

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 12 minutes p.m.), the House stood in recess.

□ 1451

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Ms. ROS-LEHTINEN) at 2 o'clock and 51 minutes p.m.

TRANSPORTATION REPORTS
ELIMINATION ACT OF 2013

Mr. SHUSTER. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 3628) to eliminate certain unnecessary reporting requirements and consolidate or modify others, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3628

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 "Transportation Reports Elimination Act of 2013".

SEC. 2. ELIMINATION OF CERTAIN REPORTING REQUIREMENTS.

(a) DEPARTMENT OF TRANSPORTATION.—
(1) AIR TRAFFIC SERVICES COMMITTEE REPORTS.—Section 106(p)(7) of title 49, United States Code, is amended—

(A) by striking subparagraph (H); and
(B) by redesignating subparagraph (I) as subparagraph (H).

(2) ANNUAL SUMMARIES OF FINANCIAL REPORTS.—Subsection (k) of section 47107 of title 49, United States Code, is repealed.

(3) PIPELINE SAFETY INFORMATION GRANTS TO COMMUNITIES ANNUAL REPORT.—Section 60130 of title 49, United States Code, is amended—

(A) by striking subsection (c); and
(B) by redesignating subsection (d) as subsection (c).

(4) PILOT PROGRAM FOR INNOVATIVE FINANCING OF AIR TRAFFIC CONTROL EQUIPMENT ANNUAL REPORT.—Section 182 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 44502 note) is amended—

(A) by striking subsection (e); and
(B) by redesignating subsection (f) as subsection (e).

(5) JUSTIFICATION FOR AIR DEFENSE IDENTIFICATION ZONE.—Section 602 of the Vision 100—Century of Aviation Reauthorization Act (Public Law 108-176; 117 Stat. 2563), and the item relating to that section in the table of contents in section 1(b) of that Act, are repealed.

(6) STANDARDS FOR AIRCRAFT AND AIRCRAFT ENGINES TO REDUCE NOISE LEVELS ANNUAL REPORT.—Section 726 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (49 U.S.C. 47508 note) is amended by striking subsection (c).

(b) ENVIRONMENTAL PROTECTION AGENCY.—
(1) GREAT LAKES MANAGEMENT COMPREHENSIVE REPORT.—Section 118(c) of the Federal Water Pollution Control Act (33 U.S.C. 1268(c)) is amended—

(A) by striking paragraph (10); and
(B) by redesignating paragraphs (11), (12), and (13) as paragraphs (10), (11), and (12), respectively.

(2) GENERAL ASSISTANCE PROGRAM REPORT TO CONGRESS.—The Indian Environmental General Assistance Program Act of 1992 (42 U.S.C. 4368b) is amended by striking subsection (1).

(3) RESEARCH PROGRAM RESPECTING OCEAN DUMPING AND OTHER METHODS OF WASTE DISPOSAL REPORT BY ADMINISTRATOR.—Section 204 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1444) is amended—

(A) by striking subsection (b); and
(B) by redesignating subsection (c) as subsection (b).

SEC. 3. CONSOLIDATION OR MODIFICATION OF CERTAIN REPORTS.

(a) MARINE SAFETY REPORT TO CONGRESS.—
(1) CONSOLIDATION.—Section 2116(d)(2)(B) of title 46, United States Code, is amended by striking "under subsection (b); and" and inserting "under subsection (b), which shall include an identification of—

"(i) the number of civilian and military Coast Guard personnel assigned to marine safety positions; and

"(ii) marine safety positions that are understaffed for purposes of facilitating the strategy and achieving the goals described in subsection (a); and".

(2) CONFORMING AMENDMENTS.—Section 57 of title 14, United States Code, is amended—

(A) by striking subsection (e); and
(B) by redesignating subsections (f), (g), and (h) as subsections (e), (f), and (g), respectively.

(b) MARITIME TRANSPORTATION SECURITY ANNUAL REPORT.—

(1) CONSOLIDATION.—Section 70103 of title 46, United States Code, is amended by adding at the end the following:

"(f) ANNUAL REPORT.—On the date on which the President submits to Congress a budget pursuant to section 1105 of title 31, the Secretary of the department in which the Coast Guard is operating shall submit to the Committee on Homeland Security and the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes—

"(1) with respect to the last full fiscal year preceding the report—

"(A) a summary of—
"(i) security standards established pursuant to this section; and

"(ii) the level of compliance and steps taken to ensure compliance by ports, terminals, vessel operators, and shippers with respect to security standards established pursuant to this section; and

"(B) a statement of the number of—

"(i) security zones established for vessels containing especially hazardous cargo; and

"(ii) vessels containing especially hazardous cargo provided a waterborne security escort, subdivided by Federal, State, local, or private security provider; and

"(2) an assessment of any additional vessels, personnel, infrastructure, or other resources that may be necessary to provide waterborne escorts to vessels containing especially hazardous cargo for which a security zone is established."

(2) CONFORMING AMENDMENTS.—

(A) ESPECIALLY HAZARDOUS CARGO.—Section 70103(e) of title 46, United States Code, is amended by striking paragraph (2) and inserting the following:

"(2) ESPECIALLY HAZARDOUS CARGO DEFINED.—In this subsection and subsection (f), the term 'especially hazardous cargo' means anhydrous ammonia, ammonium nitrate, chlorine, liquefied natural gas, liquefied petroleum gas, and any other substance, material, or group or class of material, in a particular amount and form that the Secretary determines by regulation poses a significant

risk of creating a transportation security incident while being transported in maritime commerce."

(B) VESSEL AND INTERMODAL SECURITY REPORTS.—Section 809 of the Coast Guard and Maritime Transportation Act of 2004 (46 U.S.C. 70101 note) is amended—

(i) in subsection (a) by striking "and (j)" and inserting "and (i)";

(ii) by striking subsection (i); and

(iii) by redesignating subsections (j) and (k) as subsections (i) and (j), respectively.

(c) MODIFICATIONS.—

(1) INFRASTRUCTURE INVESTMENT NEEDS REPORT.—Section 503(b)(8)(A) of title 23, United States Code, is amended by striking "July 31, 2013, and July 31" and inserting "July 31, 2014, and July 31".

(2) REPORTS TO CONGRESS.—Section 609 of title 23, United States Code, is amended—

(A) in subsection (a) by striking "June 1, 2012," and inserting "June 1, 2014,"; and

(B) in subsection (b)(1) by striking "December 1, 2012," and inserting "December 1, 2014,".

(3) PUBLIC MASS TRANSPORTATION SYSTEMS REPORT.—Section 308(e)(1) of title 49, United States Code, is amended by striking "March 1998, and in March" and inserting "July 2014, and in July".

(4) EVALUATION AND AUDIT OF NATIONAL TRANSPORTATION SAFETY BOARD.—Section 1138(a) of title 49, United States Code, is amended by striking "at least annually, but may be conducted".

(5) BRIEFINGS.—Section 20017(b)(6) of MAP-21 (49 U.S.C. 5324 note; 126 Stat. 706) is amended—

(A) in subparagraph (A) by inserting after "the Senate" the following: "and the Committee on Transportation and Infrastructure of the House of Representatives"; and

(B) in subparagraph (B) by inserting after "the Senate" the following: "and the Committee on Transportation and Infrastructure of the House of Representatives".

SEC. 4. PAPERLESS REPORTS.

(a) RAILWAY-HIGHWAY CROSSINGS ANNUAL REPORT.—Section 130(g) of title 23, United States Code, is amended by striking the third sentence and inserting the following: "The Secretary shall make available to the public on the Web site of the Department of Transportation, not later than April 1, 2014, and every 2 years thereafter, a report on the progress being made by the State in implementing projects to improve railway-highway crossings."

(b) NATIONAL BRIDGE AND TUNNEL INVENTORY REPORT.—Section 144(d)(1)(B) of title 23, United States Code, is amended by striking "submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate" and inserting "make available to the public on the Web site of the Department of Transportation".

(c) SURFACE TRANSPORTATION PROJECT DELIVERY PROGRAM REPORT.—Section 327 of title 23, United States Code, is amended by striking subsection (i) and inserting the following:

"(i) REPORT.—The Secretary shall make available to the public on the Web site of the Department of Transportation an annual report that describes the administration of the program."

(d) HIGHWAY SAFETY PROGRAMS BIENNIAL REPORT.—Section 402(n) of title 23, United States Code, is amended—

(1) by striking "TO CONGRESS" in the subsection heading; and

(2) in the matter preceding paragraph (1) by striking "submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the

Committee on Commerce, Science, and Transportation of the Senate” and inserting “make available to the public on the Web site of the Department of Transportation a report”.

(e) IN-VEHICLE ALCOHOL DETECTION DEVICE RESEARCH REPORTS.—Section 403(h)(4) of title 23, United States Code, is amended by striking “submit an annual report to the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and Committee on Science, Space, and Technology of the House of Representatives” and inserting “make available to the public on the Web site of the Department of Transportation an annual report”.

(f) NATIONAL ITS PROGRAM PLAN REPORTING.—Section 512(b) of title 23, United States Code, is amended by striking “submitted” and all that follows through the period at the end and inserting “made available to the public, and updated biennially, on the Web site of the Department of Transportation.”.

(g) ADVISORY COMMITTEE REPORT.—Section 515(h)(4) of title 23, United States Code, is amended—

(1) by striking “of each year after the date of enactment of the Transportation Research and Innovative Technology Act of 2012,” and inserting “, 2014, and biennially thereafter.”;

(2) by striking “submit to Congress” and inserting “make available to the public on the Web site of the Department of Transportation”; and

(3) in subparagraph (A) by striking “calendar year” and inserting “2 calendar years”.

(h) NATIONAL FERRY DATABASE UPDATE REPORT.—Section 1801(e)(3) of SAFETEA-LU (23 U.S.C. 129 note) is amended by inserting “and shall make any such modified report available to the public on the Web site of the Department” before the period at the end.

(i) HIGH-RISK RURAL ROADS BEST PRACTICES REPORT.—Section 1112(b)(2)(A) of MAP-21 (23 U.S.C. 148 note) is amended by striking “submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives” and inserting “make available to the public on the Web site of the Department”.

(j) COMPLETION TIME ASSESSMENT REPORT.—Section 1323(a)(2) of MAP-21 (126 Stat. 553) is amended by striking “submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate” and inserting “make available to the public on the Web site of the Department”.

(k) ADDITIONAL REPORT.—Section 1323(b) of MAP-21 (126 Stat. 554) is amended by striking “submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate” and inserting “make available to the public on the Web site of the Department”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentlewoman from Connecticut (Ms. ESTY) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. SHUSTER. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 3628.

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

There was no objection.

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

H.R. 3628 eliminates, consolidates, and modifies 27 congressionally mandated reporting requirements of the executive branch agencies that fall within the jurisdiction of the Committee on Transportation and Infrastructure.

This bill does not reduce the congressional oversight of the affected agencies. Instead, it rids the agencies of outdated reporting requirements that are no longer utilized or have been replaced by different methods of information collected, thus enabling the agencies to concentrate on more pressing aspects of their mission.

This legislation also consolidates and modifies certain existing reporting requirements, bringing consistency across law and regulation, eliminating duplicative and wasteful efforts, making technical corrections, and improving the ability of Congress to conduct effective oversight.

This legislation makes several reporting requirements digital, resulting in reduced production and delivery cost, expedited delivery, and more useful and interactive formats. Additionally, the reports will now be made publicly available, enhancing transparency. According to the CBO this legislation could reduce the administrative costs of these agencies.

This legislation is a basic, good-government, fiscally sound bill that just makes sense. I urge my colleagues to support this bipartisan bill, and I reserve the balance of my time.

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

I rise here today in strong support of H.R. 3628, the Transportation Reports Elimination Act of 2013. The Committee on Transportation and Infrastructure unanimously reported this bill by voice vote last month.

The Government Performance and Results Modernization Act of 2010 requires the Office of Management and Budget, OMB, to publish a list of congressionally mandated plans and reports that it considers outdated or duplicative. On January 8, 2013, OMB published a list of 376 reports that it proposed for elimination or consolidation.

The Committee on Transportation and Infrastructure reviewed a list of reports this fall within the committee's jurisdiction and agreed that some of these reports are indeed outdated or duplicative. H.R. 3628 is a bipartisan bill that eliminates, consolidates, and modifies 27 congressionally mandated reports.

Madam Speaker, this bill will save taxpayer dollars while improving government proficiency and performance. The bill eliminates several reporting requirements that are outdated or duplicative, freeing up valuable staff resources for the affected agency to per-

form more important oversight activities. The bill also consolidates and modifies certain existing reporting requirements to create greater consistency across statutes and regulations.

Finally, the bill allows several reports to be posted on the agency's Web site and not formally submitted to Congress, saving time and taxpayer dollars. This process will further save taxpayer dollars by reducing production and delivery of weighty government reports. Additionally, taxpayers will also benefit from information posted in a more timely and interactive format, increasing transparency and ease of access.

This is a bipartisan bill for smarter, cheaper, more transparent government. I urge my colleagues to join me in supporting H.R. 3628, and I reserve the balance of my time.

Mr. SHUSTER. Madam Speaker, again, I appreciate my colleague's support on this, and, as mentioned, this was reported out of the Committee on Transportation and Infrastructure unanimously.

But I also want to point out a couple of these reports just to drive home the point of how unnecessary some of these reports are, and were, and that's why we were eliminating them.

For instance, in the Department of Transportation, the Air Traffic Services Committee Report. The Air Traffic Services Committee has not met for more than 2 years. As such, no report has been submitted to Congress in that time. Additionally, since its creation in 2003, many other committees and boards have created the report and it is no longer needed. That, for instance, is one.

The Pipeline Safety Information Grants to Communities Annual Report, sounds important, is important, but we recommended the elimination by OMB. This information is online, so it is more timely for Americans to be able to get online and review this type of report.

The Pilot Program for Innovative Financing of Air Traffic Control Equipment Annual Report, the report was required to supplement innovative air traffic control systems being tested 9 years ago. The tests have long since been completed, and, therefore, there is no report that is required.

Again, the list goes on and on. The Standards for Aircraft—aircraft engines to reduce noise levels—Annual Report requires an annual report in the implementation of new technologies to decrease aircraft noise levels. Since then, the FAA has updated noise requirements to meet stage 4 standards; therefore, again, this report is no longer required.

Again, we go through, and there are 27 in total that we have eliminated. We haven't been quantified as to how much savings, but there certainly is going to be hundreds of thousands—if not millions—of dollars saved by eliminating these reports. As I said, many of these reports you can get online now

and see them quickly and efficiently and the most up-to-date reporting.

And with that, I reserve the balance of my time.

Ms. ESTY. Madam Speaker, again, this is one of those ultrarare instances where we have bipartisan support, where we can save money, improve efficiency, and have greater transparency and accessibility to taxpayers.

I wanted to flag just a couple of other items that illustrate this point.

We are going to be taking up the surface transportation bill, a very important bill coming up later this year. Well, some of the reports related to that bill have to do with the infrastructure investment need. That report has always come at the wrong time. It has come after we have already looked at the highway transportation bill. So this bill, among other things, aligns the reports to be available and ready for Congress, ready for stakeholders, ready for the public to evaluate at the time we are considering important legislation on behalf of the American people.

So, again, this is an important initiative. I would urge not only support for what we have done under Chairman SHUSTER's excellent leadership, but for other committees in Congress to join us in reviewing what the GAO has provided at our request, to review those lists of agency reports and to find other ways that we can save money, expedite delivery of important information, both to Congress to facilitate our oversight as well as to make it available to the public so they can oversee what we are doing and ensure that we are spending taxpayer dollars in the most effective way possible.

□ 1500

Again, I want to thank the chairman for his leadership on this and many other initiatives. It is a wonderful committee. We have important work to do, and this will help us get that work done.

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

Mr. SHUSTER. Madam Speaker, I thank the gentlelady from Connecticut for her kind words and for all of her hard work on the committee. We have been working very hard in a bipartisan manner. There aren't many things in this Congress that really bring people together; but when it comes to transportation and infrastructure, that is certainly one of them. We will continue to work together.

Again, this bill is a good-government bill. I urge all of my colleagues to vote "yes" on H.R. 3628, which again eliminates and consolidates 27 congressionally mandated reports. It is good government, saves money, and increases transparency.

With that, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 3628.

The question was taken.

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

Mr. SHUSTER. 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.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

H.R. 724, by the yeas and nays;

H.R. 3527, by the yeas and nays;

H.R. 3628, by the yeas and nays.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

CLEAN AIR ACT AMENDMENT

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 724) to amend the Clean Air Act to remove the requirement for dealer certification of new light-duty motor vehicles, 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 gentleman from Ohio (Mr. LATTA) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 405, nays 0, not voting 26, as follows:

[Roll No. 2]

YEAS—405

Aderholt	Burgess	Conyers
Amash	Bustos	Cook
Andrews	Butterfield	Cooper
Bachmann	Calvert	Costa
Bachus	Camp	Cotton
Barber	Campbell	Courtney
Barletta	Cantor	Cramer
Barr	Capito	Crawford
Barrow (GA)	Capps	Crenshaw
Bass	Capuano	Cuellar
Beatty	Cárdenas	Culberson
Becerra	Carney	Cummings
Benishke	Carson (IN)	Daines
Bentivolio	Carter	Davis (CA)
Bera (CA)	Cartwright	Davis, Danny
Bilirakis	Cassidy	Davis, Rodney
Bishop (GA)	Castor (FL)	DeFazio
Bishop (NY)	Castro (TX)	DeGette
Bishop (UT)	Chabot	Delaney
Black	Chaffetz	DeLauro
Blackburn	Chu	DelBene
Blumenauer	Ciциlline	Denham
Bonamici	Clark (MA)	Dent
Boustany	Clarke (NY)	DeSantis
Brady (PA)	Clyburn	DesJarlais
Brady (TX)	Coble	Deutch
Braley (IA)	Coffman	Diaz-Balart
Bridenstine	Cohen	Dingell
Brooks (AL)	Cole	Doggett
Brooks (IN)	Collins (GA)	Doyle
Broun (GA)	Collins (NY)	Duckworth
Brown (FL)	Conaway	Duffy
Brownley (CA)	Connolly	Duncan (SC)
Buchanan		Duncan (TN)

Edwards	Lamborn	Quigley
Ellison	Lance	Radel
Ellmers	Lankford	Rahall
Engel	Larson (CT)	Rangel
Enyart	Latham	Reed
Eshoo	Latta	Reichert
Esty	Lee (CA)	Renacci
Farenthold	Levin	Rice (SC)
Fattah	Lewis	Richmond
Fincher	Lipinski	Rigell
Fitzpatrick	LoBiondo	Roby
Fleischmann	Loeb sack	Roe (TN)
Fleming	Lofgren	Rogers (AL)
Flores	Long	Rogers (KY)
Forbes	Lowenthal	Rogers (MI)
Fortenberry	Lowe y	Rohrabacher
Foster	Lucas	Rooney
Fox x	Luetkemeyer	Ros-Lehtinen
Franks (AZ)	Lujan Grisham	Roskam
Frelinghuysen	(NM)	Ross
Fudge	Luján, Ben Ray	Rothfus
Gallego	(NM)	Roybal-Allard
Garamendi	Lummis	Royce
Garcia	Lynch	Ruiz
Gardner	Maffei	Runyan
Garrett	Maloney,	Ryan (OH)
Gerlach	Carolyn	Ryan (WI)
Gibbs	Maloney, Sean	Salmon
Gibson	Marchant	Sanchez, Loretta
Gingrey (GA)	Marino	Sanford
Gohmert	Massie	Sarbanes
Goodlatte	Matheson	Scalise
Gosar	Matsu	Schakowsky
Gowdy	McAllister	Schiff
Granger	McCarthy (CA)	Schneider
Graves (GA)	McCa ul	Schock
Graves (MO)	McClintock	Schrader
Grayson	McCollum	Schweikert
Green, Al	McDermott	Scott (VA)
Green, Gene	McGovern	Scott, Austin
Griffin (AR)	McHenry	Scott, David
Griffith (VA)	McIntyre	Sensenbrenner
Grijalva	McKeon	Serrano
Grimm	McKinley	Sessions
Gutiérrez	McMorris	Sewell (AL)
Hahn	Rodgers	Shea-Porter
Hall	McNerney	Sherman
Hanabusa	Meadows	Shimkus
Hanna	Meehan	Shuster
Harper	Meng	Simpson
Harris	Messer	Sinema
Hartzler	Mica	Sires
Hastings (FL)	Michaud	Slaughter
Hastings (WA)	Miller (FL)	Smith (MO)
Heck (WA)	Miller (MI)	Smith (NE)
Hensarling	Miller, George	Smith (NJ)
Herrera Beutler	Moore	Smith (TX)
Higgins	Moran	Smith (WA)
Himes	Mullin	Southerland
Hinojosa	Mulvaney	Speier
Holding	Murphy (FL)	Stewart
Holt	Murphy (PA)	Stivers
Honda	Nadler	Stockman
Horsford	Napolitano	Stutzman
Hoyer	Neal	Swalwell (CA)
Hudson	Negrete McLeod	Takano
Huelskamp	Neugebauer	Terry
Huffman	Noem	Thompson (CA)
Huizenga (MI)	Nolan	Thompson (MS)
Hunter	Nugent	Thompson (PA)
Hurt	Nunes	Thornberry
Israel	Nunnelee	Tiberi
Issa	O'Rourke	Tierney
Jackson Lee	Olson	Tipton
Jeffries	Owens	Titus
Jenkins	Palazzo	Tonko
Johnson (GA)	Pallone	Tsongas
Johnson (OH)	Pascrell	Turner
Johnson, E. B.	Pastor (AZ)	Upton
Johnson, Sam	Paulsen	Valadao
Jordan	Payne	Van Hollen
Joyce	Pearce	Vargas
Kaptur	Pelosi	Veasey
Keating	Perlmutter	Vela
Kelly (IL)	Perry	Visclosky
Kelly (PA)	Peters (CA)	Wagner
Kennedy	Peters (MI)	Walden
Kildee	Peterson	Walorski
Kilmer	Petri	Walz
Kind	Pingree (ME)	Wasserman
King (IA)	Pittenger	Schultz
King (NY)	Pitts	Waters
Kingston	Pocan	Waxman
Kinzinger (IL)	Poe (TX)	Weber (TX)
Kirkpatrick	Polis	Webster (FL)
Kline	Pompeo	Welch
Kuster	Posey	Westrup
Labrador	Price (GA)	Westmoreland
LaMalfa	Price (NC)	Whitfield