

Bass (CA) Green, Al  
 Bass (NH) Green, Gene  
 Becerra Grijalva  
 Berkley Guinta  
 Berman Gutierrez  
 Biggert Hahn  
 Bishop (NY) Hanabusa  
 Blumenauer Hastings (FL)  
 Bonamici Hayworth  
 Brady (PA) Heinrich  
 Braley (IA) Higgins  
 Brown (FL) Himes  
 Butterfield Hinchey  
 Capps Hinojosa  
 Capuano Hirono  
 Carnahan Holt  
 Carney Honda  
 Carson (IN) Hoyer  
 Carter Huelskamp  
 Castor (FL) Israel  
 Chabot Jackson Lee  
 Chandler (TX)  
 Chu Johnson (GA)  
 Cicilline Johnson (IL)  
 Clarke (MI) Johnson, E. B.  
 Clarke (NY) Kaptur  
 Clay Keating  
 Cleaver Kildee  
 Clyburn Kind  
 Cohen Kucinich  
 Connolly (VA) Langevin  
 Conyers Larsen (WA)  
 Cooper Larson (CT)  
 Costello Lee (CA)  
 Courtney Levin  
 Critz Lewis (GA)  
 Crowley Lipinski  
 Cuellar LoBiondo  
 Davis (CA) Loeback  
 Davis (IL) Lofgren, Zoe  
 DeFazio Lowey  
 DeGette Lujan  
 DeLauro Lujan  
 Deutch Lynch  
 Dicks Maloney  
 Doggett Markey  
 Dold Matsui  
 Doyle McCarthy (NY)  
 Edwards McCollum  
 Ellison Tsongas  
 Engel Van Hollen  
 Eshoo Velázquez  
 Farr Visclosky  
 Fattah Walz (MN)  
 Filner Wasserman  
 Fitzpatrick Schultz  
 Frank (MA) Moore  
 Frelinghuysen Moran  
 Fudge Mulvaney  
 Garamendi Murphy (CT)  
 Gonzalez Nadler  
 Granger Napolitano  
 Neal Yarmuth

## NOT VOTING—12

Altmire Jackson (IL) Schock  
 Cummings Lewis (CA) Schwartz  
 Dingell Miller (FL) Young (FL)  
 Huizenga (MI) Sánchez, Linda  
 Issa T.

□ 1742

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated against:

Ms. SCHWARTZ. Mr. Speaker, on rollcall No. 387, had I been present, I would have voted “nay.”

# GILA BEND INDIAN RESERVATION LANDS REPLACEMENT CLARIFICATION ACT

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 2938) to prohibit certain gaming activities on certain Indian lands in Arizona, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by

the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 343, nays 78, answered “present” 2, not voting 9, as follows:

[Roll No. 388]

YEAS—343

Ackerman DeLauro Kaptur  
 Adams Denham Kelly  
 Aderholt Dent Kildee  
 Akin DesJarlais Kind  
 Alexander Diaz-Balart King (IA)  
 Amodei Dicks King (NY)  
 Andrews Dold Kingston  
 Austria Kinzinger (IL)  
 Baca Duffy Kline  
 Bachmann Duncan (SC)  
 Bachus Duncan (TN)  
 Baldwin Ellison Lance  
 Barletta Ellmers Landry  
 Barrow Emerson Lankford  
 Bartlett Farenthold Larson (CT)  
 Barton (TX) Farr Latham  
 Bass (NH) Fattah Latta  
 Becerra Fincher Lewis (GA)  
 Benishek Fitzpatrick Lipinski  
 Berg Flake LoBiondo  
 Berkley Fleischmann Loeback  
 Berman Fleming Lofgren, Zoe  
 Biggert Flores Long  
 Bilbray Forbes Lowey  
 Bilirakis Fortenberry Lucas  
 Bishop (GA) Foxx Luetkemeyer  
 Bishop (UT) Franks (AZ) Lujan  
 Black Frelinghuysen Lungren, Daniel  
 Blackburn Fudge E.  
 Bonner Gallegly Mack  
 Bono Mack Garamendi  
 Boren Gardner Manzullo  
 Boswell Garrett Marchant  
 Boustany Gerlach Marino  
 Brady (PA) Gibbs Matheson  
 Brady (TX) Gibson McCarthy (CA)  
 Brooks Gingrey (GA) McCaul  
 Broun (GA) Gohmert McCollum  
 Brown (FL) Gonzalez McCotter  
 Buchanan Goodlatte McGovern  
 Bucshon Gosar McHenry  
 Buerkle Gowdy McIntyre  
 Burgess Granger McKeon  
 Burton (IN) Graves (GA) McKinley  
 Butterfield Graves (MO) McMorris  
 Camp Green, Al Rodgers  
 Campbell Green, Gene Meehan  
 Canseco Griffin (AR) Meeks  
 Cantor Griffith (VA) Mica  
 Capito Grimm Michaud  
 Capps Guinta Miller (MI)  
 Capuano Guthrie Miller, Gary  
 Cardoza Gutierrez Moore  
 Carnahan Hahn Mulvaney  
 Carney Hall Murphy (CT)  
 Carson (IN) Hanabusa Murphy (PA)  
 Carter Hanna Myrick  
 Cassidy Harper Neal  
 Chabot Harris Neugebauer  
 Chaffetz Hartzler Noem  
 Chandler Hastings (FL) Nugent  
 Clarke (MI) Hastings (WA) Nunes  
 Clarke (NY) Hayworth Nunnelee  
 Clay Heck Olson  
 Cleaver Heinrich Olver  
 Clyburn Hensarling Palazzio  
 Coble Herger Pallone  
 Coffman (CO) Herrera Beutler Pascrell  
 Cohen Himes Pastor (AZ)  
 Cole Hinchey Paulsen  
 Conaway Hinojosa Pearce  
 Connolly (VA) Holden Pelosi  
 Conyers Huelskamp Pence  
 Cooper Hultgren Perlmutter  
 Costa Hunter Peters  
 Courtney Hurt Peterson  
 Cravaack Israel Petri  
 Crawford Issa Pitts  
 Crenshaw Jackson Lee Platts  
 Crowley (TX) Poe (TX)  
 Cuellar Jenkins Pompeo  
 Culberson Johnson (IL) Posey  
 Cummings Johnson (OH) Price (GA)  
 Davis (IL) Johnson, Sam Quayle  
 Davis (KY) Jones Quigley  
 Jordan Rahall

Rangel Sanchez, Loretta  
 Reed Scalise Thompson (PA)  
 Rehberg Schiff Thornberry  
 Reichert Schilling Tiberi  
 Renacci Schmidt Tipton  
 Reyes Schock Towns  
 Ribble Schrader Turner (NY)  
 Richardson Schwartz Turner (OH)  
 Richmond Schweikert Upton  
 Rigell Scott (SC) Walberg  
 Rivera Scott, Austin Walsh (IL)  
 Roby Scott, David Walz (MN)  
 Roe (TN) Sensenbrenner Wasserman  
 Rogers (AL) Sessions Schultz  
 Rogers (KY) Sherman Watt  
 Rogers (MI) Shimkus Webster  
 Rohrabacher Shuler West  
 Rokita Shuster Westmoreland  
 Rooney Simpson Whitfield  
 Ros-Lehtinen Sires Wilson (FL)  
 Roskam Smith (NE) Wilson (SC)  
 Ross (AR) Smith (NJ) Wittman  
 Ross (FL) Smith (TX) Wolf  
 Rothman (NJ) Southerland Womack  
 Roybal-Allard Stearns Woodall  
 Royce Stivers Woolsey  
 Runyan Stutzman Yoder  
 Ruppersberger Sullivan Young (AK)  
 Rush Terry Young (IN)  
 Ryan (WI) Thompson (MS)

NAYS—78

Amash Holt Paul  
 Barber Honda Pingree (ME)  
 Bass (CA) Hoyer Polis  
 Bishop (NY) Johnson (GA) Price (NC)  
 Blumenauer Johnson, E. B. Ryan (OH)  
 Bonamici Keating Sarbanes  
 Braley (IA) Kissell Schakowsky  
 Castor (FL) Kucinich Scott (VA)  
 Cicilline Langevin Serrano  
 Costello Larsen (WA) Sewell  
 Critz Lee (CA) Slaughter  
 Davis (CA) Levin Smith (WA)  
 DeFazio Lummis Speier  
 DeGette Lynch Stark  
 Deutch Markey Sutton  
 Doggett Matsui Thompson (CA)  
 Donnelly (IN) McCarthy (NY) Tierney  
 Doyle McClintock Tonko  
 Edwards McDermott Tsongas  
 Engel McNeerney Van Hollen  
 Eshoo Miller (NC) Velázquez  
 Filner Miller, George Visclosky  
 Frank (MA) Moran Waters  
 Grijalva Nadler Waxman  
 Higgins Napolitano Welch  
 Hochul Owens Yarmuth

ANSWERED “PRESENT”—2

Chu LaTourette  
 Altmire Jackson (IL) Sánchez, Linda  
 Dingell Lewis (CA) T.  
 Hirono Miller (FL) Young (FL)  
 Huizenga (MI)

□ 1749

Messrs. LEVIN and WELCH changed their vote from “yea” to “nay.”

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

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Ms. HIRONO. Mr. Speaker, on rollcall No. 388, had I been present, I would have voted “yea.”

# REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 4480, DOMESTIC ENERGY AND JOBS ACT

Ms. FOXX, from the Committee on Rules, submitted a privileged report (Rept. No. 112-540) on the resolution (H. Res. 691) providing for consideration of

the bill (H.R. 4480) to provide for the development of a plan to increase oil and gas exploration, development, and production under oil and gas leases of Federal lands under the jurisdiction of the Secretary of Agriculture, the Secretary of Energy, the Secretary of the Interior, and the Secretary of Defense in response to a drawdown of petroleum reserves from the Strategic Petroleum Reserve, which was referred to the House Calendar and ordered to be printed.

**MOTION TO INSTRUCT CONFEREES  
ON H.R. 4348, SURFACE TRANSPORTATION  
EXTENSION ACT OF  
2012, PART II**

Mr. WALZ of Minnesota. Mr. Speaker, I have a previous noticed motion at the desk.

The SPEAKER pro tempore. The Clerk will report the motion.

The Clerk read as follows:

Mr. Walz of Minnesota moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment to the bill H.R. 4348 be instructed to resolve all issues and file a conference report not later than June 22, 2012.

The SPEAKER pro tempore. Pursuant to clause 7 of rule XXII, the gentleman from Minnesota (Mr. WALZ) and the gentleman from Tennessee (Mr. DUNCAN) each will control 30 minutes.

The Chair recognizes the gentleman from Minnesota.

Mr. WALZ of Minnesota. Mr. Speaker, I yield myself such time as I may consume.

I want to thank the gentleman from Tennessee for being here. I know his commitment to building infrastructure in this Nation is unquestioned. He's been a good friend and a gentleman on the committee.

I think what we're here for today, Mr. Speaker, is the American people deserve better from us. We have a need in this country that is obvious to everyone. The infrastructure in this country is crumbling: 70,000 deficient bridges; nearly half our highways in disrepair. And being a Member from Minnesota, that hot August day almost 5 years ago when the I-35W bridge fell into the Mississippi River is a stark testament of what we can do.

The Transportation Committee, by command of the Constitution, if you will, has always been there to build the post roads. This Nation has built canals, locks, dams, and ports. We've built railroads that connected the continent and spurred the industrial revolution. We've built an interstate highway system that made the American economy the envy of the world. We have possessed vision, we've possessed willpower, and we've done it in a manner that incorporated bipartisan support and, at the end of the day, compromise.

The last bill that passed, SAFETEA-LU, passed by a vote in this House in 2005 of 412-8; in the Senate, 91-4. The

previous bill, 2007, 297-86, and 88-5 in the Senate. In 1991, 372-47; the Senate, 79-8. In 1987, over the last 25 years, 350-73. We have the will. We simply need to exercise the political willpower to move this piece of legislation.

So this motion to instruct is very simple. A hundred days ago, the Senate passed their version. It received a vote of 74-22. It is a bipartisan bill.

Now, I will be the first to tell you the prerogative of the House to lead is sacred to us here. We need to have a say in this. We need to make sure that the people's House has their voice in things. The problem we have is we've been sitting in conference committee for 45 days with a deadlock and no end in sight.

So this motion to instruct, yes, it's a nonbinding sense of the House, but I would argue it's far more than that. This is a sense of the American public. They sent us here to do some basic work. They did not send us here to agree with each other on everything, but they did have that understanding that the glue that binds the Nation together is compromise. And there are a very few things that historically have been bipartisan. The transportation bill has been one of those.

So what this MTI asks is: rectify the differences and compromise to the point that we can get something on the floor and finish the work by June 22, this Friday. Then give us the opportunity to exercise the American will by having their Representatives discuss what needs to be there. If we can't come to a compromise, bring us the Senate bill and let's have the up-or-down vote. If it passes, we can move forward. If it doesn't, then we start and go on from there. But I have to tell you, we can't afford to kick this can down the road—and I would say the proverbial “crumbling road.”

The Chamber of Commerce has made the case:

Failure to keep up with infrastructure needs in the U.S. cost this economy \$2 trillion between 2008 and 2009.

Every year we do nothing, we spend over \$100 billion on idling tax. We waste 1.9 billion gallons of fuel yearly. That's 5 percent of our fuel needs. That's money going to foreign countries who hate us. They'll hate us for free. We can be more efficient. We cannot waste Americans' hard-earned dollars staring at the bumper in front of them. We can do it safely, and we can move our products to market faster; and we have that power.

I said it this morning. I'll continue to say it. Up above the Speaker's chair up there is the quote from Daniel Webster. How about we do something worthy to be remembered for. How about we come together and pass a bill that the people say, They did the peoples' work. They compromised.

It's not about getting what each of us wants. It's about getting what the American public needs.

I reserve the balance of my time.

Mr. DUNCAN of Tennessee. I yield myself such time as I may consume.

First of all, Mr. Speaker, I appreciate the kind words from the gentleman from Minnesota. He is correct in that I am very much committed to trying to produce and pass a good transportation bill in this Congress. When the gentleman's party was in control of the House and the Senate and the White House a couple of years ago, they couldn't, for various reasons, pass the bill. And I certainly hope we can in this Congress.

For the past 3½ years, about half the time when I've come to the floor I've had some Members on both sides come up to me and say, When are we going to pass a highway bill? And this is my 24th year in this body and I have been involved actively with all of those bills that the gentleman from Minnesota mentioned, all of which passed by overwhelming margins. And as he said, the last highway bill that was passed in 2005 passed with only 8 votes in opposition.

I agree and I think all of the people on our side of the aisle agree in principle with Mr. WALZ's motion to instruct. We should focus our efforts on completing the conference report and delivering a bill to the President's desk before the surface transportation programs expire at the end of this month. Unfortunately, up until this moment, the Senate has not shown a sufficient willingness to address the House's top four priorities: streamlining project delivery; program consolidation; State funding flexibility; and equitable funding formulas not based on past earmarks.

When the average transportation project, Mr. Speaker, takes 15 years to complete, I cannot help but think there's something wrong with the current system. And as the gentleman from Minnesota mentioned, when the will is there, these projects can be completed in record time, such as the I-35 bridge in Minnesota after it collapsed.

Bureaucratic red tape is the main culprit, and much more must be done in the reauthorization bill to accelerate the process by which projects are approved. Every other developed nation is doing similar types of projects in a third or half the time that we are, and it is ridiculous that we are wasting so much money dragging these projects out for so many years. We can accomplish the goal of accelerating the process without harming the environment, but the Senate so far has shown more interest in catering to radical environmentalists than building infrastructure projects.

Program consolidation is another important reform that the House is pushing for in this bill. The Senate insists on including two new programs at the cost of \$3 billion a year that would allow the administration to play politics with the funding that should go directly to the States. At a time when the highway trust fund is going broke, we should focus our limited transportation dollars on consolidating programs and eliminating wasteful programs, not creating new ones. Funding