

Thirteen states, including California, ban gender discrimination in insurance coverage. Fortunately, in 2014 when the Affordable Care Act goes into effect, the same will be true for the whole country.

This is a long overdue step for women's equality and a key moment for health care.

#### GENDER DISPARITIES IN COMPENSATION

(Mr. POLIS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POLIS. Mr. Speaker, I rise today in observation of Equal Pay Day, a day that signifies, to a degree, how far we've come with regard to breaking the glass ceiling and providing opportunities for all Americans, regardless of gender, but it also reminds us how far we have to go, how far we have to go before parity is reached.

For every dollar earned by a man, for the same job, women continue to earn only 77 cents. That extra difference—thousands of dollars a year of income for working families—constitutes a lot of groceries or a lot of gas money that men can buy for the same work that women are undercompensated for.

I was proud that one of my first votes in the United States Congress in the 111th Congress was to pass the Lilly Ledbetter Fair Pay Act.

But we are not yet there in reaching gender parity in this country and ensuring that every American, regardless of their gender, has access to the same opportunity and the same compensation. That's why I introduced the Women WIN Jobs Act, along with ROSA DE LAURO, which helps train women for high-paying jobs.

I ask my colleagues to continue to address the disparities in compensation among the genders.

#### PROVIDING FOR CONSIDERATION OF H.R. 4348, SURFACE TRANSPORTATION EXTENSION ACT OF 2012, PART II

Ms. FOXX. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 619 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 619

*Resolved*, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 4348) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking minority member of the Committee

on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. The bill shall be considered as read. All points of order against provisions in the bill are waived. No amendment to the bill shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore (Mr. CHAFFETZ). The gentlewoman from North Carolina is recognized for 1 hour.

Ms. FOXX. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Colorado (Mr. POLIS), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

#### GENERAL LEAVE

Ms. FOXX. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from North Carolina?

There was no objection.

Ms. FOXX. House Resolution 619 provides for a structured rule providing for consideration of H.R. 4348, a bill which extends the Federal highway, transit, and highway safety programs through the end of fiscal year 2012 and establishes program funding levels consistent with the fiscal year 2012 appropriated levels. The highway trust fund taxes and expenditure authority are also extended through fiscal year 2012. The Federal surface transportation programs and highway trust fund taxes and expenditure authority are currently authorized through June 30, 2012.

Mr. Speaker, the underlying bill today extends the authority of the government to fund highway programs through the end of this fiscal year.

□ 1230

In addition, the bill provides for the approval of the Keystone XL pipeline by giving the Federal Energy Regulatory Commission 30 days to approve the Keystone XL pipeline expansion, and also includes language contained in H.R. 3096, the Resources and Ecosystem Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States, or RESTORE, Act which would establish the Gulf Coast

Restoration Trust Fund and dedicate 80 percent of penalties paid by the responsible parties in connection with the Deepwater Horizon oil spill to the restoration of the gulf coast ecosystem and economy.

Mr. Speaker, our constituents are feeling great real pains at the pump, and their pains are being ignored by the President and his liberal extremist enablers in Congress.

Recent polls indicate that 63 percent of Americans say increases in gas prices have caused financial hardship for their families. My Democratic colleagues may be well served to ignore their Occupy Wall Street handlers for a moment and recognize that, as gas prices increase, it costs more to transport food and other essential goods and services, which lowers the standard of living for all Americans.

The simple truth is that when President Obama was sworn into office in January 2009, the price of a gallon of gasoline was \$1.84. Today, in many parts of our country, it's over \$5 a gallon. My guess is this is not the kind of change that most Americans were expecting or wanted when President Obama promised change.

Maybe since the President doesn't fill up his own gas tank, he does not fully appreciate this reality.

These steeply rising gas prices have major ripple effects. Higher energy costs destroy jobs and leave families with less money to meet their basic needs.

One of the most well-known precepts of economics is the principle of supply and demand, and the price of gasoline is not immune to this basic principle. That's why we need to increase the supply of all American energy sources to get us to American energy independence.

Republicans have crafted and passed legislation that would not only lower the price of gas, but create jobs at the same time. Unfortunately, the liberal Democrat-controlled Senate stubbornly refuses to move these bills through the process.

It's better to produce our own American energy and create American jobs rather than rely on unstable, hostile foreign regimes for critical energy resources.

It seems that Democrats subscribe to the wisdom of President Obama's Energy Secretary who proclaimed that "we somehow have to figure out how to boost the price of gasoline to the levels in Europe."

Mr. Speaker, in Italy gas prices exceed \$9 per gallon. The Obama energy policy consists of ignoring the needs of Americans and pleasing his liberal base, rather than working for all Americans.

Congressional Democrats persist in their claim that increasing domestic oil and natural gas production will not immediately decrease the price of gasoline. For decades, this argument has been used as an excuse to continue stalling. We can no longer delay and

deny access to our own American resources.

Another false claim of congressional liberals is that the oil producers are somehow responsible for the high price of gasoline, even though official government investigations have shown time and again no wrongdoing. But they insist on tying their fundamental disdain for capitalism into the claim that denying fair tax treatment to domestic energy producers that is provided to every other industry will somehow lower gas prices.

Well, Mr. Speaker, increasing taxes on American energy producers will only make the price of gasoline higher for families and job creators because affected companies simply pass their increased costs on to customers in order to stay in business.

In what universe does making something more expensive to produce make it cheaper to sell?

The simple truth is that domestic energy producers are essential to the U.S. economy, job creation, energy security, and deficit reduction. It supports more than 9 million jobs and adds more than \$1 trillion to the U.S. economy each year.

Today, the energy industry pays over \$86 million a day in income taxes, royalties, bonuses, and rents to the Federal Government. Between 1996 and 2007, the industry invested more than \$1.2 trillion in a range of long-term energy initiatives, compared to net income or earnings of \$974 billion.

The reality is that failure to produce domestic energy supplies, along with global turmoil and competition for supplies with developing nations, has driven up energy prices and boosted foreign energy companies that do not pay American taxes, nor comply with American environmental standards.

House Republicans are now bringing forward yet another bill that will have the dual impact of lowering gas prices while supporting job creation. Republicans remain committed to solutions that promote America's energy independence, lower gas prices, and help create American jobs.

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

Mr. POLIS. I thank the gentlewoman for yielding me the customary 30 minutes, and I yield myself such time as I may consume.

Mr. Speaker, I rise in opposition to the rule and the underlying bill, H.R. 4348, the Surface Transportation Extension Act of 2012, Part II.

Transportation policy has been and should be bipartisan. In fact, it's largely considered nonpartisan across our country, where mayors and county commissioners rely on and expect certainty from Washington with regard to necessary investments in infrastructure and mass transit.

Yet, instead, here again, with this bill, politics has been injected into a process that has long been both bipartisan and an engine of our economic dynamo that ties our country together

through our transportation infrastructure. Instead of creating jobs and advancing our economy, here we are with a bill that offers further delays, crippling States' and localities' ability to plan and fund projects and put Americans back to work.

The bill before us provides yet another short-term extension, the 10th extension since the last highway law expired in 2009. The facts on the ground aren't changing. Whether we extend this for 2 months or 3 months or 1 month, we'll be back here again with the same facts on the ground, the same looming fiscal crisis at the Federal level, the same need for infrastructure at the State and local levels.

So what facts are new? And what's the justification for such a short-term extension?

As we stand here today to vote on another transportation extension, 50 percent of our roads have been identified as in disrepair; 70,000 bridges are structurally deficient and potentially dangerous.

We need to make investments in our Nation's highways and transit projects—that much Republicans and Democrats can agree on—to bring our infrastructure into the 21st century. Yet, instead, this short-term bill before us represents another missed opportunity to make these critical investments for our country's future.

The impact of voting on another short-term extension is not insignificant. As a former small business owner myself, I know very well the importance of certainty in business planning. Rather than providing States with the confidence they need to pass long-term projects planned for them and plan their highways, and for construction companies to gear up, this bill prolongs the uncertainty, which only increases costs, contributing to the deficit and contributing to taxpayers getting a worse deal for their investment at the State and local levels.

The underlying bill only allows States and localities to plan for one short construction season. What guidance do they have for the next construction season? How can bidders and contractors offer their best pricing when they don't even know if there will be a paycheck after this building season?

As the bipartisan National Governors Association has said, a string of short-term extensions will only increase uncertainty for State and local governments and the private sector. Yes, this approach will actually increase costs, rather than decrease costs.

We should be voting, instead, on the bipartisan comprehensive transportation bill that the Senate has already passed that, if this House brought to the floor, I'm confident would pass and that President Obama would sign. It passed the Senate by an overwhelming bipartisan majority of 74-22.

The Senate bill maintains critical investments in our highways and public transportation, improves account-

ability through asset-management plans, and establishes performance measures so States are accountable for using their funds efficiently.

□ 1240

Extremely disappointing is the transportation policy, an issue that has long been bipartisan in its support, which has turned into a political football in this Congress. The House majority has continued to offer partisan bills that would weaken our economy and create uncertainty. This time, the majority has crafted a transportation bill by linking it to unnecessary and unrelated politically motivated riders. It is a completely unrelated Christmas tree of a bill that we see before us with elements that have nothing to do with our transportation and infrastructure.

Almost as appalling as the riders in the bill are the restrictive rules before us. This rule only made in order three Republican amendments, completely shutting out all Democratic, and even some Republican, ideas. When it comes to transportation policy, this body should be considering amendments under an open process that allows Members of both parties to bring forward their ideas to save taxpayer money and to invest in infrastructure. Unfortunately, thoughtful amendments were not made in order in this process, including some that I will discuss later in the debate.

Because this rule and the underlying bill represent some of the worst partisanship that I've seen in the 3 years I've been here, I strongly oppose them both. I urge my colleagues in the House to reject this approach, to reject this rule, to reject this bill, and to bring up the Senate bill and to bring it quickly to passage in the House so that we can send it to President Obama in order to reauthorize transportation in a bipartisan way, one that reflects our values as Americans.

I reserve the balance of my time.

Ms. FOXX. Mr. Speaker, I think I should remind my colleague from Colorado that the Democrats were in charge of both Houses of the Congress and had the Presidency when the authorization for this bill first expired, and I believe they reauthorized it several times and weren't able to get a bill passed.

I would now like to yield 4 minutes to my distinguished colleague from Louisiana (Mr. BOUSTANY).

Mr. BOUSTANY. I want to thank my colleague and friend from North Carolina for yielding time to me.

I rise in support of the rule and of the underlying bill. I am very pleased that the rule has allowed one of my amendments to go forward, a very important amendment, I should add.

Our country depends on its maritime commerce. Without the use of our maritime transportation routes, we're not really talking about transportation. We cannot expand exports and we cannot move our agricultural commodities or our manufactured goods to other

destinations around the world if we do not have waterways that have been maintained.

The Army Corps of Engineers has said to me on multiple occasions, if you take the top 60 ports and harbors in this country, fewer than 35 percent of those waterways are dredged adequately to the authorized depth and width authorized by Congress. My bill, which is now an amendment to this transportation bill, H.R. 104, is the RAMP Act. It is the Realize America's Maritime Promise Act. It has bipartisan support with 190 Members in the House and with over 30 Senators over on the Senate side.

What has happened, Mr. Speaker, is this: in 1986, Congress created the harbor maintenance tax and the Harbor Maintenance Trust Fund. This was a user fee on the owners of the cargo—a user fee, an ad valorem tax. The revenue was supposed to be dedicated solely to operations in maintenance dredging by the Army Corps of Engineers where they have Federal authorization.

What has happened over time is that these funds have been diverted to other uses. In 2011, the Harbor Maintenance Trust Fund collected more than \$1.4 billion in revenue, but only slightly over half of it was used for the intended purpose. The rest was diverted off to all kinds of other sources. Frankly, Mr. Speaker, as chairman of the Oversight Subcommittee on Ways and Means, I find this to be an egregious abuse and diversion of taxpayer dollars.

My amendment is very simple. It ties the Harbor Maintenance Trust Fund receipts to the expenditures so that these funds will be used for their intended purpose, and that is to dredge, to maintain, these very important waterways. Now, why is all that important? Well, the years of neglect of these waterways is hurting American competitiveness, and it is hurting our ability to export.

The bottom line is this: for every foot that we lose in shoaling on the Mississippi River, we're losing \$1 million per day per ship because of the short loading or the light loading of these vessels or of their operating under restricted schedules. In January of 2012 alone, we had five vessels that ran ashore on the Mississippi River—five vessels that ran ashore. It is a safety issue as well as an economic issue. Not only that, many of our Great Lake ports are closing. They're closing because of shoaling.

How can we be a competitive Nation that is engaged in international trade if we don't take care of these waterways? This funding is critical to preventing these draft restrictions. In fact, the Army Corps of Engineers has said if they could have access to the incoming receipts, they could maintain all these waterways to the specified depth and width.

What is really good about this amendment is that it also adds nothing to the deficit. According to the CBO, it

doesn't score. It's not an earmark. It's programmatic spending. It's basically restoring the original intent of the use of these funds. So I urge the support of the rule and, certainly, of my amendment and of the underlying bill.

Mr. POLIS. Mr. Speaker, I would like to yield 3 minutes to the gentleman from Vermont, my former colleague from the Rules Committee, Mr. WELCH.

Mr. WELCH. I thank the gentleman. Unfortunately, this is another example of Congress failing the American people. It's failing our States. It's failing our communities.

First of all, how in the world can we expect transportation projects to be done on a short-term basis—90-day extensions? 4-month extensions? That just isn't possible to get from planning, to execution, to construction. It won't happen. Number two, how can we have a transportation bill where we don't fund mass transit? alternative transportation? That makes no sense whatsoever.

What has happened here is that the need to have a transportation bill for this whole country has been hijacked for political purposes. The Keystone pipeline is an example. Take whatever position you want on Keystone, but will the implementation of Keystone bring down gas prices, as is asserted? Will allowing drilling everywhere that the "drill, baby, drill" folks want to drill even lower gas prices?

A study of the Energy Information Administration said if we opened up all of the coastal waters—off Florida, off the east coast, off the west coast—and if we drilled on all of the public lands, that might add over time, which is about 10 years, 1 million barrels a day to the supply. That's in a world demand of 100 million barrels a day.

So the question is: What impact is that going to have on price? The best estimate they came up with was about 3 cents per gallon. That suggests when there is so much effort and so much political rhetoric about something that is so profoundly ineffective in giving relief at the pump to folks who need it, that it has a political agenda. Let's, instead, do things that would make a difference at the pump.

One, let's fully fund the Commodity Futures Trading Commission. Turn that into what it has historically been, which is a safeguard for consumers and a safeguard for businesses that need stable pricing in the commodities market. Instead, we are allowing it to become a casino for Wall Street speculation, which is probably adding about \$20 on the price of a \$100-barrel of oil, or 50 cents on a gallon of gas when you go to fill up. That doesn't need to be. Squeeze out the Wall Street speculation, and give a break to our consumers and businesses.

Two, allow the President in fighting this speculation to deploy the Strategic Petroleum Reserve, 800 million barrels of oil owned by the taxpayers. When that has been deployed by Presidents—two Republicans, two Demo-

crats—it has been a shot across the bow to the speculators, and it has brought down prices by 8 percent to 33 percent.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. POLIS. I yield the gentleman an additional 30 seconds.

Mr. WELCH. Three, let's commit ourselves to using American oil that is produced on American soil to be used in America. So, if there is going to be Keystone oil that is flowing through our States, why do we just want that to go to the export market when it will provide no benefit whatsoever to the American consumer?

Let's do the things we can to bring down the price. Let's tap the SPR. Let's strengthen the Commodity Futures Trading Commission, and let's use American oil on American soil.

□ 1250

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

Again, I want to point out to my colleague from Vermont that it was under Democrats that this authorization expired. They renewed the authorization six times while they were in control of both Houses of Congress and had the Presidency, so they haven't done the job they should have done.

I also want to point out that the President has the tools he needs through agencies already to do the investigations that need to be done; they have done them over and over again and they've found no fault on the part of "speculators" or the oil companies.

All the President and his allies on the other side of the aisle are doing, Mr. Speaker, is trying to distract people from their failed economic policies. Every policy that they have instituted has failed miserably, brought us record unemployment, and brought record gas prices. He blames, blames, blames other people, takes no responsibility, refuses to be held accountable for anything that this administration has done, that the Democrats, when they were in charge of the Congress for 4 years, did which created this situation.

I think it's time that they quit casting blame and look for ways to solve problems, like encouraging the President to approve the Keystone pipeline and increasing the real supply, not 17 hours' worth of fuel from the strategic oil reserve.

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

Mr. POLIS. Mr. Speaker, if we defeat the previous question, I will offer an amendment to the rule to ensure that the House votes on H.R. 14, a bill brought forth by Representative TIM BISHOP and Representative CORRINE BROWN containing the text of the Senate transportation bill, S. 1813, which passed the Senate by an overwhelming bipartisan vote of 74-22.

To discuss our amendment to the rule, I am proud to yield 3 minutes to the gentlewoman from Florida (Ms. BROWN).

Ms. BROWN of Florida. Mr. Speaker, I would encourage every Member to defeat the previous question so we can end this legislative circus and bring the bipartisan Senate transportation bill to the floor.

Our Nation's infrastructure is at a critical juncture, and the traveling public and men and women who build our roads and rails don't have time for the games that the Republicans are playing with this bill.

The Republican "my way or the highway" attitude is not how we should legislate. Transportation has always been a nonpartisan issue, but that has changed since the new Republican leadership took control of the House. In just 2 years, the Republican leadership has ruined a process that used to be bipartisan from a committee that used to be bipartisan. I think Secretary LaHood said it best when he said that this bill that the Republicans are bringing to the floor is the worst bill he has seen in 35 years.

We are in danger of letting our transportation system fall into total despair, slowing the economy even further and putting the traveling public in harm's way.

The American Society for Civil Engineers give America a D grade in infrastructure quality and has estimated \$2.2 trillion is needed to bring our Nation's infrastructure to good repair. Transportation for America reports that there are 69,000 structurally deficient bridges nationwide. The U.S. Chamber of Commerce said the Nation will lose \$336 billion in economic growth over the next 5 years due to inadequate infrastructure. The World Economic Forum ranks the United States of America 24th in infrastructure quality. We are the world's largest superpower and we should never be ranked 24th in anything.

The Senate amendment that was offered by the Democratic leadership on the committee would fund 2 million jobs every year, provide continued dedicated funding for public transit, streamline project permitting in a responsible way, strengthen Buy America requirements, increase funding for safety programs, and—let me emphasize—is fully paid for.

Transportation and infrastructure funding is absolutely critical to this Nation and, if properly funded, serves as a tremendous economic engine to job creation. The Department of Transportation statistics show that for every \$1 billion we invest in transportation, it generates 44,000 permanent jobs.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. POLIS. I yield an additional 1 minute to the gentlewoman from Florida.

Ms. BROWN of Florida. Again, I would encourage every Member to vote "no" on the previous question. All we're asking for is an up-or-down vote on the Senate bill.

When I was a kid, we used to say, "I dare you." I double dare you, my Re-

publicans. Bring the bill to the floor for an up-or-down vote.

I heard someone on the floor yesterday talking about the Senate, that we need to do away with the Senate. I now thank God for the United States Senate, because they are behaving very responsibly. They passed a bill with over 80 percent of the Members voting for a bipartisan transportation bill. That's what we've always had in the 20 years I've been on the committee.

Let's pick up that Senate bill. Let's pass it, send it on to the President to create jobs, and let's see what happens at the next election.

Ms. FOXX. Mr. Speaker, I continue to reserve the balance of my time.

Mr. POLIS. Mr. Speaker, it is my honor to yield 5 minutes to my colleague on the Rules Committee, the gentleman from Massachusetts (Mr. MCGOVERN).

Mr. MCGOVERN. I thank the gentleman for yielding to me.

Mr. Speaker, yesterday at the Rules Committee, Chairman DREIER said this: "There's no way we're going to have a transportation bill unless it is bipartisan." Mr. Speaker, it was music to my ears. I thought the chairman had a revelation, because that's exactly the tune the Democrats have been singing for weeks, that we need a bipartisan transportation bill. We've been saying this month after month after month.

Transportation bills have always been bipartisan. Our colleagues like to criticize the Senate for inaction, but even they passed an overwhelmingly bipartisan bill this year.

Mr. Speaker, actions speak louder than words. Instead of taking the bipartisan path, my Republican friends have tried one partisan approach after another, and they have failed every time. And the partisan march continues today.

Last night, nine Members of the House submitted amendments to this bill, five Democrats and four Republicans. Then, not 2 minutes after the chairman said what he said, my Republican friends approved a rule on a straight party-line vote to block every single Democratic amendment.

Let me review this for my colleagues because I think it is important.

First, the underlying bill was written by Republicans in a back room without any Democratic input, none. Now Republicans are only allowing themselves to amend the bill they wrote.

This chart produced by the majority says it all: four Republican amendments submitted, three made in order for debate on the House floor; five Democratic amendments in order, not a single one allowed.

Maybe some of the people in the back room can't see this number because it's so small. Mr. Speaker, I'm going to make it a little bit easier for those who need a little help here. Here we go. Zero Democratic amendments allowed.

This is a bill written only by Republicans which only Republicans can amend. Apparently, this is what a bi-

partisan process means in the Republican House. This is the new and improved open House that they promised.

Open House my foot, Mr. Speaker.

Mr. Speaker, there are real consequences to this approach. I had a very important amendment blocked yesterday in the Rules Committee, an amendment to end the subsidies to the oil companies that are gouging Americans at the pump, an amendment that will cut the deficit by \$40 billion. I don't care what my Republican friends say, that is a lot of money.

□ 1300

The taxpayers' money that's going right into the pockets of the same oil companies that are driving up gas prices just as summer approaches, why in the world are American taxpayers being asked to subsidize Big Oil? These are the same oil companies that recorded tens of billions of dollars in profits in the first 3 months of 2012. These companies took in tens of billions of dollars in profits in 3 months while raising gas prices to more than \$4 a gallon and we reward them with \$40 billion worth of tax breaks and giveaways? Come on, what is wrong with the leadership of this House of Representatives?

Look, there is nothing wrong with corporations making profits. That's what they're in business to do. What is wrong is for American taxpayers to be subsidizing wildly profitable companies at a time when too many Americans are still unemployed and struggling to pay their bills. With their tax dollars funding corporate welfare for Big Oil and then still paying astronomical prices at the pump, it's a double whammy for American families.

With all the talk about cutting spending and reducing subsidies here in Washington, I would have thought that the Rules Committee would have made in order my amendment, an amendment, by the way, just so there's no confusion here, that I have offered repeatedly. I have offered it over six times, and all six times it has been blocked by the Rules Committee.

But the Rules Committee decided not to make it in order. And to say that this is somehow a bipartisan process and then immediately deny any Democrat amendments, including my amendment to end tax breaks for Big Oil companies, tells you everything you need to know about the Republican leadership in this House. This is a lousy process, and the American people are paying the price.

I would just close by saying the fact that we can't vote up or down on the Senate bill to extend the highway bill for at least 2 years means that our cities and our towns and our States can't plan ahead. What an awful thing for us to do during this difficult economic time.

I urge my colleagues to reject this very partisan rule. Let's get back to working on a transportation bill in a bipartisan way that will actually help the American people.

Enough of these games.

Ms. FOXX. Mr. Speaker, I want to point out to my colleague from Massachusetts that if we raise taxes on the oil companies, surely that will be passed along to consumers.

Mr. MCGOVERN. Will the gentlelady yield?

Ms. FOXX. When I'm finished. I believe the gentleman from Colorado probably has adequate time.

Mr. MCGOVERN. I thought since you referred to me we would have a dialogue, but I guess not. Okay.

Ms. FOXX. As my colleague knows, yesterday, in the Rules Committee, people on his side of the aisle talked about tax breaks and giveaways, and that, again, implies that all the money that hardworking taxpayers earn is government money, and that is not the way it is. That attitude about giving away money from the Federal Government implies that the money belongs to the government.

I would also like to point out to my colleague that the subsidies he talks about are not subsidies. They are the tax deductions, tax "breaks" that every manufacturer gets, not just the oil companies. To talk about corporate welfare is a bit disingenuous.

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

Mr. POLIS. I yield 30 seconds to the gentleman from Massachusetts (Mr. MCGOVERN) to respond to the gentlelady.

Mr. MCGOVERN. I thank the gentleman for yielding.

Mr. Speaker, give me a break. I mean, oil companies are making record profits. We are producing more oil in this country than ever before. They are producing so much they are exporting oil, and at the same time they are raising gas prices at the pump for average, ordinary citizens.

The fact that taxpayers are subsidizing Big Oil when they're making record profits and sticking it to the American people, I think is unconscionable. That's what I tried to get rid of, and we should at least have a vote up or down on that on the floor.

Mr. POLIS. I yield 2½ minutes to the gentlewoman from Connecticut (Ms. DELAURO).

Ms. DELAURO. Mr. Speaker, I would just add one more thing: the amount of subsidies that we are giving to multinational corporations who are taking their jobs overseas, let's stop that. Let's stop the subsidies that are going to Big Agriculture all over this country, not small mom-and-pop farms, people who are taking care of themselves. But Big Agriculture, let's stop that.

Let's also stop \$147 million going to Brazilian cotton farmers as a subsidy every year. They will not tell you. They will not tell you about these subsidies. American taxpayers are footing the bill for that and paying high prices at the gas pump to get their gas, and the oil companies are rolling around in that money.

I rise in opposition to this rule.

Yesterday I submitted an amendment to this bill that would have provided the Commodity Futures Trading Commission, or the CFTC, with a steady, sustainable source of funding so that it could do the job that it has been assigned to do—that's oversee the futures markets and curb rampant speculation in the oil market that is causing families pain at the pump.

Again, this House majority has put the profit margins of Wall Street and oil speculators over the needs of American families and the American economy. They refuse to allow an up-or-down vote on this amendment. Specifically, the amendment would authorize the collection of user fees to offset the cost of the Commission's operation. It would simply bring the CFTC into line with all other Federal financial regulators, such as the Securities and Exchange Commission, the Federal Deposit Insurance Corporation.

This is in keeping with a pattern by this majority to hamstring this Commission at every turn. Last year, their agricultural appropriations provided only \$172 million in funding, 44 percent below the request, meaning that we have less cops on the beat to stop speculation. We fought back. We got that up to \$205 million in the final 2012 budget, but it's not enough for the Commission to do its job.

Meanwhile, high oil prices affect every aspect of Americans' lives, not just the cost of traveling but of heating homes, food, other purchases. The cost of gas is irrefutably affected by rampant speculation in the oil market. Goldman Sachs has estimated that speculators increased crude prices by about 20 percent and the price of gas by 56 cents a gallon. The chairman of ExxonMobil talked about speculation going on on Wall Street.

We're here to represent the American consumer, not oil speculators.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. POLIS. I yield the gentlewoman an additional 1 minute.

Ms. DELAURO. I am going to repeat it, our job, the job that all of our constituents gave to us—they gave us this job—we are here to represent their interests and the consumers, not the oil speculators.

We need to ensure that the Commodity Futures Trading Commission is the agency to regulate the oil industry, that it has the resources that it needs to do the job and is doing it.

The amendment that I proposed is a commonsense solution to this problem. It should have had an airing, and it should have been passed by this Congress because that is in the best interests of American taxpayers. That's our job. And if we're not prepared to do our job, the American people should turn their backs on us and shut the place down.

I urge my colleagues to oppose this rule.

Ms. FOXX. Mr. Speaker, I want to point out that our colleagues across

the aisle, as well as President Obama, the answer to everything is to raise taxes, but they never can explain how raising taxes would lower costs, especially on gasoline. To me, that shows how disconnected they are from economic reality.

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

Mr. POLIS. May I inquire of the gentlelady if she has any remaining speakers?

Ms. FOXX. We have no remaining speakers, and I am prepared to close if the gentleman is prepared to close.

Mr. POLIS. I yield myself the balance of my time.

Again, there were several amendments offered in Rules Committee to make this bill better. To help reduce the budget deficit, my colleague, Mr. MCGOVERN, introduced an amendment ending \$40 billion in subsidies to the oil and gas industry. As the gentlelady said, that has nothing to do with the price of gas. Getting rid of subsidies to oil companies doesn't make gas more affordable. But the question is: Why are we giving money to oil and gas companies at a time when we have a national deficit? Why don't they pay taxes like every other company?

□ 1310

I was a small businessman before I got here, and the companies that I was involved with had to pay taxes. What I don't understand is why economically a tax subsidy is any different than an expenditure subsidy. And economists across the ideological spectrum would agree corporate welfare is a government giveaway, whether it appears on the tax line or the expenditure line.

Specifically, with regard to any tax breaks to the oil and gas industry, Mr. MCGOVERN's amendment, which is, unfortunately, ruled out of order for this bill, would end the section 451 credit for producing oil and gas from marginal wells, the section 43 credit for enhanced oil recovery, the section 263 provision allowing the existing expansion of intangible drilling costs, and a number of other provisions that in effect give oil and gas companies a lower tax rate than other companies in this country.

Why don't we use that money to reduce the deficit? Why don't we use that money to bring down the corporate tax rate overall, as is a key component of corporate tax reform, which I strongly support and discussed with Mr. BRADY in our Rules Committee yesterday with regard to the other bill which moves in the wrong direction with regard to bringing down our tax rates and having a simpler Tax Code?

Mr. MCGOVERN has offered a similar amendment to save the U.S. Government \$40 billion to reduce our deficit to several different bills in the past, including through an appropriations bill, an energy bill, a tax bill. Every single time the Republicans have said, Oh, it's not germane to this bill. Every single time they voted the McGovern amendment down.

Clearly, this is a proposal that's worthy of discussion. If it's not a tax discussion and not an energy discussion, not an expenditure discussion, what kind of discussion is it? And why can't we be talking about reducing the deficit here on the floor of the House instead of continuing to spend unnecessary money on subsidies? It's funny how the majority party waives rules when it's convenient for their agenda but refuses to apply a consistent standard to an amendment that is worthy of consideration by this House.

At the same time oil companies have record profits, we're continuing to subsidize oil injection, extraction, exploration, drilling, manufacturing, pricing, and inventory valuing by creating price floors, offsetting taxes, providing generous credits and deductions, providing tax shelters, and allowing the valuation of inventories at deeply discounted prices. If we are serious about deficit reduction, let us take this opportunity to vote down this rule and allow for the discussion of the McGovern amendment. We need to close these loopholes and allow for real deficit reduction.

Mr. Speaker, I ask unanimous consent to insert the text of the amendment to the rule in the RECORD, along with extraneous material, immediately prior to the vote on the previous question.

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

There was no objection.

Mr. POLIS. This amendment is the Bishop bill and the Corrine Brown bill, which would simply allow the House the opportunity to vote on the Senate bill, which, given the strong bipartisan majority in the Senate, I believe would pass the House of Representatives. At least let's give it a chance. Let's give the House a chance to work its will, Democrats and Republicans, and see where we really are with regard to this Congress' commitment to critical infrastructure needs in this country. Voting down this rule would be the first step in allowing Mr. BISHOP and Ms. BROWN to come forward with the Senate bill for consideration in this House, which would provide some certainty to State and local planners, allowing them to reduce costs and get better value for the taxpayer dollar.

I also strongly encourage the majority to consider allowing amendments and good ideas from both sides of the aisle in bills like the transportation bill, and let us work to find an appropriate time and an appropriate place for the consideration of Mr. MCGOVERN's bill and Mr. MCGOVERN's amendment. And whether the proceeds are used to reduce the deficit or bring down corporate taxes or some split thereof, or other worthy public purposes, surely we can at this juncture, when we cannot afford the government we have, help reduce the size and the scope of government by ending subsidies and giveaways to big multinational oil companies.

Mr. Speaker, I urge my colleagues to vote "no" and defeat the previous question. I strongly urge a "no" vote on the rule, and I yield back the balance of time.

The material previously referred to by Mr. POLIS is as follows:

AN AMENDMENT TO H. RES. 619 OFFERED BY  
MR. POLIS OF COLORADO

At the end of the resolution, add the following new sections:

SEC. 2. Immediately upon adoption of this resolution the Speaker shall, pursuant to clause 2(1) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 14) to reauthorize Federal-aid highway and highway safety construction programs, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. All points of order against provisions in the bill are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions. If the Committee of the Whole rises and reports that it has come to no resolution on the bill, then on the next legislative day the House shall, immediately after the third daily order of business under clause 1 of rule XIV, resolve into the Committee of the Whole for further consideration of the bill.

SEC. 3. Clause 1(c) of rule XIX shall not apply to the consideration of the bill specified in section 2 of this resolution.

(The information contained herein was provided by the Republican Minority on multiple occasions throughout the 110th and 111th Congresses.)

THE VOTE ON THE PREVIOUS QUESTION: WHAT  
IT REALLY MEANS

This vote, the vote on whether to order the previous question on a special rule, is not merely a procedural vote. A vote against ordering the previous question is a vote against the Republican majority agenda and a vote to allow the opposition, at least for the moment, to offer an alternative plan. It is a vote about what the House should be debating.

Mr. Clarence Cannon's *Precedents of the House of Representatives* (VI, 308-311), describes the vote on the previous question on the rule as "a motion to direct or control the consideration of the subject before the House being made by the Member in charge." To defeat the previous question is to give the opposition a chance to decide the subject before the House. Cannon cites the Speaker's ruling of January 13, 1920, to the effect that "the refusal of the House to sustain the demand for the previous question passes the control of the resolution to the opposition" in order to offer an amendment. On March 15, 1909, a member of the majority party offered a rule resolution. The House defeated the previous question and a member of the opposition rose to a parliamentary inquiry, asking who was entitled to recognition. Speaker Joseph G. Cannon (R-Illinois) said: The previous question having been refused,

the gentleman from New York, Mr. Fitzgerald, who had asked the gentleman to yield to him for an amendment, is entitled to the first recognition."

Because the vote today may look bad for the Republican majority they will say "the vote on the previous question is simply a vote on whether to proceed to an immediate vote on adopting the resolution . . . [and] has no substantive legislative or policy implications whatsoever." But that is not what they have always said. Listen to the Republican Leadership Manual on the Legislative Process in the United States House of Representatives, (6th edition, page 135). Here's how the Republicans describe the previous question vote in their own manual: "Although it is generally not possible to amend the rule because the majority Member controlling the time will not yield for the purpose of offering an amendment, the same result may be achieved by voting down the previous question on the rule. . . . When the motion for the previous question is defeated, control of the time passes to the Member who led the opposition to ordering the previous question. That Member, because he then controls the time, may offer an amendment to the rule, or yield for the purpose of amendment."

In Deschler's *Procedure in the U.S. House of Representatives*, the subchapter titled "Amending Special Rules" states: "a refusal to order the previous question on such a rule [a special rule reported from the Committee on Rules] opens the resolution to amendment and further debate." (Chapter 21, section 21.2) Section 21.3 continues: "Upon rejection of the motion for the previous question on a resolution reported from the Committee on Rules, control shifts to the Member leading the opposition to the previous question, who may offer a proper amendment or motion and who controls the time for debate thereon."

Clearly, the vote on the previous question on a rule does have substantive policy implications. It is one of the only available tools for those who oppose the Republican majority's agenda and allows those with alternative views the opportunity to offer an alternative plan.

Ms. FOXX. Mr. Speaker, I urge my colleagues to support this rule. I yield back the balance of my time, and I move the previous question on the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

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

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 and clause 9 of rule XX, this 15-minute vote on ordering the previous question will be followed by 5-minute votes on adopting the resolution, if ordered; and agreeing to the Speaker's approval of the Journal.

The vote was taken by electronic device, and there were—yeas 243, nays 180, not voting 8, as follows:

[Roll No. 165]

YEAS—243

Adams	Amodei	Bartlett
Aderholt	Austria	Barton (TX)
Akin	Bachmann	Bass (NH)
Alexander	Bachus	Benishke
Amash	Barletta	Berg



Biggert	Grimm	Pearce	Frank (MA)	Lofgren, Zoe	Roybal-Allard	[Roll No. 166]	
Bilbray	Guinta	Pence	Fudge	Lowey	Ruppersberger	AYES—246	
Billirakis	Guthrie	Petri	Garamendi	Lujan	Rush		
Bishop (UT)	Hall	Pitts	Gonzalez	Lynch	Ryan (OH)	Adams	Gibson
Black	Hanna	Platts	Green, Al	Maloney	Sánchez, Linda	Aderholt	Gingrey (GA)
Blackburn	Harper	Poe (TX)	Green, Gene	Markley	T.	Akin	Gohmert
Bonner	Harris	Pompeo	Grijalva	Matsui	Sanchez, Loretta	Alexander	Goodlatte
Bono Mack	Hartzler	Posey	Gutierrez	McCarthy (NY)	Sarbanes	Amash	Gosar
Boren	Hastings (WA)	Price (GA)	Hahn	McCollum	Schakowsky	Amodei	Gowdy
Boustany	Hayworth	Quayle	Hanabusa	McDermott	Schiff	Austria	Granger
Brady (TX)	Heck	Reed	Hastings (FL)	McGovern	Schrader	Bachmann	Graves (GA)
Brooks	Hensarling	Rehberg	Heinrich	McIntyre	Schwartz	Bachus	Graves (MO)
Broun (GA)	Herger	Reichert	Higgins	McNerney	Scott (VA)	Barletta	Griffin (AR)
Buchanan	Herrera Beutler	Renacci	Himes	Meeks	Scott, David	Bartlett	Griffith (VA)
Bucshon	Huelskamp	Ribbie	Hinchey	Michaud	Serrano	Barton (TX)	Grimm
Buerkle	Huizenga (MI)	Rigell	Hinojosa	Miller (NC)	Sewell	Bass (NH)	Guinta
Burgess	Hultgren	Rivera	Hirono	Miller, George	Sherman	Benishke	Guthrie
Burton (IN)	Hunter	Roby	Hochul	Moore	Sires	Berg	Hall
Calvert	Hurt	Roe (TN)	Holden	Moran	Smith (WA)	Biggert	Hanna
Camp	Issa	Rogers (AL)	Holt	Murphy (CT)	Speier	Bilbray	Harper
Campbell	Jenkins	Rogers (KY)	Honda	Nadler	Stark	Billirakis	Harris
Canseco	Johnson (IL)	Rogers (MI)	Hoyer	Neal	Sutton	Bishop (UT)	Hartzler
Cantor	Johnson (OH)	Rohrabacher	Israel	Olver	Thompson (CA)	Black	Hastings (WA)
Capito	Johnson, Sam	Rokita	Jackson (IL)	Owens	Thompson (MS)	Blackburn	Hayworth
Carter	Jones	Rooney	Jackson Lee	Pallone	Tierney	Bonner	Heck
Cassidy	Jordan	Ros-Lehtinen	(TX)	Pascarell	Tonko	Bono Mack	Hensarling
Chabot	Kelly	Roskam	Johnson (GA)	Pastor (AZ)	Towns	Boren	Herger
Chaffetz	King (IA)	Ross (FL)	Johnson, E. B.	Pelosi	Tsongas	Boustany	Herrera Beutler
Coble	King (NY)	Royce	Keating	Perlmutter	Van Hollen	Brady (TX)	Huelskamp
Coffman (CO)	Kingston	Runyan	Kildee	Peters	Velázquez	Brooks	Huizenga (MI)
Cole	Kinzinger (IL)	Ryan (WI)	Kind	Peterson	Visclosky	Broun (GA)	Hultgren
Conaway	Kline	Scalise	Kissell	Pingree (ME)	Walz (MN)	Buchanan	Hunter
Cravaack	Labrador	Schilling	Kucinich	Polis	Wasserman	Bucshon	Hurt
Crawford	Lamborn	Schmitt	Langevin	Price (NC)	Schultz	Issa	Issa
Crenshaw	Lance	Schock	Larsen (WA)	Quigley	Waters	Burgess	Jenkins
Culberson	Landry	Schweikert	Larson (CT)	Rahall	Watt	Burton (IN)	Johnson (IL)
Davis (KY)	Lankford	Scott (SC)	Lee (CA)	Reyes	Waxman	Calvert	Johnson (OH)
Denham	Latham	Scott, Austin	Levin	Richardson	Welch	Camp	Johnson, Sam
Dent	LaTourette	Sensenbrenner	Lewis (GA)	Richmond	Wilson (FL)	Campbell	Jones
DesJarlais	Latta	Sessions	Lipinski	Ross (AR)	Woolsey	Canseco	Jordan
Diaz-Balart	Lewis (CA)	Shimkus	Loeb sack	Rothman (NJ)	Yarmuth	Cantor	Kelly
Dold	LoBiondo	Shuler				Capito	King (IA)
Donnelly (IN)	Long	Shuster				Cardoza	King (NY)
Dreier	Lucas	Simpson	Andrews	Marino	Rangel	Carter	Kingston
Duffy	Luetkemeyer	Smith (NE)	Filner	Napolitano	Slaughter	Cassidy	Kinzing (IL)
Duncan (SC)	Lummis	Smith (NJ)	Kaptur	Paul		Chabot	Kissell
Duncan (TN)	E.	Smith (TX)				Chaffetz	Kline
Ellmers	Mack	Southerland				Coffman (CO)	Labrador
Emerson	Manzullo	Stearns				Cole	Lamborn
Farenthold	Marchant	Stivers				Conaway	Lance
Fincher	Matheson	Stutzman				Costa	Landry
Fitzpatrick	Flake	Sullivan				Crawaack	Lankford
Flake	McCauley	Terry				Crawford	Latham
Fleischmann	McClintock	Thornberry				Crenshaw	LaTourette
Fleming	McCotter	Tiberi				Culberson	Latta
Flores	McHenry	Tipton				Davis (KY)	Lewis (CA)
Forbes	McKeon	Turner (NY)				Denham	LoBiondo
Fortenberry	McKinley	Turner (OH)				Dent	Long
Fox	McMorris	Upton				DesJarlais	Lucas
Franks (AZ)	Rodgers	Walberg				Diaz-Balart	Luetkemeyer
Frelinghuysen	Meehan	Walsh (IL)				Dold	Lummis
Gallegly	Mica	Webster				Dreier	Sullivan
Gardner	Miller (FL)	West				Duffy	E.
Garrett	Miller (MI)	Westmoreland				Duncan (SC)	Mack
Gerlach	Miller, Gary	Whitfield				Duncan (TN)	Manzullo
Gibbs	Mulvaney	Wilson (SC)				Ellmers	Marchant
Gibson	Murphy (PA)	Wittman				Emerson	McCarthy (CA)
Gingrey (GA)	Myrick					Farenthold	McCaul
Gohmert	Neugebauer					Fattah	McClintock
Goodlatte	Noem					Fincher	McCotter
Gosar	Gowdy					Fitzpatrick	McHenry
Granger	Nunes					Flake	McIntyre
Graves (GA)	Nunnelee					Fleischmann	McKeon
Graves (MO)	Olson					Fleming	McKinley
Griffin (AR)	Palazzo					Flores	McMorris
Griffith (VA)	Paulsen					Forbes	Rodgers
						Fortenberry	Meehan
						Fox	Mica
						Franks (AZ)	Miller (FL)
						Frelinghuysen	Miller (MI)
						Gallegly	Miller, Gary
						Gardner	Mulvaney
						Garrett	Murphy (PA)
						Gerlach	Myrick
						Gibbs	Neugebauer
							Noem

Connolly (VA) Jackson Lee (TX)  
 Conyers Johnson (GA)  
 Cooper Johnson, E. B.  
 Costello Keating  
 Courtney Kildee  
 Critz Kind  
 Crowley Kucinich  
 Cuellar Langevin  
 Cummings Larsen (WA)  
 Davis (CA) Larson (CT)  
 Davis (IL) Lee (CA)  
 DeFazio Levin  
 DeGette Lewis (GA)  
 DeLauro Lipinski  
 Deutch Loebach  
 Dicks Lofgren, Zoe  
 Dingell Lowey  
 Doggett Lujan  
 Donnelly (IN) Lynch  
 Doyle Malone  
 Edwards Markey  
 Ellison Matheson  
 Engel Matsui  
 Eshoo McCarthy (NY)  
 Farr McCollum  
 Frank (MA) McDermott  
 Fudge McGovern  
 Garamendi McNerney  
 Gonzalez Meeks  
 Green, Al Michaud  
 Green, Gene Miller (NC)  
 Grijalva Miller, George  
 Gutierrez Moore  
 Hahn Moran  
 Hanabusa Murphy (CT)  
 Hastings (FL) Nadler  
 Heinrich Neal  
 Higgins Oliver  
 Himes Owens  
 Hinchey Pallone  
 Hinojosa Pascrell  
 Hirono Pastor (AZ)  
 Hochul Pelosi  
 Holden Perlmutter  
 Holt Peters  
 Honda Peterson  
 Hoyer Pingree (ME)  
 Israel Poliss  
 Jackson (IL)

## NOT VOTING—8

Andrews Marino  
 Filner Napolitano  
 Kaptur Paul

## ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There is 1 minute remaining.

□ 1346

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated against:

Mr. FILNER. Mr. Speaker, on rollcall 166, I was away from the Capitol due to prior commitments to my constituents. Had I been present, I would have voted “no.”

Mrs. NAPOLITANO. Mr. Speaker, on Wednesday, April 18, 2012, I was absent during rollcall vote No. 166 due to a family medical emergency. Had I been present, I would have voted “no” on agreeing to H. Res. 619 Providing for consideration of the bill (H.R. 4348) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of multiyear law reauthorizing such programs, and for other purposes.

## THE JOURNAL

The SPEAKER pro tempore. 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 295, nays 118, answered “present” 2, not voting 16, as follows:

[Roll No. 167]

YEAS—295

Ackerman Ellmers  
 Aderholt Emerson  
 Akin Engel  
 Alexander Farenthold  
 Amodei Farr  
 Austria Fattah  
 Baca Fincher  
 Bachmann Flake  
 Bachus Fleischmann  
 Barletta Fleming  
 Barrow Flores  
 Bartlett Fortenberry  
 Barton (TX) Frank (MA)  
 Bass (NH) Franks (AZ)  
 Becerra Frelinghuysen  
 Berg Fudge  
 Berkley Gallegly  
 Berman Garamendi  
 Bilbray Garrett  
 Bilirakis Gibbs  
 Bishop (GA) Gingrey (GA)  
 Bishop (NY) Gonzalez  
 Bishop (UT) Goodlatte  
 Black Gosar  
 Blackburn Gowdy  
 Blumenauer Granger  
 Bonamici Graves (GA)  
 Bono Mack Green, Al  
 Boustany Griffith (VA)  
 Brady (TX) Grimm  
 Braley (IA) Guinta  
 Brooks Guthrie  
 Broun (GA) Gutierrez  
 Brown (FL) Hahn  
 Buchanan Hanabusa  
 Bucshon Harper  
 Buerkle Hastings (WA)  
 Burton (IN) Hayworth  
 Butterfield Heinrich  
 Calvert Hensarling  
 Camp Herger  
 Campbell Higgins  
 Canseco Hinojosa  
 Cantor Hirono  
 Capito Hochul  
 Capps Holt  
 Carnahan Reyes  
 Carney Huizenga (MI)  
 Carson (IN) Hultgren  
 Carter Hunter  
 Cassidy Hurt  
 Chabot Issa  
 Chaffetz Jenkins  
 Cicilline Johnson (GA)  
 Clarke (MI) Johnson (IL)  
 Clay Johnson, E. B.  
 Cleaver Johnson, Sam  
 Coble Jordan  
 Cohen Kelly  
 Cole Kildee  
 Connolly (VA) King (IA)  
 Conyers King (NY)  
 Cooper Kingston  
 Crawford Kissell  
 Crenshaw Kline  
 Crowley Lamborn  
 Cuellar Lance  
 Culberson Landry  
 Cummings Lankford  
 Davis (CA) Larsen (WA)  
 Davis (IL) Larson (CT)  
 Davis (KY) LaTourette  
 DeGette Latta  
 DeLauro Levin  
 Denham Lewis (CA)  
 Deutch Lipinski  
 Diaz-Balart Loebach  
 Dicks Long  
 Dingell Lowey  
 Doggett Lucas  
 Doyle Lujan  
 Dreier Lummis  
 Duncan (SC) Lungren, Daniel  
 Duncan (TN) E.  
 Edwards Mack  
 Ellison Marchant

Simpson Tierney  
 Sires Tonko  
 Smith (NE) Tsongas  
 Smith (NJ) Turner (NY)  
 Smith (TX) Upton  
 Smith (WA) Van Hollen  
 Southerland Walz (MN)  
 Speier Wasserman  
 Stearns Schultz  
 Stutzman Watt  
 Sullivan Waxman  
 Thompson (PA) Webster  
 Thornberry Welch

NAYS—118

Adams Hall  
 Altmire Hanna  
 Baldwin Harris  
 Bass (CA) Hartzler  
 Benishek Hastings (FL)  
 Biggert Heck  
 Boren Herrera Beutler  
 Boswell Himes  
 Brady (PA) Holden  
 Burgess Hoyer  
 Capuano Huelskamp  
 Cardoza Israel  
 Castor (FL) Jackson (IL)  
 Chandler Jackson Lee  
 Chu (TX)  
 Clarke (NY) Johnson (OH)  
 Clyburn Jones  
 Coffman (CO) Keating  
 Conaway Kind  
 Costa Kinzinger (IL)  
 Costello Kucinich  
 Courtney Langevin  
 Cravaack Latham  
 Critz Lee (CA)  
 DeFazio Lewis (GA)  
 Dent LoBiondo  
 DesJarlais Luetkemeyer  
 Dold Lynch  
 Donnelly (IN) Maloney  
 Duffy Manzullo  
 Fitzpatrick Matheson  
 Forbes McCotter  
 Foeux McDermott  
 Gardner McGovern  
 Gerlach Meehan  
 Gibson Miller (FL)  
 Graves (MO) Miller, George  
 Green, Gene Mulvaney  
 Griffin (AR) Neal  
 Grijalva Nugent  
 Young (AK)

ANSWERED “PRESENT”—2

Amash Owens

NOT VOTING—16

Andrews Lofgren, Zoe  
 Eshoo Marino  
 Filner Napolitano  
 Gohmert Paul  
 Kaptur Pingree (ME)  
 Labrador Rangel

□ 1352

So the Journal was approved.

The result of the vote was announced as above recorded.

Stated for:

Mr. RIVERA. Mr. Speaker, on rollcall No. 167, I was unavoidably delayed. Had I been present, I would have voted “yea.”

Stated against:

Mr. FILNER. Mr. Speaker, on rollcall 167, I was away from the Capitol due to prior commitments to my constituents. Had I been present, I would have voted “nay.”

SURFACE TRANSPORTATION  
EXTENSION ACT OF 2012, PART II

GENERAL LEAVE

Mr. MICA. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 4348.

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