

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

Mr. SESSIONS. 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 228, nays 196, not voting 8, as follows:

## [Roll No. 818]

## YEAS—228

Abercrombie	Green, Gene	Napolitano
Ackerman	Grijalva	Neal (MA)
Allen	Gutierrez	Oberstar
Altmire	Hall (NY)	Obey
Andrews	Hare	Oliver
Arcuri	Harman	Ortiz
Baca	Hastings (FL)	Pallone
Baird	Herseth Sandlin	Pascarella
Baldwin	Higgins	Pastor
Barrow	Hill	Payne
Bean	Hinchey	Perlmuter
Becerra	Hinojosa	Peterson (MN)
Berkley	Hirono	Pomeroy
Berman	Hodes	Price (NC)
Berry	Holden	Rahall
Bishop (GA)	Holt	Ramstad
Bishop (NY)	Honda	Rangel
Blumenauer	Huoley	Reyes
Boren	Hoyer	Rodriguez
Boswell	Inslee	Ross
Boucher	Israel	Rothman
Boyd (FL)	Jackson (IL)	Roybal-Allard
Boyd (KS)	Jackson-Lee	Ruppersberger
Brady (PA)	(TX)	Rush
Braley (IA)	Jefferson	Ryan (OH)
Brown, Corrine	Johnson (GA)	Salazar
Butterfield	Johnson, E. B.	Sanchez, Linda
Capps	Jones (OH)	T.
Capuano	Kagen	Sanchez, Loretta
Cardoza	Kanjorski	Sarbanes
Carnahan	Kaptur	Schakowsky
Carney	Kennedy	Schiff
Carson	Kildee	Schwartz
Castor	Kilpatrick	Scott (GA)
Chandler	Kind	Scott (VA)
Clay	Klein (FL)	Serrano
Cleaver	Kucinich	Sestak
Clyburn	Lampson	Shea-Porter
Cohen	Langevin	Sherman
Conyers	Lantos	Shuler
Cooper	Larsen (WA)	Sires
Costa	Larson (CT)	Skelton
Costello	Lee	Slaughter
Courtney	Levin	Smith (WA)
Cramer	Lewis (GA)	Snyder
Crowley	Lipinski	Solis
Cuellar	Loebach	Space
Cummings	Lofgren, Zoe	Spratt
Davis (AL)	Lowey	Stark
Davis (CA)	Lynch	Stupak
Davis (IL)	Mahoney (FL)	Sutton
Davis, Lincoln	Maloney (NY)	Tanner
DeFazio	Marshall	Tauscher
DeGette	Matheson	Taylor
Delahunt	Matsui	Thompson (CA)
DeLauro	McCarthy (NY)	Thompson (MS)
Dicks	McCollum (MN)	Tierney
Dingell	McDermott	Towns
Doggett	McGovern	Udall (CO)
Donnelly	McIntyre	Udall (NM)
Doyle	McNerney	Van Hollen
Edwards	McNulty	Velázquez
Ellison	Meek (FL)	Visclosky
Ellsworth	Meeks (NY)	Walz (MN)
Emanuel	Melancon	Wasserman
Engel	Michaud	Schultz
Eshoo	Miller (NC)	Watson
Etheridge	Miller, George	Watt
Farr	Mitchell	Waxman
Fattah	Mollohan	Weiner
Filner	Moore (KS)	Welch (VT)
Frank (MA)	Moore (WI)	Wexler
Giffords	Moran (VA)	Wilson (OH)
Gillibrand	Murphy (CT)	Woolsey
Gonzalez	Murphy, Patrick	Wu
Gordon	Murtha	Wynn
Green, Al	Nadler	Yarmuth

## NAYS—196

Aderholt	Baker	Bilbray
Akin	Barrett (SC)	Bilirakis
Alexander	Bartlett (MD)	Bishop (UT)
Bachmann	Barton (TX)	Blackburn
Bachus	Biggert	Blunt

Boehner	Graves	Pickering
Bonner	Hall (TX)	Pitts
Bono	Hastert	Platts
Boozman	Hastings (WA)	Poe
Boustany	Heller	Porter
Brady (TX)	Hensarling	Price (GA)
Broun (GA)	Herger	Pryce (OH)
Brown (SC)	Hobson	Putnam
Brown-Waite,	Hoekstra	Radanovich
Ginny	Hulshof	Regula
Buchanan	Hunter	Rehberg
Burgess	Inglis (SC)	Reichert
Burton (IN)	Issa	Renzi
Buyer	Jindal	Reynolds
Calvert	Johnson (IL)	Rogers (AL)
Camp (MI)	Jones (NC)	Rogers (KY)
Campbell (CA)	Jordan	Rogers (MI)
Cannon	Keller	Rohrabacher
Cantor	King (IA)	Ros-Lehtinen
Capito	King (NY)	Roskam
Carter	Kingston	Royce
Castle	Kirk	Ryan (WI)
Chabot	Kline (MN)	Sali
Coble	Knollenberg	Saxton
Cole (OK)	Kuhl (NY)	Schmidt
Conaway	LaHood	Sensenbrenner
Cubin	Lamborn	Sessions
Culberson	Latham	Shadegg
Davis (KY)	LaTourette	Shays
Davis, David	Lewis (CA)	Shimkus
Davis, Tom	Lewis (KY)	Shuster
Deal (GA)	Linder	Simpson
Dent	LoBiondo	Smith (NE)
Diaz-Balart, L.	Lucas	Smith (NJ)
Diaz-Balart, M.	Lungren, Daniel	Smith (TX)
Doolittle	E.	Souder
Drake	Mack	Stearns
Dreier	Manzullo	Sullivan
Duncan	Marchant	Tancredo
Ehlers	McCarthy (CA)	Terry
Emerson	McCauley (TX)	Thornberry
English (PA)	McCotter	Tiahrt
Everett	McCrery	Tiberi
Fallin	McHenry	Turner
Feeney	McHugh	Upton
Ferguson	McKeon	Walberg
Flake	McMorris	Walden (OR)
Forbes	Rodgers	Walsh (NY)
Fortenberry	Mica	Wamp
Fossella	Miller (FL)	Waters
Fox	Miller (MI)	Weldon (FL)
Franks (AZ)	Miller, Gary	Weller
Frelinghuysen	Moran (KS)	Westmoreland
Galleghy	Murphy, Tim	Whitfield
Garrett (NJ)	Musgrave	Wicker
Gerlach	Myrick	Wilson (NM)
Gilchrest	Neugebauer	Wilson (SC)
Gillmor	Nunes	Wolf
Gingrey	Pearce	Young (AK)
Goode	Pence	Young (FL)
Goodlatte	Peterson (PA)	
Granger	Petri	

## NOT VOTING—8

Clarke	Gohmert	Markey
Crenshaw	Hayes	Paul
Davis, Jo Ann	Johnson, Sam	

## □ 1714

Mrs. BACHMANN, Mrs. MUSGRAVE, and Mr. CANNON changed their vote from "yea" to "nay."

Mr. LINCOLN DAVIS of Tennessee changed his vote from "nay" to "yea."

So the resolution, as amended, was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

#### PERMISSION FOR MEMBER TO BE CONSIDERED AS FIRST SPONSOR OF HOUSE RESOLUTION 476

Mr. SHAYS. Madam Speaker, I ask unanimous consent that I may hereafter be considered as the first sponsor of H. Res. 476, a bill originally introduced by Representative MARTY MEEHAN of Massachusetts, for the purposes of adding cosponsors and requesting

reprintings pursuant to clause 7 of rule XII.

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

There was no objection.

## □ 1715

#### AUTHORIZING ADDITIONAL FUNDS FOR EMERGENCY REPAIRS AND RECONSTRUCTION OF INTERSTATE I-35 BRIDGE IN MINNEAPOLIS, MINNESOTA

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3311) to authorize additional funds for emergency repairs and reconstruction of the Interstate I-35 bridge located in Minneapolis, Minnesota, that collapsed on August 1, 2007, to waive the \$100,000,000 limitation on emergency relief funds for those emergency repairs and reconstruction, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

## H.R. 3311

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. ADDITIONAL EMERGENCY RELIEF FUNDING.

(a) IN GENERAL.—The Secretary of Transportation is authorized to carry out a project for the repair and reconstruction of the Interstate I-35W bridge located in Minneapolis, Minnesota, that collapsed on August 1, 2007.

(b) FEDERAL SHARE.—The Federal share of the cost of the project carried out under this section shall be 100 percent.

(c) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated \$250,000,000 to carry out this section. Such sums shall remain available until expended.

#### SEC. 2. WAIVER OF EMERGENCY RELIEF LIMITATION.

The limitation contained in section 125(d)(1) of title 23, United States Code, of \$100,000,000 shall not apply to expenditures under section 125 of such title for the repair or reconstruction of the Interstate I-35W bridge located in Minneapolis, Minnesota, that collapsed on August 1, 2007.

#### SEC. 3. EXPANDED ELIGIBILITY FOR TRANSIT AND TRAVEL INFORMATION SERVICES.

Section 1112 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1171) is amended—

(1) by inserting "(a) IN GENERAL.—" before "There"; and

(2) by adding at the end the following:

"(b) MINNESOTA.—

"(1) IN GENERAL.—Notwithstanding any provision of chapter 1 of title 23, United States Code, the Secretary may—

"(A) use funds authorized to carry out the emergency relief program under section 125 of such title for the repair and reconstruction of the Interstate I-35W bridge in Minneapolis, Minnesota, that collapsed on August 1, 2007; and

"(B) use not to exceed \$5,000,000 of the funds authorized to carry out the emergency relief program under section 125 of such title to reimburse the Minnesota State department of transportation for actual and necessary costs of maintenance and operation, less the amount of fares earned, for additional public transportation services and

traveler information services which are provided by the Metropolitan Council (of Minnesota) as a temporary substitute for highway traffic service following the collapse of the Interstate I-35W bridge in Minneapolis, Minnesota, on August 1, 2007, until highway traffic service is restored on such bridge.

“(2) FEDERAL SHARE.—The Federal share of the cost of activities reimbursed under this subsection shall be 100 percent.”.

The SPEAKER pro tempore (Mr. ROSS). Pursuant to the rule, the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Florida (Mr. MICA) each will control 20 minutes.

The Chair recognizes the gentleman from Minnesota.

#### GENERAL LEAVE

Mr. OBERSTAR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the bill, H.R. 3311, and include extraneous material in the RECORD.

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

There was no objection.

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

Mr. Speaker, at the outset, let me express my great appreciation to my colleagues in the Minnesota delegation for their cohesion and their support of legislative action to respond promptly to the needs of the people of Minneapolis and the State of Minnesota. Mr. RAMSTAD, Mr. KLINE, Mrs. BACHMANN, Mr. ELLISON, in whose district this tragedy occurred, Ms. MCCOLLUM, Mr. WALZ, Mr. PETERSON have all united as one in support of the needs of the people and in common mourning for the tragedy that occurred.

All of us were struck deeply within our souls over this tragedy. Ms. MCCOLLUM's daughter, just miraculously almost, passed over this bridge shortly before it collapsed.

I want to express my great appreciation to the gentleman from Florida, the ranking member of the Committee on Transportation and Infrastructure, Mr. MICA, and his staff and to Mr. PETRI, the ranking member of the Subcommittee on Surface Transportation, Mr. DEFAZIO of Oregon, Chair of the Subcommittee on Surface Transportation, for the cooperation, for the splendid efforts made, and for the common cause in which we all persevered to bring this legislation promptly to the House, as we are doing today.

And, again, I'm very grateful to the gentleman from Florida for his participation.

Bridges are built to last, not forever, but for a very long time. The title, in Latin, of the leader of the Catholic church is Pontifex Maximus, the maximum bridge builder. And when that title was adopted, bridges were built to last. The one in Rome has lasted 2,000 years, a marble arch bridge.

But in our day and time, not much that we build lasts forever, and that is why we have a bridge inspection program. That is why we annually evaluate the condition, structure and struc-

tural integrity of bridges and their operational capacity and ability; and why, in the current law, SAFETEA-LU, with the help of then Chairman YOUNG, I included language to authorize the funding of a new technology comparable to the technology used in aviation to determine the structural integrity of aircraft wings, movable surfaces and fuselage, to find hairline cracks using technology that can discover microscopic cracks not visible to the naked eye and then measure their propagation and do the same with bridges.

The Minnesota Department of Transportation was offered the opportunity to use that technology, and I am disappointed that the State rejected the opportunity to use that technology to test the structural integrity of the bridge that collapsed.

In March of 2004, I sent Members of the House a letter and information providing data developed, at my request, by the Bureau of Transportation Statistics showing the number and location of structurally deficient bridges in the national highway system in each Member's congressional district.

Now, not many Members followed up on that, but I just happen to have in front of me the letter addressed to the gentleman from Hawaii (Mr. ABERCROMBIE) who did respond. The letter pointed out the number of structurally deficient bridges in each Member's district and then pointed out that, in 2002, the U.S. Department of Transportation found that 167,566 of the Nation's bridges are structurally deficient or functionally obsolete. Since then, that number has grown to, of the 597,340 bridges in the national bridge inventory, 26 percent are structurally deficient or functionally obsolete.

Then the cost to repair and bring to a good state of maintenance, the cost in 2004, was estimated at \$9.4 billion a year to maintain. In the SAFETEA-LU legislation, we provided \$4 billion a year. It should have been at \$5 billion. If the original introduced bill Mr. YOUNG and I introduced in October of 2003 had prevailed, we'd have been at \$5 billion a year. We are where we are.

But this is the map, in smaller form, that we sent out to all Members of the House in 2004. For the State of Minnesota, it lists all the structurally deficient bridges. There are 19 on this list updated today.

The State of Minnesota has 13,000 bridges. 1,135 are structurally deficient. 451 are functionally obsolescent. That's 12.2 percent. That's one of the lowest percentages in the country, but it underscores the serious problem of the State of Minnesota and of the Nation's bridges.

We come to the floor today united in purpose to help the State rebuild this structure. The estimate from the Minnesota Department of Transportation is in the range of \$200 plus million, which may grow, depending on the bridge abutments on both sides of the river; and the structural integrity of

those facilities has yet to be fully evaluated. So the \$250 million is a soundly based estimate, based on engineering evaluations, and is a fair number, and so is the funding that we provide in the legislation to compensate the State for the shift from highway transportation to transit as occurred in California, in Oakland earlier this year in April when their bridge collapsed due to a tanker truck collapse.

Those are the basic figures. Those are the justifications. We've limited, capped the dollar amount for transit at \$5 million in response to a question from the other body, and we have a well-supported figure of \$250 million for the reconstruction out of general revenue funds.

I appeal for the support of this body for this legislation.

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

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

Mr. Speaker, I rise in strong support of H.R. 3311 and join the gentleman from Minnesota whose State and area has been hit by this terrible, horrible tragedy that's taken lives.

And on our side of the aisle, when we do have a national tragedy of this nature, we do try to pull together in a bipartisan manner to address the needs of people who have suffered this type of, again, horrible disaster.

I know that the gentleman from Minnesota (Mr. OBERSTAR) has taken a leadership role today in approving this money; and I'm pleased, as the Republican leader, to also come forward and lend our support for this authorization.

Now, many people have asked me what we're doing here today. And we are authorizing \$250 million for repair and reconstruction of the I-35 bridge over the Mississippi River. Now that's authorization and Federal authorization. It is not funding, and there must be appropriations.

I might say that we're doing that because the authorization fund, the Highway Emergency Relief Fund, unfortunately, we had \$100 million and it's depleted. Not only is that \$100 million depleted but also the reserve and additional money that was put in in the supplemental is depleted. So that's why we're doing this for our friends and colleagues and those who have suffered this loss in Minnesota.

It's my hope that this bridge will be built in rapid order and replaced; and I know that the good custodians in Minnesota, with their Transportation Department, will work to see that happen.

But let me say that the Minnesota bridge is only, unfortunately, the tip of the iceberg in an aging infrastructure and transportation system that we have in this country. We have, out of almost 600,000 bridges, about 80,000 bridges that are structurally deficient. Twenty-seven percent of our bridges are structurally deficient or obsolete, according to one of the most recent studies; and the infrastructure, not

just in bridges but in highways, in ports, in airports, in rail, is inadequate and it's outdated.

I proposed as a solution recently a national strategic transportation plan. The American Council of Civil Engineers has estimated this will take \$1.7 trillion.

We need a national plan to restore our infrastructure from sea to shining sea, where we have congestion, where we have bridges falling into our rivers and where we have inadequate infrastructure on which to conduct the business of this country or just get around our congested communities.

So we need a bigger plan, and then we need a way to finance that plan, and I look forward to working with all of the Members in trying to develop that plan and with this administration and the next administration.

□ 1730

So finally, as I close with my initial thoughts, I want to say that our prayers go out to the people of Minnesota, especially the families of those affected by this tragedy. And I pledge from our side of the aisle again to work with every Member in Congress and with the folks in Minnesota to bring things back to regular order there.

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

Mr. OBERSTAR. Mr. Speaker, I yield 2 minutes to the distinguished gentleman from Minneapolis (Mr. ELLISON).

Mr. ELLISON. Mr. Speaker, let me first thank the distinguished chairman of the Transportation Committee and also thank all the members of the Minneapolis delegation and every single Member of this esteemed body. This is the greatest deliberative body in the world and in the history of the world. And the evidence of that is that not only, not only does this body thoroughly debate issues, but when tragedy strikes one, people respond in the most humanitarian way. Even though we have strong points of difference of opinion, when tragedy strikes America, we have no Republicans, we have no Democrats. We just have Members of Congress who are responsive to the people of this country.

So, Mr. Chair, I want to thank you for your bold, decisive action. I want to thank all the members of the community in Minnesota who have responded, not only the official responders but the good Samaritans as well. And let me urge every Member to support this most important measure that will restore our country.

But, again, it is the tip of the iceberg. We need a new national commitment to the infrastructure of this country.

Mr. MICA. Mr. Speaker, I am pleased to yield 3 minutes to the Republican subcommittee leader on the Highways Subcommittee in the House of Representatives, the gentleman from Tennessee (Mr. DUNCAN).

Mr. DUNCAN. Mr. Speaker, I thank the gentleman from Florida, Ranking

Member MICA, for yielding me this time.

I rise in strong support of this bill, offered by our distinguished chairman of the Transportation and Infrastructure Committee, my good friend (Mr. OBERSTAR), along with my good friend (Mr. MICA).

Our condolences, in fact the condolences of the entire Nation, go out to the people of Minnesota who were affected by this terrible tragedy.

And I want to recognize Mr. OBERSTAR's leadership and his efforts to provide an immediate response to this incident. Less than 18 hours after the I-35W bridge collapsed into the Mississippi River, Mr. OBERSTAR introduced this bill, H.R. 3311.

This bill authorizes funding to help the Minneapolis-St. Paul metropolitan area get back on its feet. It authorizes \$250 million from the Federal Highway Administration's Emergency Relief Program for the repair and reconstruction of the I-35W bridge that collapsed Wednesday night.

Yesterday, the Secretary of Transportation, Mary Peters, went to Minneapolis, visited the site, and immediately made available \$5 million to pay for traffic-flow adjustments and debris removal associated with this disaster. But this bill takes the first step in providing funding to repair and rebuild this bridge.

While we will not know for several months the final cost to repair and rebuild the I-35W bridge, this bill demonstrates the House's support and certainly the strong commitment from our committee to rebuild this bridge and restore some sense of normalcy to the Minneapolis-St. Paul region.

Mr. Speaker, there was a column in The Washington Post today that repeated some of the statistics you have just heard from the gentleman from Georgia about the number of deficient bridges, but this columnist also said this: "It's unrealistic to think this disaster is going to spur the Nation to seriously address all its infrastructure problems. We'll talk about the issue for a while, then go out and buy another TV. But we can, and should, at least do a more rigorous inventory and identify the structures that pose the most peril. Yes, it's boring stuff to even think about. But just look at the alternative."

Those are very true words, Mr. Speaker, and I pledge the support of our subcommittee and to work with all the leadership on our committee to not do what this columnist has said and just forget about this or move on to something else too quickly. We owe that to the people of Minneapolis, Minnesota.

Mr. OBERSTAR. Mr. Speaker, I yield 2½ minutes to the distinguished gentlewoman from Minnesota (Ms. MCCOLLUM).

Ms. MCCOLLUM of Minnesota. Mr. Speaker, Mr. Chair, 2 days ago my daughter did have a best friend who was crossing the Mississippi River. She

crossed long before the bridge collapsed. Only 2 days ago the world witnessed the collapse of a massive bridge that crosses the Mississippi River, America's heartland.

The world is now witnessing America's heroism, our first responders, our community leaders, and all of our citizens coming together to rescue victims, to heal the injured, and to mourn those lost. As of today, we know more than 130 people have been treated for injuries, 5 individuals have lost their lives, including 2 of my constituents.

I would like to extend my deepest sympathies to the families of the known victims: Sherry Lou Engebretsen of Shoreview, Patrick Holmes of Mounds View, Julia Blackhawk of Savage, and Artemeeo Trinidad-Meena of Minneapolis.

Minneapolis and my home of St. Paul, we are the Twin Cities. Together our cities are united, along with all of our surrounding communities, in responding to this disaster and addressing the massive redistribution of traffic to meet the needs of commuters and businesses as a result of the bridge collapse.

My dear friend from Minneapolis, Congressman Keith Ellison, has my full support as our communities work together to heal and rebuild. The people of Minneapolis are fortunate to have Congressman ELLISON working for them, and we are all proud to stand with him, as his constituents are.

Minnesota is also blessed to have Chairman OBERSTAR leading the Transportation and Infrastructure Committee in the House. Chairman OBERSTAR is leading this bill and will lead our Nation forward.

Minnesotans are facing the pain, the loss, and the immense transportation challenges resulting from this bridge collapse. But every American in every State now feels an unavoidable fear about everyday risks. This week the phrase "structurally deficient" became part of our Nation's vocabulary. This week millions of Americans use bridges that have been deemed structurally deficient or, even worse, functionally obsolete. Imagine trusting your family's safety and well-being to a bridge that is "functionally obsolete."

American families should not have to worry about this. Passage of this bill will do one small step in rebuilding and uniting a community and a State, but we must make sure that every American family feels safe.

Mr. MICA. Mr. Speaker, I am pleased to yield 2 minutes to the distinguished former Chair of the T&I Committee and the senior Republican on the T&I Committee, Transportation and Infrastructure, the gentleman from Alaska (Mr. YOUNG).

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, I first want to congratulate the chairman, Mr. OBERSTAR, and the Minnesota delegation in expediting this process

with the leadership of Mr. MICA and the leadership of both sides.

I don't do this often when I say I told you so. As chairman, with Mr. OBERSTAR, we tried to put the money in to identify the weaknesses of the bridges and to repair them, and we were unsuccessful. We ended up with a \$286 billion bill instead of a \$375 billion bill.

Mr. and Mrs. America, I believe it is time for us to wake up. We have to repair our outdated infrastructure, especially our bridges. You have heard statistics, 11,000 and on and on, how many are deficient. But there are about 500 in the same shape as the bridge in Minnesota right now that are a potential death trap to constituencies.

We have to, as a Congress, grasp this problem and, yes, lo and behold, I would even suggest fund this problem with a tax. May the sky not fall on me, but with a tax. Make it a 3-year tax. Make it a 5-cent tax, and they will say we can't do that. But I would suggest respectfully that the American people will understand the importance if we fund it and if we address the issue of the bridges. We should do this.

And maybe this is a wake-up call, and I hope The Post is wrong, that we all don't go back to sleep and watch football this fall and forget this tragic accident, because if we do so, then we are not fulfilling our obligation and our duty.

So I stand here before you today saying I told you so. But I am also saying let's act as we should to protect our people in every one of our States.

Mr. OBERSTAR. Mr. Speaker, I yield myself 10 seconds.

I want to thank the gentleman from Alaska for his leadership on SAFETEA-LU and for the participation we enjoyed together in crafting that and previous legislation. I thank him for his comments, with which I concur.

Mr. Speaker, I am pleased to yield 1 minute to the Speaker, the gentleman from California.

Ms. PELOSI. Mr. Speaker, I thank the gentleman for yielding.

I thank you, Mr. OBERSTAR, you and Mr. MICA, for your leadership in bringing this important legislation to the floor in such an expeditious manner so we can remove all doubt in anyone's mind in Minnesota that we are there for them.

A disaster of this kind, I know, coming from California where we have had our earthquakes and others coming from places that had been struck by one disaster or another, that people wonder if the compact between themselves and the government is real, and today you are telling them that it is so. We can extend all of the sympathy in our hearts to the people who have lost their loved ones or who have been injured or have just been struck by the tragedy in such an extraordinary way, but we also have to not only extend compassion but present assistance. And for that I want to thank you Mr. OBERSTAR, and Mr. WALZ, Congresswoman

McCOLLUM, Mr. ELLISON. My sympathy to you and your constituents for all that you are suffering, Mr. PETERSON, as well from the State of Minnesota and our Republican colleagues from the State of Minnesota as well.

Sometimes in the course of events, there comes a coming together of a person and an event that is almost God given. And I think that is this case, Mr. OBERSTAR. No one in the country knows more than you do about the infrastructure of our country, the needs that we have out there, and the solutions that are the best ones. We are sad that your State was stricken, but maybe it is fortuitous for the country because it hit home for you. The spotlight is on your State. The spotlight is on your committee as we reach out with this \$250 million for the highway emergency fund. I think that the opportunity that is there and the knowledge, wisdom, solutions that you know better than anyone will serve our country very well.

I really appreciated the remarks of the gentleman from Alaska. We do have to make an investment in our infrastructure. In this case, no maintenance is the most expensive maintenance, as the people in Minnesota found out as some of their loved ones paid with their lives. So we have to figure out a way to pay as we go, no deficit spending, but understand that a capital budget is necessary to invest in the infrastructure of our country. It is what we owe the American people. It is about our environment, by relieving congestion. It is about quality time for families to spend less time on the roads. And as we learned, of course, and always knew but what was driven home in Minnesota, it is about the safety of our people.

Imagine, to be a mom or dad and to have a loved one leave home, a husband or wife, sister or brother, leave home in the morning or sometime during the day, of all the things you can protect your children from, of all the anticipation that you can have, you would never think, What if the bridge goes down? We want to remove that fear from America's families.

□ 1745

I know, Mr. OBERSTAR, that you are in a position to do so. I'm sure you will let us know how we can all help. And, Mr. MICA, you as well. This is bringing us together this evening in a very special way. I hope it is a comfort to the families who lost their loved ones that so many people in our country feel this as a personal loss and are praying for them at this very difficult time.

Mr. MICA. Mr. Speaker, I am pleased to yield 2½ minutes to probably one of the most capable and compassionate Members of the House I know and the senior Republican of the Minnesota delegation, the gentleman, Mr. RAMSTAD.

Mr. RAMSTAD. I thank the distinguished ranking member, my friend, for yielding.

Mr. Speaker, no Minnesotan will ever forget August 1, 2007. No Minnesotan will ever forget the day the I-35W bridge collapsed into the Mississippi River. No Minnesotan will forget the tragic loss of life, the serious injuries, and the incredible devastation caused by the falling eight-lane bridge. Our thoughts and prayers are with the victims, the survivors and their families as well as the brave first responders who have worked night and day on rescue and recovery operations.

My special thanks go out to the firefighters, the law enforcement personnel, the EMS personnel as well as the Minnesota National Guard and countless Good Samaritans for their heroic rescue and recovery efforts.

A special thanks, Mr. Speaker, to Governor Pawlenty for his great leadership as well as Hennepin County sheriff Rich Stanek, Minneapolis mayor R.T. Rybak, Representative KEITH ELLISON, and the rest of our Minnesota congressional delegation who have come together. I want to particularly thank the dean of our delegation, Chairman JIM OBERSTAR, for his extraordinary leadership in moving this delegation bill before the House today.

Mr. Speaker, I respectfully ask all of our colleagues for their overwhelming bipartisan support to pass this crucial bill tonight so we can authorize funds for emergency repairs and reconstruction of the I-35 bridge that collapsed last Wednesday. Also, Mr. Speaker, we need the funds for much-needed emergency relief as well.

At this time of great need, Mr. Speaker, the good people of Minnesota are very grateful. We thank all of you for your support. We thank the Nation for their thoughts and prayers. We thank God that we live in a country where we can come together to help each other at our time of greatest need.

Mr. OBERSTAR. I yield 2 minutes to the distinguished gentleman from Minnesota (Mr. WALZ).

Mr. WALZ of Minnesota. I thank the distinguished gentleman, my fellow Minnesotan, the chairman of Transportation, and, as the Speaker of the House so aptly put, no one in this country knows more about this issue. If there's anyone that comes close, it's the distinguished ranking member from Florida, a gentleman that as sitting on the Transportation Committee, I've come to see the wisdom of his words and the commitment to this country's infrastructure. So I think the Speaker of the House is right, two gentlemen that are showing incredible leadership on this and that our Nation should feel incredibly proud to have you there. I thank you both.

A special thank you to all my colleagues in this House. The citizens of Minnesota in responding to this have witnessed something that I think most of us here should be incredibly proud of. In less than 48 hours of this tragedy, this body came together, crafted a piece of legislation to provide relief,

and is prepared tonight to deliver that forward to them. To the people who are out there, those citizens, those first responders, our elected officials, from Governor Pawlenty to Mayor Rybak and right down the line have been there working together, showing that this great Nation when we put our mind to it and come together to relieve the suffering of one another can get exactly that done.

It's with a heavy heart that all of us are here, but it's one of optimism and forward-looking that we will address the needs of Minnesota, and, as the distinguished gentleman from Alaska so aptly put, we're prepared to make sure that this never happens again and another family never has to find out that a bridge collapsed as their family members were coming home.

Mr. MICA. Mr. Speaker, I am pleased to yield 2½ minutes to another outstanding Member of the Minnesota delegation, Mr. KLINE.

Mr. KLINE of Minnesota. I thank the gentleman for yielding.

I want to add my thanks to all of our colleagues here in the House, the Minnesota delegation certainly, and, of course, as Mr. RAMSTAD said, to our dean, the chairman of the Transportation Committee, Mr. OBERSTAR.

While reports continue to be updated due to the ongoing recovery operations, the number of victims is already shocking to us in Minnesota. But these numbers are not simply statistics that might roll off the tongue as a footnote to a tragedy which Governor Tim Pawlenty accurately described as, quote, a catastrophe of historic proportions for Minnesota. Mr. Speaker, these numbers are people. These numbers are the family, friends and neighbors who were simply going home to their loved ones after what appeared to be just another workday. Among the deceased is a mother of two from Savage, Minnesota, in my congressional district, and my heart and prayers go to her family and to all the victims.

Although this is a time of sorrow for many, there are countless stories emerging already about the generosity and compassion of the citizens of Minnesota. From organizing blood drives and volunteers, to caring for the needs of the recovery workers, Minnesotans are going above and beyond the call of duty.

Mr. Speaker, as the citizens of Minnesota have come together during this difficult time, my colleagues in the Minnesota delegation and I remain committed to helping restore the I-35W bridge. Together, we're working to provide the Federal resources necessary to recover from this tragedy, and the fine effort brought forward by our chairman, Mr. OBERSTAR, putting forth \$250 million is so important to us in Minnesota.

In the wake of this disaster, it is difficult to imagine when all the questions will be answered, but the day will come when recovery efforts will be complete, investigations will conclude,

and eventually a new I-35 bridge will reunite the banks of the Mississippi River.

Mr. Speaker, again our thoughts and prayers continue to be with the victims and their families and with all Minnesotans as we recover and rebuild. Again, I want to thank the gentleman, the chairman, Mr. OBERSTAR, for authoring this legislation.

Mr. OBERSTAR. I would like to inquire how much time remains on both sides.

The SPEAKER pro tempore. The gentleman from Minnesota has 5½ minutes remaining. The gentleman from Florida has 7 minutes remaining.

Mr. OBERSTAR. Mr. Speaker, I yield 2 minutes to the gentleman from Wisconsin, our neighboring State (Mr. KIND).

Mr. KIND. I thank the gentleman for yielding.

Mr. Speaker, 2 days ago our Nation watched with shock and horror as the I-35 bridge collapsed into the Mississippi River in Minneapolis. Many of the residents of my congressional district in western Wisconsin make a daily commute to their jobs in the twin cities. Many of them over this very bridge. Their safety and the safety of all of our residents is our utmost concern. Our thoughts and prayers go out this evening to the victims of that great tragedy along with their families and the community.

But at moments of great tragedy, Mr. Speaker, there are also moments of great triumph, of strangers coming to the aid of strangers, the first responders answering that emergency call, health care providers administering first aid and taking care of the injured during this great tragedy. And now it's our turn. It's our turn as a Nation. It's our turn as a Congress to come together and make sure we pass this authorization for the appropriation of funds so we can begin rebuilding this important bridge but also help the community rebuild and to ensure that this tragedy is never repeated anywhere else throughout the country.

I commend the leadership of the Transportation Committee, the chairman and the ranking member, the members of the committee, but especially the Minnesota delegation for how they've been able to rally amongst themselves but also to get this body to come together during this time of crucial need to do the right thing, step up and to assume our responsibility as a great Nation and come to the aid of those who have suffered during this tragedy.

I encourage my colleagues to support this measure.

Mr. MICA. Mr. Speaker, I am pleased to yield 3 minutes to the newest Member of the Minnesota delegation, a rising star in Congress, and the people of Minnesota are very fortunate to have her here at this time (Mrs. BACHMANN).

Mrs. BACHMANN. Mr. Speaker, I thank the gentleman for yielding time to me.

In what feels now like a lifetime ago but was in fact only 2 days ago, on August 1, the world changed forever for the people of our State of Minnesota. Our people witnessed an event so unlikely, the sudden and complete collapse of nearly 2,000 feet of eight lanes of highway, propelling nearly 50 cars in midair for a horrific 60-foot plunge into the currents of the Mississippi River. An event so unlikely that we in Minnesota collectively remain shocked and filled with sorrow, knowing the inevitable sad news that is yet to come once our heroic first responders have freed our fellow Americans who even now as we stand here remain trapped underwater.

Minnesota needs the help and the prayers of all Americans and we appreciate the overwhelming support in our time of need. I know I speak for my husband Marcus and myself. We offer our deepest sympathies, as does everyone in our delegation, to the family and the friends of those who were killed.

Mr. Speaker, America believes in extending a helping hand to people who are in trouble due to no fault of their own, and I want to assure the residents of Minnesota today that we will have help in cleaning up and rebuilding. We will have help until the job is done. Because Congress understands, Republicans, Democrats, we're all Americans in this and we understand that this is not just an emergency for a day or for a week. We will provide the support and the work that is necessary to rebuild the lives and the communities that were damaged until this tragedy is over. And that is what makes America so great.

This bill is just our first step toward recovery. I thank Chairman OBERSTAR for his brilliant work, working around the clock to bring this to the floor. It's inspiring the way so many have come together and worked together over these last few days.

I join my colleagues from Minnesota, a great State that each one of us loves so much, in requesting your support to rebuild this bridge. Once again, I know we can count on you, the Members of this great deliberative body, to rebuild the great city of Minneapolis and again to make it whole.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the distinguished gentleman from Wisconsin (Mr. KAGEN), a member of the Committee on Transportation and Infrastructure.

Mr. KAGEN. Mr. Speaker, I rise in strong support of H.R. 3311, and let's build that bridge together. This is an emergency resolution, to repair and reconstruct a functionally obsolete bridge, the I-35, which spanned two peoples, brought two peoples together, across a divide.

And much in the same way, isn't it time that we begin to work together here in Congress? And by working together we will not just build a bridge across a divide but build a bridge between the parties which come in our

land may feel are also functionally obsolete.

□ 1800

Here in Congress we can build a bridge together, and while we're at it, let's build a better Nation together as well. Because it's not about the party you're in, it's about doing the Nation's business and building a Nation for all of us.

Mr. MICA. Mr. Speaker, I'm pleased to yield 3 minutes to one of the most distinguished and senior Members, not only in Congress, but the senior member of the Florida delegation, former chairman of the Appropriations Committee, Mr. YOUNG, my friend.

Mr. YOUNG of Florida. Mr. Speaker, I thank my colleague from Florida for yielding the time to me.

I rise in strong support of the legislation to provide relief in response to the tragedy surrounding the collapse of Interstate 35W Bridge spanning the Mississippi River in Minneapolis.

The people in my area of Florida remember this type of grief, and we share the grief of the people of Minnesota. It was during a violent storm at 7:38 a.m. the morning of May 9, 1980, that a freighter, the *Summit Venture*, slammed into the Sunshine Skyway Bridge which spans Tampa Bay to connect my district to Manatee County in the south, across Tampa Bay. Thirty-five people in their vehicles fell more than 1,200 feet into the waters of Tampa Bay that morning, fell to their deaths.

The Sunshine Skyway is a Florida landmark. The scenes of the mangled bridge missing 1,260 feet of the center span of the southbound lanes of the bridge was a daily reminder of the tragedy, and we remember, and we remember for the people of Minnesota.

Only two people survived the accident in Florida, one whose car skidded to a halt at the bridge's edge and the other who survived his pick-up truck's fall into the water and swam to safety.

For 7 years, the damaged span stood as a constant reminder. Congress, however, began the healing process very shortly after that tragedy, as we do today for the Minnesota tragedy.

I thank and compliment and commend Chairman OBERSTAR and Mr. MICA, my good friend and colleague from Florida, who worked so hard on all of these issues and for moving this legislation quickly in a bipartisan way to bring support for the people of Minnesota.

The House responded to my request for funding to help rebuild the Sunshine Skyway Bridge quickly in the same type of fashion. So, as I said, we remember and we share the grief that you suffer today because we went through it back in 1980; and this Member stands ready to help in any way that we can to not only pass this authorization bill but to pass the appropriations that go along with it.

I thank my friend, Mr. MICA, for yielding the time to me. He is an outstanding leader in our delegation; and

he does, I think, an exceptional job for all of us.

Mr. MICA. Mr. Speaker, may I inquire as to how much time is remaining?

The SPEAKER pro tempore. The gentleman from Florida has 2 minutes remaining. The gentleman from Minnesota has 2½ minutes remaining.

Mr. MICA. Mr. Speaker, I will yield myself the balance of our time.

Mr. Speaker, my colleagues, Mr. OBERSTAR, I thank you for paying attention to the important responsibility you have, not only as Chair of the Transportation and Infrastructure Committee but as a good steward for the people of your State in a time of need.

And, you know, it's amazing what we can do in this House. It's absolutely incredible. Mr. YOUNG has been here for many years, and I have always looked up to him as one of our leaders. We started some years ago, senior to me, but I followed his career and what he has been able to do on a bipartisan basis.

And when we do have an emergency, whether it's 9/11 or whether it's a bridge that collapses in Minnesota, it's amazing what this House of Representatives can do when it comes together in a bipartisan fashion. That tragedy just occurred a matter of hours ago, and here we are, in our system, working together, helping those people. We're not going to solve this all by the Federal Government; and, as I said, this is only an authorization. But people are in need, and we came together, as this body is designed to do.

But, as I said, the bridge is just the tip of the iceberg, so to speak. Our Nation's infrastructure is collapsing. Our Nation's infrastructure is obsolete. We have got to come together.

We came together, Mr. OBERSTAR and I, with a Water Resources bill that hadn't been passed in 7 years, but we brought it here, it is now pending final approval, to build the Nation's dams and infrastructure, also important. And we see that if you don't pay now, you will pay later.

So we can do this. We can make the investment to build the infrastructure that makes our economy grow, that makes this a great country and allows free enterprise to give us the great life that we've had in this wonderful country.

So I look forward, Mr. OBERSTAR, to finalizing this with you and helping the people in this time of need and also in taking on a leadership position as we make the investment in our country that is so necessary in our infrastructure.

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

Mr. OBERSTAR. Mr. Speaker, I yield myself the balance of our time.

I think the applause on our side for all of the speakers shows the depth of feeling, the depth of appreciation that the Minnesota delegation feels toward each other, toward others in the body

who have spoken tonight, toward our ranking member, Mr. MICA, to whom, once again, I express my appreciation for the responsiveness and to prompt action on this matter.

And to the gentleman from Florida, Mr. YOUNG, I remember so well the Sunshine Skyway Bridge tragedy and later included it in a hearing that then Mr. Clinger, my ranking member on the Investigation and Oversight Subcommittee, held hearings that included that tragedy. I was here to vote on the funding for that restoration of that bridge, and I appreciate the gentleman's recollection.

We will look back, I guess, in a few days, on this moment as a welcome respite from the cacophony of dissidence that we have heard in the last several hours in this body. Unfortunately, tragedy, loss of life and injury has brought us together, but it shows the greatness of this House of Representatives, that it can come together and find common cause and move ahead.

I hope that respite from cacophony will prevail in the other body as we send this legislation forward and that there will not be, as has been threatened, procedural issues raised or jurisdictional matters that may be raised that might deter a provision of this legislation to provide respite from the congestion that will result in the reconstruction of this bridge and that already is occurring in the city of Minneapolis.

The House provided respite for Oakland, San Francisco in the collapse of the 580 and 880 structures just earlier this year, in April. We provide almost identical language and support in this legislation. I just hope the other body will not raise objections and move this legislation forward, because those are relatively minor matters that be can resolved in the management by DOT of that transit language.

I want to thank all our colleagues for the dignity of this discussion tonight and for the support expressed for the people of Minnesota by the rest of the Nation. We thank you, thank all our colleagues, and we ask for a wholehearted vote in support of this legislation.

Mr. PETERSON of Minnesota. Mr. Speaker, I rise today to commend the good people of Minnesota who have banded together to begin the healing process. When that bridge fell, every citizen of my State felt the grief and the pain together. It has certainly been a difficult couple of days for everyone, but I am so proud of the first responders, of the volunteers, and of my colleagues here in the House. I'd like to give a special thanks to Chairman OBERSTAR, for acting so quickly. He has represented Minnesota, and the House, very well. I'd also like to say that Representative ELLISON has done a remarkable job in representing his district during these last 48 hours.

It is a shame that it sometimes takes the worst events to bring out the best in people, but I am so proud of the wonderful actions Minnesotans have taken to help the victims of



the I35W bridge. I think the people involved in the recovery actions have truly demonstrated the incredible character of Minnesota's citizens.

Nothing can replace what was lost on Wednesday. No amount of money will do that. Neither will a new bridge. But this bill is a strong step on the road to healing. Thank you Chairman OBERSTAR, thank you to the members of the Minnesota Delegation and thank you to all my colleagues who have helped support the citizens of my State.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Minnesota (Mr. OBERSTAR) that the House suspend the rules and pass the bill, H.R. 3311, as amended.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, this 15-minute vote on the motion to suspend will be followed by a 5-minute vote on agreeing to the Speaker's approval of the Journal.

The vote was taken by electronic device, and there were—yeas 421, nays 0, not voting 11, as follows:

[Roll No. 819]

YEAS—421

Abercrombie	Buyer	Doyle
Ackerman	Calvert	Drake
Aderholt	Camp (MI)	Dreier
Akin	Campbell (CA)	Duncan
Alexander	Cannon	Edwards
Allen	Cantor	Ehlers
Altmire	Capito	Ellison
Andrews	Capps	Ellsworth
Arcuri	Capuano	Emanuel
Baca	Cardoza	Emerson
Bachmann	Carnahan	Engel
Bachus	Carney	English (PA)
Baird	Carson	Eshoo
Baker	Carter	Etheridge
Baldwin	Castle	Everett
Barrett (SC)	Castor	Fallin
Barrow	Chabot	Farr
Bartlett (MD)	Chandler	Fattah
Barton (TX)	Clay	Ferguson
Bean	Clyburn	Filner
Becerra	Coble	Flake
Berkley	Cohen	Forbes
Berman	Cole (OK)	Fortenberry
Berry	Conaway	Fossella
Biggart	Conyers	Foxx
Billbray	Cooper	Frank (MA)
Bilirakis	Costa	Franks (AZ)
Bishop (GA)	Costello	Frelinghuysen
Bishop (NY)	Courtney	Gallely
Blackburn	Cramer	Garrett (NJ)
Blumenauer	Crowley	Gerlach
Blunt	Cubin	Giffords
Boehner	Cuellar	Gilchrest
Bonner	Culberson	Gillibrand
Bono	Cummings	Gillmor
Boozman	Davis (AL)	Gingrey
Boren	Davis (CA)	Gohmert
Boswell	Davis (IL)	Gonzalez
Boucher	Davis, David	Goode
Boustany	Davis, Lincoln	Goodlatte
Boyd (FL)	Davis, Tom	Gordon
Boyd (KS)	Deal (GA)	Granger
Brady (PA)	DeFazio	Graves
Brady (TX)	DeGette	Green, Al
Braley (IA)	Delahunt	Green, Gene
Brown (GA)	DeLauro	Grijalva
Brown (SC)	Dent	Gutierrez
Brown, Corrine	Diaz-Balart, L.	Hall (NY)
Brown-Waite,	Diaz-Balart, M.	Hall (TX)
Ginny	Dicks	Hare
Buchanan	Dingell	Harman
Burgess	Doggett	Hastert
Burton (IN)	Donnelly	Hastings (FL)
Butterfield	Doolittle	Hastings (WA)

Heller	McDermott	Sánchez, Linda
Hensarling	McGovern	T.
Herger	McHenry	Sanchez, Loretta
Herseeth Sandlin	McHugh	Sarbanes
Higgins	McIntyre	Saxton
Hill	McKeon	Schakowsky
Hinchev	McMorris	Schiff
Hinojosa	Rodgers	Schmidt
Hirono	McNerney	Schwartz
Hobson	McNulty	Scott (GA)
Hodes	Meek (FL)	Scott (VA)
Hoekstra	Meeks (NY)	Sensenbrenner
Holden	Melancon	Serrano
Holt	Mica	Sessions
Honda	Michaud	Sestak
Hooley	Miller (FL)	Shadegg
Hoyer	Miller (MI)	Shays
Hulshof	Miller (NC)	Shea-Porter
Hunter	Miller, Gary	Sherman
Inglis (SC)	Miller, George	Shimkus
Inslee	Mitchell	Shuler
Israel	Mollohan	Shuster
Issa	Moore (KS)	Simpson
Jackson (IL)	Moore (WI)	Sires
Jackson-Lee	Moran (KS)	Skelton
(TX)	Moran (VA)	Slaughter
Jefferson	Murphy (CT)	Smith (NE)
Jindal	Murphy, Patrick	Smith (NJ)
Johnson (GA)	Murphy, Tim	Smith (TX)
Johnson (IL)	Murtha	Smith (WA)
Johnson, E. B.	Musgrave	Snyder
Jones (NC)	Myrick	Solis
Jones (OH)	Nadler	Souder
Jordan	Napolitano	Space
Kagen	Neal (MA)	Spratt
Kanjorski	Neugebauer	Stark
Kaptur	Nunes	Stearns
Keller	Oberstar	Stupak
Kennedy	Obey	Sullivan
Kildee	Oliver	Sutton
Kilpatrick	Ortiz	Tancredo
Kind	Pallone	Tanner
King (IA)	Pascarell	Tauscher
King (NY)	Pastor	Taylor
Kingston	Payne	Terry
Kirk	Pearce	Thompson (CA)
Klein (FL)	Pence	Thompson (MS)
Kline (MN)	Perlmutter	Thornberry
Knollenberg	Peterson (MN)	Tiahrt
Kucinich	Peterson (PA)	Tiberi
Kuhl (NY)	Petri	Tierney
LaHood	Pickering	Towns
Lamborn	Pitts	Turner
Lampson	Platts	Udall (CO)
Langevin	Poe	Udall (NM)
Lantos	Pomeroy	Upton
Larsen (WA)	Porter	Van Hollen
Larson (CT)	Price (GA)	Velázquez
Latham	Price (NC)	Visclosky
LaTourette	Przyce (OH)	Walberg
Lee	Putnam	Walden (OR)
Levin	Radanovich	Walsh (NY)
Lewis (GA)	Rahall	Walz (MN)
Lewis (KY)	Ramstad	Wamp
Linder	Rangel	Wasserman
Lipinski	Regula	Schultz
LoBiondo	Rehberg	Waters
Loebsack	Reichert	Watson
Lofgren, Zoe	Renzi	Watt
Lowe	Reyes	Waxman
Lucas	Reynolds	Weiner
Lungren, Daniel	Rodriguez	Welch (VT)
E.	Rogers (AL)	Weldon (FL)
Lynch	Rogers (KY)	Weller
Mack	Rogers (MI)	Westmoreland
Mahoney (FL)	Rohrabacher	Wexler
Maloney (NY)	Ros-Lehtinen	Whitfield
Manzullo	Roskam	Wicker
Marchant	Ross	Wilson (NM)
Markey	Rothman	Wilson (OH)
Marshall	Roybal-Allard	Wilson (SC)
Matheson	Royce	Wolf
Matsui	Ruppersberger	Woolsey
McCarthy (CA)	Rush	Wu
McCarthy (NY)	Ryan (OH)	Wynn
McCaughy (TX)	Ryan (WI)	Yarmuth
McCollum (MN)	Salazar	Young (AK)
McCotter	Sali	Young (FL)
McCrery		

NOT VOTING—11

Bishop (UT)	Davis (KY)	Johnson, Sam
Clarke	Davis, Jo Ann	Lewis (CA)
Cleaver	Feeney	Paul
Crenshaw	Hayes	

□ 1830

Mr. HALL of Texas, Mrs. CUBIN, Mr. SHERMAN, Ms. SLAUGHTER, Mr.

SALI changed their 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.

A motion to reconsider was laid on the table.

Stated for:

Mr. DAVIS of Kentucky. Mr. Speaker, on rollcall No. 819, I was unavoidably detained dealing with a serious health issue with my ill mother who is being prepared for movement to a long-term care facility; had I been present, I would have voted “yea.”

## THE JOURNAL

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the question on agreeing to the Speaker's approval of the Journal, on which the yeas and nays were ordered.

The question is on the Speaker's approval of the Journal.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 216, nays 199, not voting 17, as follows:

[Roll No. 820]

YEAS—216

Abercrombie	Dingell	Lantos
Ackerman	Doggett	Larsen (WA)
Allen	Donnelly	Larson (CT)
Andrews	Doyle	Lee
Arcuri	Edwards	Levin
Baca	Ellison	Lewis (GA)
Baird	Ellsworth	Lipinski
Baldwin	Emanuel	Loebsack
Barrow	Engel	Lofgren, Zoe
Bean	Eshoo	Lowey
Becerra	Etheridge	Lynch
Berkley	Farr	Mahoney (FL)
Berman	Fattah	Maloney (NY)
Berry	Filner	Markey
Bishop (GA)	Frank (MA)	Matheson
Bishop (NY)	Giffords	Matsui
Blumenauer	Gillibrand	McCormack (MN)
Boren	Gonzalez	McDermott
Boswell	Green, Al	McGovern
Boucher	Green, Gene	McIntyre
Boyd (FL)	Grijalva	McNerney
Boyd (KS)	Gutierrez	McNulty
Brady (PA)	Hall (NY)	Meek (FL)
Braley (IA)	Hare	Meeks (NY)
Brown, Corrine	Harman	Melancon
Butterfield	Hastings (FL)	Michaud
Capps	Herseeth Sandlin	Miller (NC)
Capuano	Higgins	Miller, George
Cardoza	Hill	Mitchell
Carnahan	Hinchev	Mollohan
Carson	Hinojosa	Moore (KS)
Castle	Hirono	Moore (WI)
Castor	Hodes	Moran (VA)
Chandler	Holden	Murphy (CT)
Clay	Holt	Murphy, Patrick
Cleaver	Honda	Murtha
Clyburn	Hooley	Nadler
Cohen	Hoyer	Napolitano
Conyers	Inslee	Neal (MA)
Cooper	Israel	Oberstar
Costa	Jackson (IL)	Obey
Costello	Jackson-Lee	Oliver
Courtney	(TX)	Ortiz
Cramer	Johnson (GA)	Pallone
Crowley	Johnson (IL)	Pastor
Cuellar	Johnson, E. B.	Payne
Cummings	Jones (OH)	Perlmutter
Davis (AL)	Kagen	Pomeroy
Davis (CA)	Kaptur	Price (NC)
Davis (IL)	Kennedy	Rahall
Davis, Lincoln	Kildee	Rangel
DeFazio	Kilpatrick	Reyes
DeGette	Kind	Rodriguez
Delahunt	Klein (FL)	Ross
DeLauro	Lampson	Rothman
Dicks	Langevin	Roybal-Allard