I thank the ranking member of both the subcommittee and the full committee for yielding me this time.

Mr. Speaker, I rise in strong opposition to H.R. 2115, this FAA reauthorization bill conference report.

To begin with, I am deeply concerned that the Democratic members were not included in this conference committee. Members from both sides of the aisle and in both Chambers of Congress have worked too hard on this aviation reauthorization bill to have had it stalled over disputes that can be rectified through consensus.

Secondly, the language that was struck from section 230 will actually make it easier for the privatization of air traffic control positions. Ultimately, when we address the future of our national air traffic controllers, I firmly believe that we need to view it through the scope of safety and security. No amount of cost-saving can

come close to substituting for the safety and security of our national aviation system and infrastructure.

This is not an administrative shell game, Mr. Speaker, nor should we treat it as such. At risk is the American flying public.

In 2002, 612 million people boarded U.S. carriers, serving both domestic and international flights. No event illustrates the importance and the grave necessity of ensuring that we have a skilled air traffic control network than the events of 9-11. On that horrific day, as Americans waited for the next tragic event to unfold, our Nation's air traffic controllers calmly landed almost 5,000 planes in 2 hours without any operational incidents or errors. This incredible feat was due to the skill and ultimate professionalism of our Nation's air traffic controllers.

As a senior member representing California on the Subcommittee on Aviation, I have local concerns as well. Specifically, Southern California is no ordinary region. We are the most populous region in the country. The congestion on the highways of Southern California is legendary.

Mr. Speaker, let us oppose this bill.

Mr. MICA. Mr. Speaker, I am pleased to yield such time as he may consume to the gentleman from North Carolina (Mr. HAYES).

Mr. HAYES. Mr. Speaker, I thank the gentleman for yielding me this time, and I appreciate the diligence and leadership that he has provided and the countless hours that he has invested in providing us with a good bill today. I want to echo the gentleman from Alaska's (Chairman YOUNG) thanks and appreciation to the gentleman from Minnesota (Mr. OBERSTAR) whose time of service, whose interest, whose involvement in this and in all transportation projects is very admirable, particularly on aviation. His knowledge and wisdom and experience that he brings to the table is outstanding, and I appreciate the friendship that we share.

Mr. Speaker, today I rise in support of the FAA reauthorization bill because we need to move forward with improvements to our Nation's aviation system. This bill is about improving our Nation's aviation infrastructure and system at a time when we are looking for ways to stimulate our economy. Slowing the modernization of our aviation system is exactly the wrong thing to do.

The conference report includes more than \$14 billion for airport improvements, money from the aviation trust fund to pay for improvements such as new runways, taxiways, terminal buildings and noise abatement, and a streamlined environmental review process. The bill includes over \$100 million in critical funding to support air services at small and medium airports.

The legislation provides an important economic stimulus. Civil aviation generates more than \$900 billion in gross domestic product every year. In

fiscal year 2004 alone, funding in the FAA reauthorization bill for airport construction projects will create approximately 162,000 direct and indirect jobs. Over the life of the bill, the \$14 billion for airport improvements will create approximately 665,000 jobs. It frees up takeoff and landing slots at Reagan National Airport. It increases competition for consumers. For cargo pilots, it allows them to be armed, just like passenger airline pilots.

Mr. Speaker, this bill keeps our promise to the flying public and continues the guarantee that all of the taxes and revenues paid into the aviation trust fund will be used and fully spent for airport improvements, air traffic control modernization; and all of these issues will be fully funded.

□ 1645

MOTION TO ADJOURN

Mr. OBERSTAR. Mr. Speaker, I move that the House do now adjourn.

The SPEAKER pro tempore (Mr. SIMPSON). The question is on the motion to adjourn offered by the gentleman from Minnesota (Mr. OBERSTAR).

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

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

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 55, nays 360, not voting 19, as follows:

[Roll No. 589]
YEAS—55

Allen
Baird
Baldwin
Berry
Brown, Corrine
Capps
Capuano
Carson (IN)
Carson (OK)
Clay
Clyburn
Conyers
DeFazio
Delahunt
DeLauro
Dingell
Doggett
Farr
Filner

Frank (MA)
Grijalva
Hill
Holt
Honda
Jackson (IL)
Johnson, E. B.
Jones (OH)
Kennedy (RI)
Lantos
Larsen (WA)
Larson (CT)
Lee
Lewis (GA)
McDermott
McGovern
McIntyre
Meek (FL)

Millender-
McDonald
Miller, George
Oberstar
Pallone
Pascrell
Pelosi
Sandlin
Schakowsky
Solis
Tauscher
Taylor (MS)
Thompson (MS)
Tierney
Towns
Velazquez
Waters
Waxman
Woolsey

NAYS—360

Abercrombie
Ackerman
Aderholt
Alexander
Andrews
Baca
Bachus
Baker
Ballance
Ballenger
Barrett (SC)
Bartlett (MD)
Barton (TX)
Bass
Beauprez
Becerra
Bell
Berkley
Berman
Biggart
Bilirakis
Bishop (GA)

Bishop (NY)
Bishop (UT)
Blackburn
Blumenauer
Blunt
Boehkert
Boehner
Bonilla
Bonner
Bono
Boozman
Boswell
Boucher
Boyd
Brady (PA)
Brady (TX)
Brown (OH)
Brown (SC)
Brown-Waite,
Ginny
Burgess
Burns

Burr
Burton (IN)
Buyer
Calvert
Camp
Cannon
Cantor
Capito
Cardin
Cardoza
Carter
Castle
Chabot
Chocola
Coble
Cole
Collins
Cooper
Costello
Cox
Cramer
Crane

Crenshaw
Crowley
Cubin
Culberson
Cummings
Cunningham
Davis (AL)
Davis (CA)
Davis (FL)
Davis (IL)
Davis (TN)
Davis, Jo Ann
Davis, Tom
Deal (GA)
DeGette
DeLay
DeMint
Deutsch
Diaz-Balart, L.
Diaz-Balart, M.
Dicks
Dooley (CA)
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehlers
Emanuel
Emerson
Engel
English
Eshoo
Etheridge
Evans
Everett
Fattah
Feeney
Ferguson
Flake
Foley
Forbes
Ford
Fossella
Franks (AZ)
Frelinghuysen
Frost
Gallegly
Garrett (NJ)
Gerlach
Gibbons
Gilchrest
Gillmor
Gingrey
Gonzalez
Goode
Goodlatte
Gordon
Granger
Graves
Green (TX)
Green (WI)
Greenwood
Gutknecht
Hall
Harris
Hart
Hastings (FL)
Hastings (WA)
Hayes
Hayworth
Hefley
Hensarling
Herger
Hinchey
Hinojosa
Hobson
Hoefel
Hoekstra
Holden
Hooley (OR)
Hostettler
Houghton
Hoyer
Hulshof
Hyde
Inslie
Isakson
Israel
Issa
Istook
Jackson-Lee
(TX)
Janklow
Jefferson
Jenkins
John
Johnson (CT)

Johnson (IL)
Johnson, Sam
Jones (NC)
Kanjorski
Kaptur
Keller
Kelly
Kennedy (MN)
Kildee
Kilpatrick
Kind
King (IA)
King (NY)
Kingston
Kirk
Kline
Knollenberg
Kolbe
Kucinich
LaHood
Lampson
Langevin
Latham
LaTourette
Leach
Levin
Lewis (CA)
Lewis (KY)
Linder
Lipinski
LoBiondo
Lofgren
Lucas (KY)
Lucas (OK)
Lynch
Majette
Maloney
Markey
Marshall
Matheson
Matsui
McCarthy (MO)
McCarthy (NY)
McCollum
McCrery
McHugh
McInnis
McKeon
McNulty
Meehan
Meeks (NY)
Menendez
Mica
Michaud
Miller (FL)
Miller (MI)
Miller, Gary
Mollohan
Moore
Moran (KS)
Moran (VA)
Murphy
Musgrave
Myrick
Nadler
Napolitano
Neal (CA)
Nethercutt
Neugebauer
Ney
Northup
Norwood
Nunes
Nussle
Obey
Olver
Ortiz
Osborne
Ose
Otter
Owens
Oxley
Pastor
Paul
Payne
Pence
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pitts
Platts
Pombo
Pomeroy
Porter
Portman
Price (NC)
Pryce (OH)
Putnam

Quinn
Radanovich
Rahall
Ramstad
Rangel
Regula
Rehberg
Renzi
Reyes
Reynolds
Rodriguez
Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ross
Rothman
Roybal-Allard
Royce
Ruppersberger
Rush
Ryan (OH)
Ryan (WI)
Ryun (KS)
Sabo
Sanchez, Loretta
Sanders
Saxton
Schiff
Schrock
Scott (GA)
Scott (VA)
Sensenbrenner
Serrano
Sessions
Shadegg
Shaw
Shays
Sherman
Sherwood
Shimkus
Shuster
Simmons
Simpson
Skelton
Slaughter
Smith (MI)
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Souder
Spratt
Stark
Stearns
Stenholm
Strickland
Sullivan
Sweeney
Tancredo
Tanner
Tauzin
Taylor (NC)
Terry
Thomas
Thompson (CA)
Thornberry
Tiahrt
Tiberi
Toomey
Turner (OH)
Turner (TX)
Udall (CO)
Udall (NM)
Upton
Van Hollen
Visclosky
Vitter
Walden (OR)
Walsh
Wamp
Watson
Watt
Weiner
Weldon (FL)
Weldon (PA)
Weller
Wexler
Whitfield
Wicker
Wilson (NM)
Wilson (SC)
Wolf
Wu
Wynn
Young (AK)
Young (FL)