

This bipartisan bill needs to pass because the Department of Transportation has got to undertake a process to designate the scenic byways in my district, in Rhode Island, in Louisiana, and throughout this Nation, designate them under this program. This good fix is a message of bipartisanship that the President delivered last night on this floor, and I certainly hope this bill passes.

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

Ms. NORTON. Madam Speaker, you see the bipartisan nature of this bill, and it doesn't require us to appropriate any funds, but we can imagine what States would do with this designation on their own.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill, H.R. 831.

The question was taken.

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

Ms. NORTON. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

## ROUTE 66 CENTENNIAL COMMISSION ACT

Ms. NORTON. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 66) to establish the Route 66 Centennial Commission, to direct the Secretary of Transportation to prepare a plan on the preservation needs of Route 66, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 66

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

### SECTION 1. SHORT TITLE.

This Act may be cited as the "Route 66 Centennial Commission Act".

### SEC. 2. FINDINGS.

Congress makes the following findings:

(1) Route 66 was the Nation's first all-paved highway under the U.S. Highway System connecting the Midwest to California and has played a major role in the history of the United States.

(2) Route 66 was the symbol of opportunity to hundreds of thousands of people seeking escape from the Dust Bowl in the 1930s, serving as a "road to opportunity" in the West and providing employment during the Great Depression, as thousands were put to work on road crews to pave the road.

(3) Route 66 was invaluable in transporting troops, equipment, and supplies across the country to the West, where the government established multiple industries and armed force bases during World War II. Upon the conclusion of the war in 1945, Route 66 was a key route taken by thousands of troops as they returned home.

(4) Route 66 symbolized the Nation's positive outlook during the postwar economic recovery in the 1950s and 1960s, serving as an icon of free-spirited independence and linking people across the United States. During this period, the tourist industry along Route 66 grew tremendously, giving rise to countless tourist courts, motels, service stations, garages, and diners.

(5) Since June 27, 1985, when Route 66 was decommissioned as a Federal highway, the popularity and mythical stature of Route 66 has grown domestically and internationally, as the road has experienced a rebirth of interest and support.

(6) The year 2026 will be the centennial anniversary of Route 66, and a commission should be established to study and recommend to Congress activities that are fitting and proper to celebrate that anniversary in a manner that appropriately honors America's Mother Road.

### SEC. 3. ESTABLISHMENT.

There is established a commission to be known as the Route 66 Centennial Commission (referred to in this Act as the "Commission").

### SEC. 4. DUTIES.

The Commission shall have the following duties:

(1) To study activities that may be carried out by the Federal Government to determine whether the activities are fitting and proper to honor Route 66 on the occasion of its centennial anniversary, including any of the activities described under section 8(b)(2)(B).

(2) To recommend to Congress the activities the Commission considers most fitting and proper to honor Route 66 on such occasion, to be carried out by the Department of Transportation and any other entity or entities within the Federal Government that the Commission considers most appropriate to carry out such activities.

(3) To plan and host, in cooperation with such partners, a conference on the U.S. Numbered Highway System, and assist in the activities of such a conference.

### SEC. 5. MEMBERSHIP.

(a) NUMBER AND APPOINTMENT.—The Commission shall be composed of 19 members appointed as follows:

(1) Three members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President.

(2) Two members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Secretary of Transportation.

(3) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Illinois.

(4) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Missouri.

(5) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Kansas.

(6) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Oklahoma.

(7) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Texas.

(8) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of New Mexico.

(9) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Arizona.

(10) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of California.

(11) Three members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Speaker of the House of Representatives, in consultation with the minority leader of the House of Representatives.

(12) Three members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the majority leader of the Senate, in consultation with the minority leader of the Senate.

(b) QUALIFIED CITIZEN.—A qualified citizen described in this subsection is a private citizen of the United States with—

(1) a demonstrated dedication to educating others about the importance of historical figures and events; and

(2) substantial knowledge and appreciation of Route 66.

(c) TIME OF APPOINTMENT.—Each initial appointment of a member of the Commission shall be made before the expiration of the 120-day period beginning on the date of the enactment of this Act.

(d) CONTINUATION OF MEMBERSHIP.—If a member of the Commission was appointed to the Commission as a Member of Congress, and ceases to be a Member of Congress, that member may continue to serve on the Commission for not longer than the 30-day period beginning on the date that member ceases to be a Member of Congress.

(e) TERMS.—Each member shall be appointed for the life of the Commission.

(f) VACANCIES.—A vacancy in the Commission shall not affect the powers of the Commission but shall be filled in the manner in which the original appointment was made.

(g) BASIC PAY.—Members shall serve on the Commission without pay.

(h) TRAVEL EXPENSES.—Each member shall receive travel expenses, including per diem in lieu of subsistence, in accordance with sections 5702 and 5703 of title 5, United States Code.

(i) QUORUM.—Seven members of the Commission shall constitute a quorum but a lesser number may hold hearings.

(j) CHAIR.—The President, in consultation with the Secretary of Transportation, shall designate one member of the Commission as Chair.

(k) MEETINGS.—The Commission shall meet at the call of the Chair.

### SEC. 6. DIRECTOR AND STAFF.

(a) DIRECTOR.—The Commission may appoint and fix the pay of a Director and such additional personnel as the Commission considers to be appropriate.

(b) APPLICABILITY OF CERTAIN CIVIL SERVICE LAWS.—

(1) DIRECTOR.—The Director of the Commission may be appointed without regard to the provisions of title 5, United States Code, governing appointments in the competitive service, and may be paid without regard to the provisions of chapter 51 and subchapter III of chapter 53 of that title relating to classification and General Schedule pay rates.

(2) STAFF.—The staff of the Commission shall be appointed subject to the provisions of title 5, United States Code, governing appointments in the competitive service, and shall be paid in accordance with the provisions of chapter 51 and subchapter III of chapter 53 of that title relating to classification and General Schedule pay rates.

### SEC. 7. POWERS.

(a) HEARINGS AND SESSIONS.—The Commission may, for the purpose of carrying out this Act, hold such hearings, sit and act at

such times and places, take such testimony, and receive such evidence as the Commission considers to be appropriate.

(b) **POWERS OF MEMBERS AND AGENTS.**—Any member or agent of the Commission may, if authorized by the Commission, take any action that the Commission is authorized to take by this Act.

(c) **OBTAINING OFFICIAL DATA.**—The Commission may secure directly from any department or agency of the United States information necessary to enable the Commission to carry out this Act. Upon request of the Chair of the Commission, the head of that department or agency shall furnish that information to the Commission.

(d) **MAILS.**—The Commission may use the United States mails in the same manner and under the same conditions as other departments and agencies of the United States.

(e) **ADMINISTRATIVE SUPPORT SERVICES.**—Upon the request of the Commission, the Administrator of General Services shall provide to the Commission, on a reimbursable basis, the administrative support services necessary for the Commission to carry out its responsibilities under this Act.

#### **SEC. 8. REPORTS.**

(a) **INTERIM REPORTS.**—The Commission may submit to Congress such interim reports as the Commission considers to be appropriate.

(b) **COMPREHENSIVE REPORT.**—

(1) **IN GENERAL.**—Not later than 5 years after the date of enactment of this Act, the Commission shall submit to the President and Congress a report incorporating specific recommendations for the commemoration of the centennial of Route 66 and related events.

(2) **CONTENTS OF REPORT.**—The report under paragraph (1)—

(A) shall include recommendations for the allocation of financial and administrative responsibility among the public and private authorities and organizations recommended for participation by the Commission; and

(B) may recommend activities such as—

(i) the production, publication, and distribution of books, pamphlets, films, electronic publications, and other educational materials focusing on the history and impact of Route 66 on the United States and the world;

(ii) bibliographical and documentary projects, publications, and electronic resources;

(iii) conferences, convocations, lectures, seminars, and other programs;

(iv) the development of programs by and for libraries, museums, parks, and historic sites, including national traveling exhibitions;

(v) ceremonies and celebrations commemorating specific events;

(vi) the production, distribution, and performance of artistic works, and of programs and activities, focusing on the national and international significance of Route 66; and

(vii) the issuance of commemorative coins, medals, certificates of recognition, and postage stamps.

(c) **FINAL REPORT.**—The Commission shall submit to the President and Congress a final report not later than 90 days before the termination of the Commission provided in section 10.

#### **SEC. 9. PLAN ON PRESERVATION NEEDS OF ROUTE 66.**

(a) **IN GENERAL.**—The Secretary of Transportation, in consultation with the Governors referred to in section 5(a), shall prepare a plan on the preservation needs of Route 66.

(b) **REPORT TO CONGRESS.**—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to the Com-

mittee on Transportation and Infrastructure of the House of Representatives, the Committee on Environment and Public Works of the Senate, and the President a report containing the plan prepared under subsection (a).

#### **SEC. 10. TERMINATION.**

The Commission shall terminate not later than June 30, 2027.

The **SPEAKER** pro tempore. Pursuant to the rule, the gentlewoman from the District of Columbia (Ms. **NORTON**) and the gentleman from Illinois (Mr. **RODNEY DAVIS**) each will control 20 minutes.

The Chair recognizes the gentlewoman from the District of Columbia.

#### **GENERAL LEAVE**

Ms. **NORTON**. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 66.

The **SPEAKER** pro tempore. Is there objection to the request of the gentlewoman from the District of Columbia?

There was no objection.

Ms. **NORTON**. Madam Speaker, I rise in support of H.R. 66. This bill establishes a Route 66 Centennial Commission to develop and plan a fitting celebration of the 100th anniversary of America's Mother Road, as it is called.

U.S. Route 66 was established November 11, 1926. The 2,448-mile highway originally ran from Chicago, Illinois, to Los Angeles, California, and passed through Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona in between.

A precursor of the interstate system, this route was born out of the need for greater connectivity in our Nation after the rise of automobile ownership. Disparate segments of roads and paths were woven into a cohesive highway that offered Americans unparalleled ease of mobility.

The historic route has carried Americans of all stripes, from migrants during the Dust Bowl of the 1930s to curious road trippers following in the footsteps of Jack Kerouac.

While Route 66 became largely obsolete after completion of the interstate system, it holds a unique place in our Nation's surface transportation history. The story of Route 66 serves as an important reminder as to why our interconnected system of roads is vital and why we can never devolve to a piecemeal approach to surface transportation policy.

This bipartisan bill is led by Representative **DAVIS**, the ranking member of the Highways and Transit Subcommittee, and has bipartisan cosponsorship among Transportation and Infrastructure Committee members, including Representatives **NAPOLITANO** and **LIPINSKI**, and I am proud to be a cosponsor as well. I support H.R. 66 and urge my colleagues join me in passing this legislation.

Madam Speaker, I reserve the balance of my time.

Mr. **RODNEY DAVIS** of Illinois. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I am honored to be here today.

I recognize the chairperson of the Highways and Transit Subcommittee and thank her for her support, Ms. **HOLMES NORTON**. I appreciate her support on this issue. As her ranking member on the committee, I look forward to working with her in a very bipartisan way to make sure that we put infrastructure first when it comes to the United States of America, and I congratulate her on her chairmanship.

I thank my colleague who has joined us on the floor, my partner in getting this bill passed in the last Congress, too, **GRACE NAPOLITANO**. We kind of sit on both sides of Route 66: I in central Illinois, and Mrs. **NAPOLITANO** on the far west side with a lot more ocean air than in the middle of Illinois in her district near Santa Monica, California.

As you know, Madam Speaker, I rise today in support of H.R. 66.

I thank the Speaker of the House for giving us this designation of H.R. 66 because it is very important for the historical context of this bill that creates the Route 66 Centennial Commission.

I am proud to have Route 66 run right through the middle of my district. As you know, in 1926, Route 66 became our Nation's first all-paved highway under the U.S. highway system, connecting Chicago, Illinois, which is about 3 hours north of me. Right through the middle of the 13th District in Illinois runs this road.

Early on, this road, of course, ended in Santa Monica, California, but it was used by hundreds of thousands of Americans, as Ms. **NORTON** said, seeking escape from the Dust Bowl. It provided critical employment opportunities for road crews and infrastructure investment during our Great Depression.

During World War II, our highway transported troops, equipment, supplies to military bases across our country, and it was used after the war by thousands of troops coming home to see their families.

By the 1950s, Route 66 began to see a rise in tourism and became the true symbol of American freedom and independence that we know today.

In April of 2017, my colleague from central Illinois, **DARIN LAHOOD**, and I went on an extended tour along with numerous State legislators in Illinois, like my good friend Representative **Tim Butler** and my State representative, **Avery Bourne**, and we toured the stretches of Route 66 that we share.

I had the opportunity to personally witness the economic impact of the Mother Road throughout my district and throughout Congressman **LAHOOD**'s district. It supports many jobs and key economic activity in many of our smaller rural communities that we are blessed enough to represent. This keeps many of those communities alive, economically.

Now travelers along Route 66 in my district can see a giant pink elephant. It is a big statue. You can't miss it

even when you are traveling on Interstate 55. But what you also can see there on a Sunday afternoon, because of the tourists and tourism opportunities along Route 66, the parking lot at the Pink Elephant Antique Mall and the diner attached to it in the small town of Livingston, Illinois, is packed. I took my family there to eat lunch not too long ago, and you could barely find a parking spot on a Sunday afternoon.

You can also stop in Edwardsville, Illinois, at the Wildey Theatre, and you can experience the same theater experience that many in the 1950s experienced right in Edwardsville, Illinois. That theater opened in 1909, and it has been redone.

I got to stop by Jungle Jim's breakfast in Springfield, too. I got some good food, got some good pancakes; just don't eat too many of them.

These are just a few of the thousands of local businesses along Route 66, which is why this bill is so important. This is a system of not just roadways and trail paths.

I want to make sure that we give this route what it deserves in our Nation's history. That is what this bill will do. That is why I am so supportive. I am glad to be an original author of this bill.

I thank, again, my colleague, Mrs. NAPOLITANO, and I look forward to her remarks.

Madam Speaker, I reserve the balance of my time.

Ms. NORTON. Madam Speaker, I yield as much time as she may consume to the gentlewoman from California (Mrs. NAPOLITANO), my good friend, who is a Democratic cosponsor of this bill.

Mrs. NAPOLITANO. Madam Speaker, I thank Ms. NORTON for that great introduction.

Madam Speaker, I rise in strong support of H.R. 66, the Route 66 Centennial Commission Act, and I thank Mr. DAVIS for being so kind as to begin the sponsorship of this bill because it is something that we all share, and we are proud of it.

□ 1300

I also want to thank Chairman DEFAZIO and Ranking Member GRAVES for their support in moving this bill quickly in this Congress. Last Congress, we put it through—we almost got it through. But here we are again, and we hope this time it will go through.

Route 66 runs east to west through my whole district as Foothill Boulevard and Huntington Drive in the cities of La Verne, San Dimas, Azusa, Duarte, and Monrovia.

My district's restaurants include great food, tacos, Mexican food, Asian food, and great meals. And I challenge my friend to come and visit us, so we can take him through the whole area.

The shops and businesses, like so many others dotting the interstate, from the heartland to the West Coast, provide rest breaks for travelers, allow-

ing them to sample local flavors of the communities that are proud to be connected with this iconic road.

The city of Duarte, home to the fabulous City of Hope, a cancer treatment center, also celebrates Route 66 every September with a parade of classic cars, equestrian groups, marching bands, and the whole gamut. In fact, Route 66 signs have been a part of these communities for many years.

The theme of the Los Angeles County Fair last year was Route 66, with memorabilia and Route 66-themed movie nights. They also have indicated strong support for again, next year, highlighting Route 66, so that more people can be made aware of how important this route is.

States and local governments across the country are reinvesting in Route 66 as an icon of American history and culture. The Federal Government should be involved in this effort as well.

H.R. 66 creates a national commission to recommend activities to commemorate the 100th anniversary of Route 66 in the year 2026. It will also direct the Department of Transportation to develop a plan on the preservation of Route 66. The Department is required to consult with the eight States through which it travels, which include California, Arizona, New Mexico, Texas, Oklahoma, Kansas, Missouri, and Illinois.

Madam Speaker, Route 66 is a significant part of America's past, but it also continues to provide transportation, economic, and community benefits to our societies today. We must continue to improve this historic road so that many more generations can, in the words of Chuck Berry, get their kicks on Route 66.

Madam Speaker, I ask my colleagues to support H.R. 66, not only because it is the right thing to do, but it is a preservation of an iconic portion of our history in the United States.

Mr. RODNEY DAVIS of Illinois. Madam Speaker, may I inquire how much time I have remaining.

The SPEAKER pro tempore. The gentleman from Illinois has 15½ minutes remaining.

Mr. RODNEY DAVIS of Illinois. 15½ minutes. Awesome. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, look, we can't say much more about this bill. This is another true example of bipartisanship. This is what we do together in this institution to ensure that historical areas like Route 66 that span this great Nation are given the recognition that they deserve.

This road, from Chicago to Santa Monica, California, that I have yet to take up—my colleague, Mrs. NAPOLITANO, has offered to drive the entire distance on Route 66. Maybe we will have to do this during the 100-year anniversary that this bill allows us to plan for.

Let's give Route 66 its due. Let's think of the small-town communities

that rely upon the mother road to survive. Let's continue to work together, like we are today, to put good bills through the House to the Senate. And let's get the President to sign them into law.

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

Ms. NORTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I certainly associate myself with my colleague's remarks on this bill.

Madam Speaker, I am accustomed to historic places in the District of Columbia, because I represent the Nation's Capital. But I love the notion of a historic road, to understand how we built our country.

I particularly think it is appropriate for us to be considering this bill this year when we have to consider a new transportation bill. As we consider the movement from east to west, this bill reminds us of how we got there, and we can't let such historic places—in this case, a road—just float from our memory. We have to do all we can to keep a road like Route 66 alive, as we do here in the District of Columbia, to keep the monuments a part of American history.

I certainly appreciate the opening remarks, as well, of our new ranking member, Mr. RODNEY DAVIS. Our Transportation and Infrastructure Committee has been the most bipartisan committee in the entire Congress, and with Mr. DAVIS as ranking member of the subcommittee, I anticipate that it will continue to be.

Madam Speaker, I have no more speakers on my side, so I yield back the balance of my time.

Mr. WATKINS. Madam Speaker, I am pleased to support H.R. 66, which would establish the Route 66 Centennial Commission.

The historic Route 66, The Main Street of America, travels through Galena, Riverton, and Baxter Springs, Kansas in my district.

While the 13 miles of Route 66 in Kansas may be the shortest stretch, it certainly has its fair share of history and beauty.

From inspiring the animated movie character "Tow Mater" in Cars, to being the very definition of "the open road".

Route 66 is a staple of hometown America—and there is no better representation of hometown America than in these three South-east Kansas communities.

Route 66 is not only an economic driver, it is part of the identity of the community.

I am thrilled to see Congress is taking proactive steps towards the revitalization and preservation of Route 66 and I urge my colleagues to join me in support of this legislation.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill, H.R. 66.

The question was taken.

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

Ms. NORTON. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered. The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 1 o'clock and 6 minutes p.m.), the House stood in recess.

□ 1331

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Ms. KUSTER of New Hampshire) at 1 o'clock and 31 minutes p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed.

Votes will be taken in the following order:

Motion to suspend the rules and pass H.R. 831; and

Motion to suspend the rules and pass H.R. 66.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, the second electronic vote will be conducted as a 5-minute vote.

REVIVING AMERICA'S SCENIC BYWAYS ACT OF 2019

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 831) to direct the Secretary of Transportation to request nominations for and make determinations regarding roads to be designated under the national scenic byways program, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 404, nays 19, not voting 9, as follows:

[Roll No. 66]  
YEAS—404

Abraham	Axne	Beatty
Adams	Babin	Bera
Aderholt	Bacon	Bergman
Aguilar	Baird	Beyer
Allen	Balderson	Bilirakis
Allred	Banks	Bishop (GA)
Amodei	Barr	Blumenauer
Armstrong	Barragan	Blunt Rochester
Arrington	Bas	Bonamici

Bost	Gabbard	Lowey	Schrier	Stewart	Wagner
Boyle, Brendan F.	Gaetz	Lucas	Schweikert	Stivers	Walberg
Brady	Gallagher	Luetkemeyer	Scott (VA)	Suzuki	Walden
Brindisi	Gallo	Lujan	Scott, Austin	Swalwell (CA)	Walker
Brooks (AL)	Garamendi	Luria	Scott, David	Takano	Walorski
Brooks (IN)	Garcia (IL)	Lynch	Sensenbrenner	Taylor	Waltz
Brown (MD)	Garcia (TX)	Malinowski	Serrano	Thompson (CA)	Wasserman
Brownley (CA)	Gianforte	Maloney,	Sewell (AL)	Thompson (MS)	Schultz
Buchanan	Gibbs	Carolyn B.	Shalala	Thompson (PA)	Waters
Bucshon	Golden	Maloney, Sean	Sherman	Thornberry	Watkins
Budd	Gomez	Marchant	Sherrill	Timmons	Watson Coleman
Burchett	Gonzalez (OH)	Marshall	Shimkus	Tipton	Weber (TX)
Bustos	Gonzalez (TX)	Mast	Simpson	Titus	Webster (FL)
Butterfield	Gooden	Matsui	Sires	Tlaib	Welch
Byrne	Gottheimer	McAdams	Slotkin	Tonko	Wenstrup
Calvert	Granger	McBath	Smith (MO)	Torres (CA)	Westerman
Carbajal	Graves (GA)	McCarthy	Smith (NE)	Torres Small (NM)	Wexton
Cardenas	Graves (LA)	McCaul	Smith (NJ)	Trahan	Wild
Carson (IN)	Graves (MO)	McCollum	Smith (WA)	Trone	Wilson (SC)
Carter (GA)	Green (TN)	McEachin	Smucker	Turner	Wittman
Carter (TX)	Green (TX)	McGovern	Soto	Underwood	Womack
Cartwright	Griffith	McHenry	Spano	Upton	Woodall
Case	Grijalva	McKinley	Speier	Van Drew	Wright
Casten (IL)	Guest	McNerney	Stanton	Vargas	Yarmuth
Castor (FL)	Guthrie	Meadows	Staubert	Veasey	Yoho
Castro (TX)	Haaland	Meeks	Stefanik	Vela	Young
Chabot	Hagedorn	Meng	Steil	Velazquez	Zeldin
Cheney	Harder (CA)	Meuser	Stevens	Visclosky	
Chu, Judy	Hartzler	Miller			
Cicilline	Hastings	Mitchell			
Cisneros	Hayes	Moolenaar			
Clark (MA)	Heck	Mooney (WV)	Amash	Gosar	McClintock
Clarke (NY)	Herrera Beutler	Moore	Biggs	Grothman	Perry
Clay	Higgins (LA)	Morille	Buck	Harris	Rice (SC)
Cleaver	Higgins (NY)	Moulton	Burgess	Hern, Kevin	Roy
Cline	Hill (AR)	Mucarsel-Powell	Cloud	Hice (GA)	Williams
Clyburn	Hill (CA)	Mullin	Davidson (OH)	Jordan	
Cohen	Himes	Murphy	Gohmert	Massie	
Cole	Holding	Nadler			
Collins (GA)	Hollingsworth	Napolitano			
Collins (NY)	Horn, Kendra S.	Neal	Bishop (UT)	Hoyer	Roybal-Allard
Comer	Horsford	Neguse	Dingell	Jones	Steube
Conaway	Houlahan	Newhouse	Fudge	Krishnamoorthi	Wilson (FL)
Connolly	Hudson	Norcross			
Cook	Huffman	Norman			
Cooper	Huizenga	Nunes			
Correa	Hunter	O'Halleran			
Costa	Hurd (TX)	Ocasio-Cortez			
Courtney	Jackson Lee	Olson			
Cox (CA)	Jayapal	Omar			
Craig	Jeffries	Palazzo			
Crawford	Johnson (GA)	Pallone			
Crenshaw	Johnson (LA)	Palmer			
Crist	Johnson (OH)	Panetta			
Crow	Johnson (SD)	Pappas			
Cuellar	Johnson (TX)	Pascarell			
Cummings	Joyce (OH)	Payne			
Cunningham	Joyce (PA)	Pence			
Curtis	Kaptur	Perlmutter			
Davids (KS)	Katko	Peters			
Davis (CA)	Keating	Peterson			
Davis, Danny K.	Kelly (IL)	Phillips			
Davis, Rodney	Kelly (MS)	Pingree			
Dean	Kelly (PA)	Pocan			
DeFazio	Kennedy	Porter			
DeGette	Khanna	Posey			
DeLauro	Kildee	Pressley			
DelBene	Kilmer	Price (NC)			
Delgado	Kim	Quigley			
Demings	Kind	Raskin			
DesSaulnier	King (IA)	Ratcliffe			
DesJarlais	King (NY)	Reed			
Deutch	Kinzinger	Reschenthaler			
Diaz-Balart	Kirkpatrick	Rice (NY)			
Doggett	Kuster (NH)	Richmond			
Doyle, Michael F.	Kustoff (TN)	Riggleman			
Duffy	LaHood	Roby			
Duncan	LaMalfa	Rodgers (WA)			
Dunn	Lamb	Roe, David P.			
Emmer	Lamborn	Rogers (AL)			
Engel	Langevin	Rogers (KY)			
Escobar	Larsen (WA)	Rooney (FL)			
Eshoo	Larson (CT)	Rose (NY)			
Espallat	Latta	Rose, John W.			
Estes	Lawrence	Rouda			
Evans	Lawson (FL)	Rouzer			
Ferguson	Lee (CA)	Ruiz			
Finkenauer	Lee (NV)	Ruppersberger			
Fitzpatrick	Lesko	Rush			
Fleischmann	Levin (CA)	Rutherford			
Fletcher	Levin (MI)	Ryan			
Flores	Lewis	Sánchez			
Fortenberry	Lieu, Ted	Sarbanes			
Foster	Lipinski	Scalise			
Foxx (NC)	Loeb sack	Scanlon			
Frankel	Long	Schakowsky			
Fulcher	Loudermilk	Schiff			
	Lowenthal	Schneider	Abraham	Aderholt	Allred
		Schrader	Adams	Aguilar	Amodei

Stewart	Wagner
Stivers	Walberg
Suzuki	Walden
Swalwell (CA)	Walker
Takano	Walorski
Taylor	Waltz
Thompson (CA)	Wasserman
Thompson (MS)	Schultz
Thompson (PA)	Waters
Thornberry	Watkins
Timmons	Watson Coleman
Tipton	Weber (TX)
Titus	Webster (FL)
Tlaib	Welch
Tonko	Wenstrup
Torres (CA)	Westerman
Torres Small (NM)	Wexton
Trahan	Wild
Trone	Wilson (SC)
Turner	Wittman
Underwood	Womack
Upton	Woodall
Van Drew	Wright
Vargas	Yarmuth
Veasey	Yoho
Vela	Young
Velazquez	Zeldin
Visclosky	

NAYS—19

Amash	Gosar	McClintock
Biggs	Grothman	Perry
Buck	Harris	Rice (SC)
Burgess	Hern, Kevin	Roy
Cloud	Hice (GA)	Williams
Davidson (OH)	Jordan	
Gohmert	Massie	

NOT VOTING—9

Bishop (UT)	Hoyer	Roybal-Allard
Dingell	Jones	Steube
Fudge	Krishnamoorthi	Wilson (FL)

□ 1358

Messrs. HICE of Georgia, GROTHMAN, and HARRIS changed their vote from "yea" to "nay."

Messrs. COURTNEY and BABIN changed their vote from "nay" to "yea."

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

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ROUTE 66 CENTENNIAL COMMISSION ACT

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 66) to establish the Route 66 Centennial Commission, to direct the Secretary of Transportation to prepare a plan on the preservation needs of Route 66, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 399, nays 22, not voting 11, as follows:

[Roll No. 67]  
YEAS—399

Abraham	Aderholt	Allred
Adams	Aguilar	Amodei