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Canseco  
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Cassidy  
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Chaffetz  
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Davis (KY)  
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Ellmers  
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Fincher  
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Herrera Beutler  
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Huizenga (MI)  
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Issa  
Jenkins  
Johnson (IL)  
Johnson (OH)  
Johnson, Sam  
Jones  
Jordan  
Kelly  
King (IA)  
King (NY)  
Kingston  
Kinzinger (IL)  
Kissell  
Kline  
Labrador  
Lance  
Landry  
Lankford  
Latham  
LaTourette  
Latta  
LoBiondo  
Long  
Lucas  
Luetkemeyer  
Lummis  
Lungren, Daniel  
E.  
Mack  
Manzullo  
Marchant  
Marino  
Matheson  
McCarthy (CA)  
McCaul  
McCotter  
McHenry  
McIntyre  
McKeon  
McKinley  
McMorris  
Rodgers  
Meehan  
Meeks  
Mica  
Miller (FL)  
Miller (MI)  
Miller, Gary  
Mulvaney  
Murphy (PA)  
Myrick  
Neugebauer  
Noem  
Nugent  
Nunes  
Nunnelee  
Olson  
Owens  
Palazzo  
Paul  
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Poe (TX)  
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Price (GA)  
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Ros-Lehtinen  
Roskam  
Ross (AR)  
Ross (FL)  
Royce  
Runyan  
Ryan (WI)  
Scalise  
Schilling  
Schmidt  
Schock  
Schradler  
Schweikert  
Scott (SC)  
Scott, Austin  
Sensenbrenner  
Sessions  
Shimkus  
Shuler  
Shuster  
Simpson  
Smith (NE)  
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Stutzman  
Sullivan  
Terry  
Thompson (PA)  
Thornberry  
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Tipton  
Turner (NY)  
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Upton  
Walberg  
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Walsh (IL)  
Webster  
West  
Westmoreland  
Whitfield  
Wilson (SC)  
Wittman  
Wolf  
Womack  
Woodall  
Yoder  
Young (AK)  
Young (FL)  
Young (IN)

Eshoo  
Farr  
Fattah  
Frank (MA)  
Fudge  
Garamendi  
Gonzalez  
Green, Al  
Green, Gene  
Grijalva  
Gutierrez  
Hahn  
Hanabusa  
Hastings (FL)  
Heinrich  
Higgins  
Himes  
Hinchey  
Hinojosa  
Hirono  
Hochul  
Holden  
Holt  
Honda  
Hoyer  
Israel  
Jackson Lee  
(TX)  
Johnson (GA)  
Kaptur  
Keating  
Kildee  
Kind  
Kucinich  
Langevin  
Larsen (WA)  
Larson (CT)  
Lee (CA)  
Levin  
Lewis (GA)  
Lipinski

Loeb sack  
Lofgren, Zoe  
Lowey  
Lujan  
Lynch  
Maloney  
Markey  
Matsui  
McCarthy (NY)  
McClintock  
McCollum  
McDermott  
McGovern  
McNerney  
Michaud  
Miller (NC)  
Miller, George  
Moore  
Moran  
Murphy (CT)  
Nadler  
Napolitano  
Neal  
Oliver  
Pallone  
Pascrell  
Pastor (AZ)  
Pelosi  
Peters  
Peterson  
Pingree (ME)  
Polis  
Posey  
Price (NC)  
Quigley  
Rahall  
Rangel  
Reyes  
Richmond  
Rothman (NJ)  
Roybal-Allard

Ruppersberger  
Rush  
Ryan (OH)  
Sanchez, Linda  
T.  
Sanchez, Loretta  
Sarbanes  
Schakowsky  
Schiff  
Schwartz  
Scott (VA)  
Scott, David  
Serrano  
Sewell  
Sherman  
Sires  
Slaughter  
Smith (WA)  
Speier  
Stark  
Sutton  
Thompson (CA)  
Thompson (MS)  
Tierney  
Tonko  
Townes  
Tsongas  
Van Hollen  
Velázquez  
Visclosky  
Walz (MN)  
Wasserman  
Schultz  
Waters  
Watt  
Waxman  
Welch  
Wilson (FL)  
Woolsey  
Yarmuth

## NOT VOTING—12

Akin  
Barton (TX)  
Clyburn  
Conyers

Filner  
Gohmert  
Harris  
Jackson (IL)  
Johnson, E. B.  
Lamborn  
Lewis (CA)  
Platts

□ 1043

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 444, I was away from the Capitol due to prior commitments to my constituents. Had I been present, I would have voted “nay.”

## PERSONAL EXPLANATION

Mr. AKIN. Mr. Speaker, on rollcall No. 443 and 444, I was delayed and unable to vote. Had I been present I would have voted “yea” on rollcall No. 443, and “yea” on rollcall No. 444.

## PERSONAL EXPLANATION

Mr. CONYERS. Mr. Speaker, on June 29, 2012, I regret that I was not present to vote on the Motion to Table the Jackson Lee Privileged Resolution and H. Res. 717.

Had I been present, I would have voted “nay” on both bills.

# CONFERENCE REPORT ON H.R. 4348, MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT

Mr. MICA. Mr. Speaker, pursuant to House Resolution 717, I call up the conference report on 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 Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 717, the conference report is considered read.

(For conference report and statement, see proceedings of the House of June 28, 2011, at page H4432.)

The SPEAKER pro tempore. The gentleman from Florida (Mr. MICA) and the gentleman from West Virginia (Mr. RAHALL) each will control 30 minutes.

The Chair recognizes the gentleman from Florida.

## 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 materials on the conference report to accompany H.R. 4348.

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

There was no objection.

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

Mr. Speaker and my colleagues, it has indeed been a very bumpy road to get to this point where we could pass a transportation bill.

First, I have to thank my colleagues. I want to particularly thank the Speaker of the House of Representatives who stuck by me, who insisted that we pass this legislation that we worked on together in the best interest of the people of the United States, particularly in a time when people have lost their jobs, particularly at a time where the construction industry is at its lowest point in probably our history, and particularly at a time when it's important for Congress to act, not just to talk about problems that we have, but to get things done in the best interest of the people of the United States.

□ 1050

So I want to thank first the Speaker. I want to thank my colleagues who participated. I want to thank the staff who have been up almost nonstop for 2 weeks day and night trying to help wrap this up.

I'm not particularly pleased with some of the twists and turns. Let me say, first of all, my predecessor Mr. Oberstar, I regret that he was not able to achieve what we've achieved. He was undermined, unfortunately, by this administration to pass a bill. I tried to help him to pass a bill, not for partisan reasons or political reasons, but, again, for the people that we represent and trying to get this country, the economy moving forward. They had to pass six extensions. I was forced to pass three. But we're here today because so many people worked so hard.

One of the funniest things that happened to me during the passage of this bill—and you know that people have been kind of tough on me during this process—is I came to the floor one morning after a particularly tough time, and a staffer looked at me and he said, Mr. MICA, your shirt is awfully clean. He looked at my shirt, opened

## NAYS—176

Ackerman  
Altmire  
Andrews  
Baca  
Baldwin  
Barber  
Barrow  
Bass (CA)  
Becerra  
Berkley  
Berman  
Bishop (GA)  
Bishop (NY)  
Blumenauer  
Bonamici  
Boren  
Boswell  
Brady (PA)  
Braley (IA)

Brown (FL)  
Butterfield  
Capps  
Capuano  
Cardoza  
Carnahan  
Carney  
Carson (IN)  
Castor (FL)  
Chu  
Cicilline  
Clarke (MI)  
Clarke (NY)  
Clay  
Cleaver  
Cohen  
Connolly (VA)  
Cooper  
Costa

Costello  
Courtney  
Critz  
Crowley  
Cuellar  
Cummings  
Davis (CA)  
Davis (IL)  
DeFazio  
DeGette  
DeLauro  
Deutch  
Dicks  
Dingell  
Doggett  
Doyle  
Edwards  
Ellison  
Engel

my coat, and he said, Your shirt is awfully clean.

I said, What do you mean?

He said, For someone that's been thrown under the bus so many times, you don't have many tire tracks on you.

One of the light moments in this process.

But you know what you have to do is, when they throw you under the bus, you get up, you right yourself, you dust yourself off, and then you gain even more determination to win and get the job done. And that's what we're doing today.

Today we're passing a bill, again, that the other side couldn't pass when they had complete control of the White House, the Senate, and the House of Representatives. We're passing this today, ironically, in the week that they passed the first transportation bill in Congress, and it was signed into law back in June of 1956.

This isn't the bill that exactly I would like, but this is a bill that, first of all, has the most historic reforms in the Federal participation in transportation programs in its history, since its adoption back in 1956. Those reforms are included, and there is a dramatic change in consolidation of some of the programs that mushroomed. Government mushrooms. Nobody does anything about reining in the size of government. This bill does something about that.

This bill takes the plea that we've heard from Beckley, West Virginia, to the west coast, from sea to shining sea in an unprecedented number of hearings across the country. And people said the whole paperwork process, red tape of Federal Government involved in transportation projects has to be changed. And we change it here for the first time historically, dramatically reducing the time that it takes to permit and go forward with a project, dramatically reducing the cost, dramatically reducing the mandates, increasing the flexibility for local government. So we have a streamlining process, unprecedented.

Now, this wasn't easy to do because my previous chairmen—and one of them that, at least, is here—they had a little thing called earmarks. In fact, the last bill had 6,300 earmarks. And you see, my hands are behind my back. I don't have them tied, but I didn't have the ability to pass out earmarks and the other little goodies in this bill. Instead, we had to focus on policy. And this is good policy. This is good policy for transportation safety. This is good policy for, again, reforms, and it's good policy for moving forward projects across the country and putting people to work.

"Shovel-ready" will no longer be a joke. The administration, when they tried the stimulus dollars to throw that money out there, 35 percent was left in the Federal Treasury 2½ years after we passed the bill because "shovel-ready" even made the President and

others cringe at the thought of how Federal red tape and paperwork stops projects in their progress.

So those are some of the reforms.

I'm grateful, again, for all that helped us move in a positive bipartisan direction.

I want to compliment Senator BOXER. She and I are probably like oil and water when it comes to political philosophy, but we joined together, like everyone should do, to get the people's work done and to get people working in the United States and pass this long overdue legislation.

I reserve the balance of my time.

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

As with health care in the aftermath of yesterday's landmark Supreme Court decision, it's now time to move forward and put the divisiveness which has plagued the enactment of a surface transportation reauthorization bill for the first time in decades behind us and coalesce in support of the pending conference agreement.

This bill makes a sound investment in America. Fifty-six years ago, a Democratic Congress and a Republican President came together. And on this day in 1956, President Dwight D. Eisenhower signed into law the Federal-Aid Highway Act, which established the interstate system of highways. This historic piece of legislation created a transportation system in this country that awed the world. Yet in recent decades, our roads, bridges, trains, and transit systems have slipped into decline because we have failed to make the necessary investments to improve the condition and performance of this network.

The pending legislation will not completely reverse the course of this decline, but, at the very least, States will see no reduction in the infrastructure investment funding that they desperately need to tackle crumbling roadways, deficient bridges, and to secure rail-highway grade crossings.

The States and transportation contractors will have the ability to count on a stable source of funding through fiscal year 2014, sustaining and creating jobs, and enhancing the mobility and safety of American motorists.

Critical investments in transit will continue, reducing traffic congestion. And alternative means of transportation will continue to be a valued enterprise in which to invest, increasing the quality of life and the health of the American people.

To be sure, there are some glaring shortcomings:

The transit privatization provisions threaten service, not enhance it;

The environmental streamlining provisions shortchange public input and could very well lead to greater delays in project delivery;

The Buy America provision is lethargic compared to the bold and decisive strokes that I advocated;

The mandate to install black boxes on commercial motor vehicles will

come at great cost to struggling independent business people, without any proven safety benefits; and

There's an ill-advised provision that has no business in this legislation, which harms our maritime industry by weakening our cargo preference laws.

When all is said and done, though, this bill is what it is.

As with so much legislation in this body, this conference agreement—this one, in particular—means jobs, and it means that we will not have further layoffs. It means that we will continue to move our economy.

And when all is said and done, I will choose to vote for American jobs any day.

Mr. Speaker, before reserving the balance of my time, I ask unanimous consent that time on this side be temporarily managed by Mr. DEFazio of Oregon.

The SPEAKER pro tempore. Without objection, the gentleman from Oregon will control the time.

There was no objection.

Mr. RAHALL. I reserve the balance of my time.

The SPEAKER pro tempore. The gentleman from Oregon will control the time.

Mr. MICA. Mr. Speaker, I am pleased to yield 3 minutes to the gentleman from Tennessee (Mr. DUNCAN), who does a wonderful job chairing and leading the Highways Subcommittee.

Mr. DUNCAN. Mr. Speaker, I rise in support of the conference report on H.R. 4348, the surface transportation reauthorization bill of 2012.

I first want to salute Chairman MICA for the tremendous job he has done in bringing this bill to the floor today, and I want to thank him for allowing me to serve as chairman of the Highways and Transit Subcommittee. This monumental reform package will be considered the signature jobs bill of the 112th Congress, and I am pleased to have been a conferee on the negotiations of the conference report.

States will have over 2 years of funding certainty with no tax increases. By providing long-term funding stability to States, major projects will be able to move forward to help create jobs and make much-needed repairs to our Nation's critical transportation infrastructure. These are jobs, Mr. Speaker, that will not be outsourced to China or elsewhere.

Traffic congestion costs the U.S. economy over \$100 billion a year, approximately. With congestion expected to increase over the next decade and beyond, the job creation from this bill will help reduce congestion costs and boost the economy.

This conference report contains no earmarks.

□ 1100

Funding is distributed based on formulas which go directly to State Departments of Transportation, which will prioritize the highway and transit projects that are the most needed and most important in their State.

The number of Federal programs has been greatly reduced, which will give the States greater flexibility on how they spend their limited Federal resources. The conference report doubles the funding for the Highway Safety Improvement Program, which gives States resources for improvements to dangerous and unsafe sections on our Nation's highways and will save lives. A more robust Highway Safety Improvement Program will help continue the downward trend of highway fatalities and serious injuries that we have seen in the last several years.

The House included several streamlining provisions that will have a dramatic effect on the project delivery process. Federal agencies will be given deadlines to review burdensome environmental requirements, and it requires concurrent instead of consecutive project reviews. Projects that are in the footprint of an existing highway will not be required to go through this process. According to the last study of the Federal Highway Administration, the project delivery process can take up to 15 years from conception to completion. This is government at its worst. These reforms will help cut project delivery times in half and save taxpayers a great deal of money.

The Senate bill also includes a wide spectrum of additional government bureaucracy and red tape for small business that would have severely hurt their bottom line. We were successful in removing most of these over-burdensome regulations.

This, Madam Speaker, is the most conservative highway bill ever, both from a fiscal standpoint and from a policy standpoint. I would especially like to praise the staff that has worked so hard, led by Jim Tymon, one of the most competent and capable people this Congress has ever had, from a staff standpoint.

I look forward to passing this reform bill and putting Americans back to work, and I urge passage of this bill.

Mr. DEFAZIO. I yield myself 2 minutes.

This is 27 months of certainty for the States. That's good. They'll be able to plan major projects. That will mean there will be some equipment acquisitions by contractors and others, unlike the short-term miniscule amount of money spent during the so-called "stimulus" bill, which I opposed. That's good. But this is not enough.

Ten years ago, the United States of America was rated as having the fifth-best transportation infrastructure in the world. Not great, but not that bad. Today, we are 25th in the world. Most Third World countries are spending a much larger percentage of their gross domestic product on transportation infrastructure than we are.

The Eisenhower legacy is crumbling. We have 150,000 bridges that need repair or replacement. Forty percent of the pavement on the national highway system needs to be totally redone, not just surfaced. And we have a \$70 billion

backlog in transit, and we have Buy America rules, which guarantee that all the products that go into those jobs, that investment we need, would be kept here at home. So we did not get to that point with this bill.

This is essentially a little decline from what we just spent last year on transportation infrastructure. And what we spent last year, according to two blue ribbon panels commissioned during the Bush administration, is about half of what we need to begin to bring this up to a world-class system to compete with the rest of the world and deal with the deficiencies. Build a 21st century transportation system. This money in this bill for 27 months will be enough to put a few more Band-Aids on the 20th century, and the 19th century infrastructure, in some places, that we're still utilizing.

There are good things. It builds on the ideas that Chairman Oberstar and I offered 2 years ago to dramatically consolidate the bureaucracy downtown at the Department of Transportation. We don't need to be spending money on 106 different programs that are so complicated that no one knows how to apply, and how to apply the rules, and all that. That's good. We're going to consolidate that. It does some streamlining so projects will get done more quickly.

There are a number of salutary aspects of this bill. But we need to do better by the American people the next time we address that issue.

The SPEAKER pro tempore (Mrs. EMERSON). Without objection, the gentleman from Tennessee (Mr. DUNCAN) will control the time.

There was no objection.

Mr. DUNCAN of Tennessee. Madam Speaker, I yield 2 minutes to a former chairman of our committee, a great Member of this body, the gentleman from Alaska (Mr. YOUNG).

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

Mr. YOUNG of Alaska. Madam Speaker, Members of this body, I want to congratulate the staff, primarily. We mentioned some of them before. The work that they put in this bill is awesome, when they're dealing with the dark side. And you did such a good job of getting things done that we tried to get done in H.R. 7.

I will agree with the gentleman from Oregon about the future and what we have not done in this body because the public still does not believe we need to do what should be done, and that is to pay for the infrastructure through a system that's fair to everyone and quit thinking there's a magic wand to get this job done to build our infrastructure as it should be. We are declining each year.

I would like to thank the chairman also, Mr. MICA. He's absolutely right. When I was chairman, we had a \$289 billion, 5-year bill. It's been in place now 8 years. And I'm quite proud of TEA-LU. But the chairman was, yes,

with his hands tied, because we did not and have not in the Congress retained what I think is a constitutional right of every Congressman: direct money in directions that they know best, without costing the budget one dime. Now we've transferred this money to the State Departments of Transportation, and I think that's really a wrong way to do it, because they're not elected. They don't know what's best for a State.

But Mr. MICA did an outstanding job. Mr. DUNCAN did an outstanding job. And the staff did an outstanding job to make really a small silk purse out of a sow's ear. But now we have to go forth and do another legislative bill in the very near future and explain it to the public: you don't like those potholes, you don't like that wobbly bridge, then you better support the concept of a user's fee or some way to raise the money, because you won't take it out of the general fund.

We have to do this for America if you want a sound economy. Our economy is based upon energy and the ability to move product to and from. If you don't do that, you don't have the America I know.

Mr. DEFAZIO. I yield 1 minute to the gentleman from Iowa (Mr. BOSWELL).

Mr. BOSWELL. I would just like to give my appreciation to you, Mr. Chairman, to Mr. RAHALL, and to you, PETER, and everybody that's worked so hard on this.

Just one comment. We're moving forward. We're going to have jobs. We've done the right thing. It's a good first step. We've got more to do, as was just said. Everybody gives up something.

We've got this control box, if you want to call it, the black box; the recorder that's going to be in all trucks. The Mexican trucks get theirs paid for.

This happens to be a commercial driver's license. I don't know how many of you have got one, but if you want to see one, come look at it sometime. It's a little doing to get one. Owner-operators have to pay for their own. They're making \$50,000, \$60,000 a year if they're doing a good operation. That's prevalent in trucks running across this country. They're doing a good job. They're keeping commerce moving. We ought to just keep in mind we ought to give those middle class, hardworking, patriotic Americans the consideration they deserve.

But I'm glad we got the bill. I will go out there and work with all of you to try to get it better and get more done, but we've got a good first step.

Mr. DEFAZIO. I ask unanimous consent that the gentleman from West Virginia (Mr. RAHALL) be permitted to control the balance of the time.

The SPEAKER pro tempore. Without objection, the gentleman from West Virginia will control the time.

There was no objection.

Mr. MICA. Madam Speaker, I am pleased to yield 3 minutes to the distinguished chair of the Science, Space and Technology Committee, the gentleman from Texas (Mr. HALL).

Mr. HALL of Texas. Madam Speaker, I, of course, rise in support of the conference report accompanying H.R. 4348, a bicameral effort that provides States flexibility and eliminates duplication of effort. I want to thank Chairman MICA for his leadership in this conference and for his outstanding work in negotiating a strong surface transportation reauthorization. The conferees' commitment to reforming Federal surface transportation programs has ensured hardworking taxpayers' dollars are being used more effectively and efficiently.

□ 1110

Chairman MICA actually visited most areas of this country. At a time when we were at home in our districts, he could have been at his home in his district, but he was seeking to empower a bill that sought the greatest good for the greatest number. He worked hard at it. I don't believe in my 32 years here I've ever seen a chairman work so hard to get a bill that was very difficult to start with.

At the outset of the conference, many of us committed to ensuring that surface transportation and restoration funding is used for its intended purpose. As chairman of the House Committee on Science, Space and Technology, I'm pleased that the transportation research programs in the reauthorization are focused on enhancing safety, reducing congestion, and improving quality in the transportation system.

The reauthorization before us provides, among other things, greater flexibility to keep research programs focused, and eliminates a number of unnecessary programs.

The inclusion of language contained in the RESTORE Act illustrates our commitment to the revitalization of those areas harmed by the Deepwater Horizon oil spill. The addition of certain transparency requirements and the ability for the gulf States to dedicate funding to research and development and undertaking projects and programs using the best available science ensure the area most impacted will benefit.

I would also like to thank my colleague from Science, Space, and Technology, Mr. CRAVAACK. He worked hard to protect the interest of his constituents in Minnesota, and he was committed to ensuring that we come away with a strong research title. I believe we've done that.

Finally, I'd like to thank the Speaker for the opportunity to work with the Senate to complete a conference report that will provide more certainty to the States and the localities for infrastructure planning purposes.

I believe this bill helps to create jobs for the American people, which is vital in this troubled economy.

Mr. RAHALL. Madam Speaker, I'm happy to yield 2 minutes to the distinguished gentleman from California (Mr. GEORGE MILLER), the ranking

member of the Education and Workforce Committee, who has jurisdiction over the student loan section of this conference agreement.

(Mr. GEORGE MILLER of California asked and was given permission to revise and extend his remarks.)

Mr. GEORGE MILLER of California. Madam Speaker, I rise today in support of this conference agreement.

Without it, transportation projects would dry up, countless American workers would be thrown out of work, and a college education would cost an additional \$1,000 for more than 7 million students and their families.

The benefits of this legislation for millions of Americans will be felt immediately. In my home State of California, this legislation will save or create nearly 180,000 construction jobs rebuilding our highways and bridges and bike paths; and it will save 570,000 California students from going deeper into debt this next academic year. With this conference report, 7 million students across this country will get another year of interest rate relief as they take out their student loans for the coming college year. More than 4.5 million of those will be women, more than 1.5 million of those will be African American, nearly 1 million are Hispanic students, all who are struggling to stay in college. This interest rate relief that we are providing today will help them.

What is happening today, though, is a rare thing in this Congress. It's a victory for college students. It's a victory for low-income families. It's a victory for the middle class. It's a victory that should not be as rare as it is in the Congress today. The American people should thank this win, and we should make sure that we continue to cooperate in this Congress. And we should also make sure that we heed the words of Mr. YOUNG and Mr. DEFAZIO that we have to do more on our infrastructure to make this country a first-rate country going forward in the future.

Thank you very much for yielding me this time, Mr. RAHALL, and for all of your work on this legislation.

Mr. MICA. Madam Speaker, I'm pleased to yield 2 minutes to the gentleman from Alabama (Mr. BACHUS), the distinguished chair of the Financial Services Committee.

Mr. BACHUS. Madam Speaker, first let me commend Chairman MICA on behalf of this Congress and the American people for the fine work that you and your committee have done on this bill. We'll build more roads with less money and cut through red tape and expedite projects.

I also want to associate myself with the words of DON YOUNG, our former chairman, and of Mr. MILLER from California. You cannot have—the leading country in the world cannot have a Third World infrastructure. And unless we find new funding sources, we will continue to fall behind, and we will continue to have those potholes and bottlenecks.

Now, I want to move to the National Flood Insurance program which is a

part of this bill. It also is a win for the American people. This House over a year ago approved comprehensive flood insurance, risk based, that would reduce the cost and bring many benefits to the program. Last week, the Senate sent us a bill which is essentially the bill we sent them over a year ago. It's a bipartisan bill. It was a lot of hard work and input from Members. We passed it overwhelmingly in the Financial Services Committee and overwhelmingly on the floor of this House. I would like to commend Chairwoman BIGGERT for her fine work. Her name is on this bill, and there's a reason for that. She worked harder than anyone in this Congress to deliver a good bill. It's a 5-year bill, and it will begin to make up for the deficit of \$17.5 billion that this program has as a result of those hurricanes back in 2005.

I would like to commend the Illinois delegation and the California delegation under Mr. SHIMKUS and Mr. COSTA who, sadly, is retiring this year. This bill takes care to balance costs and communities that use their own funds. I urge Members to pass this bill. It's a good bill. It includes many good provisions, and I'm proud to say that the Financial Services Committee and its members have been a part of this effort.

As the legislation to reauthorize and reform the National Flood Insurance Program heads to the President's desk, I would like to acknowledge the time, effort, and wisdom that four members of the Financial Services Committee staff provided to create this positive outcome. These staff members were able to reconcile the differences between the House and Senate bills—working through a host of complex, highly technical issues—in less than one week. The efforts of Clinton Jones, Tallman Johnson, Ed Skala, and Nicole Austin helped all of us to achieve this very beneficial outcome for the American taxpayer, and I thank them for their service to the U.S. House of Representatives.

Madam Speaker, first I want to commend Transportation Committee Chairman MICA, Subcommittee Chairman DUNCAN, Ranking Member RAHALL and others for their hard work on the needed transportation and infrastructure improvements in this bill.

I also want to take the time to comment on provisions in this bill regarding reauthorization and reform of the National Flood Insurance Program (NFIP).

Today we're doing something we haven't done since 2004: provide a long-term reauthorization with meaningful reforms for the National Flood Insurance Program. Since September 2008, the NFIP has been extended 17 times and the program has lapsed four times during that same time period, creating needless uncertainty in the residential and commercial real estate sectors in communities across the country.

Over a year ago the Financial Services Committee and then the House, in a bipartisan display of cooperation, overwhelmingly passed a five-year flood insurance bill with comprehensive reforms and savings for the taxpayers. This week the Senate approved our legislation.

This bipartisan bill represents the hard work and input of many members, and I especially

want to thank Housing Subcommittee Chairwoman BIGGERT for her leadership in getting us to this point.

This bill takes great care to balance the need to make the NFIP more actuarially sound with the need to recognize the hard work and difficult decisions many communities are making to build or rehabilitate their dams and levees. I particularly want to thank Mr. SHIMKUS for working with us to address those concerns in a responsible way.

Many of us have been calling for fundamental reforms of the NFIP for several years. The hurricanes of 2005 led to massive flooding and overwhelmed the program, which now carries a debt to the Treasury of \$17.5 billion as a result.

The NFIP is facing serious financial challenges and cannot afford to continue on its current trajectory, which is why today's bill is vital. The reforms in this bill end the decades-old subsidies for about 355,000 policyholders and reduce the program's need to borrow additional funds from the Treasury, which will help reduce the program's shortfall and protect American taxpayers.

Congress has a responsibility to ensure that the taxpayers are not left holding the bag. This bill puts us on the path to reforming the program with risk-based premiums, and provisions to better protect both taxpayers and homeowners while encouraging greater private sector participation.

Since January of 2011, I have held as a goal of this Congress to achieve fundamental reform of the NFIP. The bill we have before us today accomplishes that in a fair and responsible manner. I urge all Members to support it.

Mr. RAHALL. Madam Speaker, I'm happy to yield 1 minute to the gentlelady from the District of Columbia (Ms. NORTON), a distinguished member of our conference on this agreement.

Ms. NORTON. I thank Chairman MICA and Ranking Member RAHALL for working together on this bill. This year's transportation bill could be named the Jobs Act of 2012 because it is the only bill from the 112th Congress that will create a significant number of jobs.

A word on a couple of significant provisions. Seldom has a pioneering, landmark bill found its way into a transportation reauthorization bill, but in today's bill is the first bill to set national standards for subway safety, bringing subways in line with all other modes of transportation, which have long had national standards. This is probably the most significant provision of this bill.

The DBE language is tailored to ensure that the government is equipped with the tools it must have to address the compelling need for the government to meet its responsibility to continue to address discrimination in small business contracting.

With all of its shortcomings, and there are many, the American people finally will have a jobs bill from this Congress.

Mr. MICA. Madam Speaker, I'm pleased to yield 2½ minutes to the distinguished gentleman from Pennsylvania (Mr. SHUSTER), one of the leaders of our committee and the chair of the Rail Subcommittee.

Mr. SHUSTER. I thank the chairman for yielding me this time. I first would like to thank Chairman MICA and Chairman DUNCAN for their hard work in producing what I believe is a very solid bill with historic reforms in it. The chairman was a tough negotiator, and he came away with something that I believe we can all be very proud of.

We need to act on this bill. If we don't act, if we fail to act, the trust fund will default. We'd have to figure out a way to bail it out. And yet, here we are with a 2-year bill that is fully funded and has some significant reforms in it.

Those reforms include, first of all, the fact that it is a 2-year bill which puts certainty out there to the States and the companies and people who build roads and highways and supply them with the products that they need. That is extremely important.

Second, it consolidates nearly two-thirds of the programs, which is important in reducing red tape and in streamlining project delivery. That is significant. We believe that will reduce the amount of time it takes to build a significant highway project in half. That's a tremendous savings. When you look at a project I recently visited in Oklahoma City, the Crosstown Expressway, a \$680 million job, it took 15 years. If you cut that in half, it saves somewhere between \$60 million to \$80 million just on the inflation alone. So that's a significant savings, and that's why I believe this bill has great reforms in it. It is something that we all need to get behind and pass.

Again, I want to congratulate the chairman for his great work, and also the staff, all of the staff on the committee, both sides of the aisle. Both sides of the Capitol worked hard, but a special thanks to Jim Coon, Amy Smith, Jennifer Hall, and Jim Tymon for their tireless effort. There were a lot of late nights, but they did a great job, and we owe them a great deal of thanks for what they did.

Again, I encourage all of my colleagues to support this bill.

Mr. RAHALL. Madam Speaker, I'm happy to yield 1 minute to the gentleman from New York (Mr. NADLER), another valued conferee on our side.

□ 1120

Mr. NADLER. Madam Speaker, I rise in support of the transportation reauthorization conference report with mixed feelings. The conference report provides \$105 billion over the next 27 months for highway and transit programs and will put about 2 million people to work at a time when we desperately need jobs. These funding levels, although far from adequate, are a great improvement from the original House bill and will allow transportation agencies to plan and construct projects important to the economy. The conference report also prevents student loan interest rates from doubling, which is critical to more than 7 million students.

The transit funding formulas are focused on regions with the highest need and will provide essential resources for the MTA to maintain a state of good repair and to make capacity improvements to New York City's subway system. It is unfortunate, however, that the ability of transit agencies to flex funding for operating assistance has been dropped from the final bill.

Also, unfortunately, the Transportation Enhancements program, which includes bicycle, pedestrian, and safe routes to schools, is reduced by several hundred million dollars. And the Projects of National Regional Significance account, which provides for essential freight projects, is substantially watered down.

Thankfully, the Keystone pipeline and coal ash provisions are out of the bill. And although the 270-day deeming provision is no longer in the bill, there are other environmental streamlining provisions of concern, such as the expansion of NEPA categorical exclusions for any project within an existing right-of-way. Massive highway projects could occur within an existing right-of-way, but would no longer be subject to NEPA environmental review requirements.

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

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

Mr. NADLER. The final package is a combination of hard-fought victories and losses. Overall, this legislation is essential for creating jobs, preventing interest rates from increasing for millions of students, and putting us on a path toward economic recovery. Therefore, I urge my colleagues to support this conference report.

Mr. NADLER. Madam Speaker, I rise in support of the transportation reauthorization conference report, the Moving Ahead for Progress in the 21st Century Act or "MAP-21" (H.R. 4348).

Madam Speaker, I was honored to be appointed as a member of the conference committee, and I was ready to negotiate in good faith to craft a bill that we could all be proud to support. Unfortunately, the process by which this conference was conducted over the last couple of weeks is a cause for concern and was tarnished by a lack of transparency and bipartisan collaboration. House Democratic conferees were shut out of the final negotiations. Our committee staff was not even allowed in the room. The bill text wasn't made available until 4 a.m. yesterday morning, so we have had a very limited amount of time to review the details of this legislation. Yesterday morning, I declined to sign the conference report simply because I could not endorse a product without an adequate understanding of all of its contents, and of the full impact to New York. Our Senate counterparts appear to have struck a compromise including some important victories, as well as concessions of concern. The final package will provide at least \$105 billion over the next two

years for highway and transit programs, putting thousands of people to work at a time when we desperately need jobs. These funding levels are an improvement from the original House bill, and will allow transportation agencies to plan and construct projects important to the economy. The conference report also prevents student loan interest rates from doubling, which is critical for over 7 million students. As such, I will vote for this conference report, but with a number of reservations.

The highway program appears to retain the funding structure from the Senate bill and essentially preserves current funding levels to the states. There were efforts to revise the formula, which could have resulted in cuts to many states, including, potentially, to New York. It should be considered a victory that all states are essentially held harmless and will benefit from this economic recovery and jobs package. The transit funding formulas are also focused on regions with the highest need, and will provide essential resources for the MTA to maintain a state of good repair and to make capacity improvements to New York City's subway system. The transit title requires a report on transit agencies' compliance with existing civil rights laws, and includes an enhanced workforce development grant program, although not as comprehensive as the Transportation Job Corps Act, which I introduced to establish a career ladder apprenticeship program. These are important and positive aspects of the conference agreement. I am extremely disappointed, however, that the Senate bill's temporary and targeted ability for transit agencies to flex funding for operating assistance has been dropped from the final agreement.

The bill retains the Projects of National and Regional Significance Account as a competitive grant program that we first established in SAFETEA-LU, but the provision is greatly watered down and is rendered largely symbolic. The authorization level is scaled back to \$500 million for one year in FY13, and the funding is not guaranteed, but subject to general fund appropriations. The Transportation Appropriations bill for FY13 has already been considered in the House. It passed just yesterday, and there was no funding for this program contained in it. Perhaps we will get lucky and secure funding for it when the appropriations bill is conferred with the Senate later this year, but the spending levels in that bill are already much too low and resources are strained. It's hard to see how any significant funding will be dedicated over the life of this bill to these projects that are essential to freight movement, economic growth, and global competitiveness. There is a requirement that DOT prepare a report on potential projects that would be funded under the program, so some work in this area will continue, but it is wholly inadequate.

The National Freight Program originally in the Senate bill is not in the conference report, but the designation of a primary freight network and development of a national freight strategic plan is retained. For too long, freight has been too low of a priority, and this must be changed. We must make the efficient movement of freight a national priority. There is no greater transportation issue in the federal interest, and I hope that the measures contained in the conference report will be a stepping stone to a greater federal emphasis on freight policy and funding—and not an end result.

The Transportation Enhancements program, which is now called Transportation Alternatives and includes bicycle, pedestrian, and safe routes to schools, is still in the conference report, but the program is weakened from current law and from the Senate bill. These projects have bipartisan support, as evidenced by the Cardin-Cochran amendment to the Senate bill, and the Petri amendment to the House bill. Despite the broad support for transportation enhancements, the conference report lowers the overall amount of funding for these projects by several hundred million, and expands the ability for states to use this funding for other purposes, including for projects already eligible under other highway programs.

The Senate should be commended for keeping the Keystone Pipeline out of the bill, as well as the provisions limiting EPA authority to regulate coal ash. These are important concessions that were undoubtedly difficult to secure. The RESTORE Act, which would dedicate 80% of the fines levied on BP to Gulf Coast oil spill restoration, is still in the bill, but it is unfortunate that the provision directing funding through the Land and Water Conservation Fund did not survive.

There are problematic environmental streamlining provisions. Although the 270 day "deeming" provision is no longer in the bill, there are several changes to the NEPA process that will undercut environmental reviews and public participation. The bill sets accelerated, hard deadlines for environmental reviews, with penalties for failure to comply, but ignores the fact that many agencies are too understaffed and underfunded to be able to meet these deadlines. Or perhaps that's the point—to deplete these agencies of resources, and make it virtually impossible for them to effectively do their job. The bill also expands NEPA categorical exclusions, which are typically reserved for smaller-scale projects that will not have a significant impact and therefore no EIS is required. One provision allows categorical exclusions for any project within an existing operational right of way. Massive highway projects could occur within an existing right-of-way, but would no longer be subject to NEPA requirements. I find it curious that many of the Members who espouse local con-

trol pushed this provision that will severely limit the ability of communities directly impacted to have a voice in proposed projects. There is bipartisan support for environmental streamlining. I believe there are common sense things we could do to shorten project delivery time, but this conference agreement goes too far in this regard.

The conference agreement includes several important safety incentive grant programs, including those targeting distracted and impaired driving. The bill includes additional incentive grants for states that adopt mandatory alcohol ignition interlock laws for individuals convicted of a DUI. Ignition interlocks are a key feature of Leandra's Law, a New York statute named for one of my constituents, a 9 year old girl who was killed in a drunk driving incident. I am thankful that the conference report contains this important provision. The conference report also does not include any increases to truck size or weight requirements and it includes a study which could provide useful information on truck size and weight safety impacts. The bill also includes improvements to motorcoach safety, requiring seat belts and establishing roof strength and crush resistance standards. However, these standards apply only to newly-manufactured motorcoaches, and there is no mandate to retrofit existing buses.

This final package is a combination of hard fought victories and losses. There are several aspects of it that I do not support, and the process by which this conference report was developed was, at times, regrettable. But the funding levels and distributions to the states and transit agencies should be considered a victory, especially given the position of House Republicans, and the bill will put a lot of people back to work at a time when we need it most. Because of the positive aspects of the transportation bill, and the extension of lower student loan interest rates, I will vote for the conference report.

Mr. MICA. Madam Speaker, I am pleased to yield 2 minutes to one of the distinguished leaders in the House, the gentlelady from Illinois (Mrs. BIGGERT), who had a great deal to do with the flood insurance provisions—worked tirelessly.

Mrs. BIGGERT. I thank the chairman for giving me this time.

Madam Speaker, I rise in support of this conference report and wish to address particularly title II, which would reauthorize for 5 years the National Flood Insurance Program, or NFIP.

There are six important reforms included in this bill: It improves NFIP's financial stability; it will reduce the burden on taxpayers; it restores integrity to the FEMA mapping system; it will help bring certainty to the housing market through a 5-year reauthorization; and last, it explores ways to increase private market participation.



Many of us in Congress would like for the private sector, instead of taxpayers, to shoulder the risk of the National Flood Insurance Program. Market participants have signaled that they can assume the risk of flood insurance. And with the appropriate data from FEMA, the reinsurance industry has indicated that within weeks it can price this risk. That's why, for the first time in the NFIP's existence, this flood reform measure will require FEMA to solicit bids to determine the cost to the private sector, not to the taxpayer, of bearing the risk of flood insurance.

Finally, I'd just like to say that this bill is proof that bipartisanship is possible, particularly when it comes to an issue of national significance, such as the most frequently occurring national disaster in the United States, flooding. When a flood occurs, it does not choose an area that has Republican or Democrat leanings or elected officials. Floods affect most of the country and people of all walks of life. Today's flood reform measure demonstrates the democratic process, where reforms are publicly vetted, reflect input from interested stakeholders, and are realized.

Let me just thank the bill's cosponsor, Ms. WATERS, as well as Chairman BACHUS and the Financial Services Insurance Subcommittee and full committee staffs on both sides of the aisle. Let me just say also that I'd like to thank the Senate and House leadership, including Speaker BOEHNER and Leader CANTOR, as well as the thousands of constituents and groups who gave their valuable time and input to making this a very good bill.

I rise in support of this Conference Report, and I wish to address in particular Title II, which would reauthorize for five years the National Flood Insurance Program or NFIP.

There are six important reforms included in this bill:

It improves NFIP's financial stability; it will reduce the burden on taxpayers; it restores integrity to the FEMA mapping system; it will help bring certainty to the housing market through a 5-year reauthorization; and last, it explores ways to increase private market participation.

Many of us in Congress would like for the private sector—instead of taxpayers—to shoulder the risk of the National Flood Insurance Program. Market participants have signaled that they can assume the risk of flood insurance, and with the appropriate data from FEMA, the reinsurance industry has indicated that—within weeks—it can price this risk.

That's why, for the first time in the NFIP's existence, this flood reform measure will require FEMA to solicit bids to determine the cost to the private sector, not to the taxpayer, of bearing the risk of flood insurance.

It brings an end to the decades-old, chicken-and-egg game that has characterized the program by finally answering the question "how-do-we-get-the-government-out?"

Flood policyholders also now will have the option to choose private flood insurance over government flood insurance without the risk of lender rejection. Taxpayer-subsidized rates are eliminated, so that the private sector can offer consumers increasingly competitive rates as compared to the NFIP.

Finally, I would like to simply say that this bill is proof that bipartisanship is possible, particularly when it comes to an issue of national significance, such as the most frequently occurring natural disaster in the United States, flooding. When a flood occurs, it does not choose an area due to its Republican or Democrat leanings or elected representatives. Floods affect most of the country and people of all walks of life. Today's flood reform measure demonstrates a true, democratic process, where reforms are publicly vetted, reflect input from interested stakeholders, and are realized.

With that, I will note that this conference report includes the first significant reform to the NFIP in nearly a decade. After 17 extensions since 2008, multiple lapses in the program, and months of inaction, this flood insurance reform measure is a major bipartisan accomplishment. As I've said from the beginning, the NFIP is too important to let lapse and too in debt to continue without reform. I urge my House—and Senate—colleagues to support the conference report so that we can send this agreement to the President's desk and put the nation's flood insurance program back on a sound financial footing.

In closing, let me thank the bill's cosponsor, Mrs. WATERS, as well as Chairman BAUCUS, Financial Services Insurance Subcommittee and full committee staffs on both sides of the aisle, Senate and House Leadership, including Speaker BOEHNER and Leader CANTOR, as well as the thousands of constituents and groups who gave their valuable time and input to making this a very good bill.

I would also like to thank the following:

My constituents in the 13th Congressional District of Illinois who provided advice to us throughout the development of this bill; Illinois floodplain managers, Paul Osman and Sally McConkey;

Mrs. WATERS, Chairman BACHUS, and all of the 54 Members of the House Financial Services Committee who voted unanimously to pass out of Committee a flood reform bill last May (2011);

All of the Members of the House who contributed to the development of this bill, and the 406 Members of the House who voted for H.R. 1309 last July (2011);

Republican House Financial Services Committee staff: my designee, Nicole Austin, as well as Clinton Jones, Ed Skala, Tallman Johnson, Jim Clinger, and Eric Thompson;

Democrat House Financial Services Committee staff: Charla Quertatani, Dom McCoy, and Kelly Larkin;

House Republican and Democrat leadership, particularly Speaker BOEHNER and Majority Leader CANTOR, and their staff;

Members and staff on the Science, Judiciary, and Rules Committees;

Senators and Senate Banking Committee staff;

Dan Hoople with the Congressional Budget Office;

Paul Callen and his colleagues at the House Office of the Legislative Counsel;

FEMA staff, including technical experts, congressional affairs, and Vince Fabrizio;

Witnesses who testified during our hearings on flood reform; and

All of the various financial services organizations, consumer groups, as well as the Smarter Safer Coalition, which includes groups from the National Wildlife Federation to

the International Code Council to Americans for Tax Reform.

Mr. RAHALL. Madam Speaker, I'm happy to yield 2 minutes to the distinguished ranking member on our Railroads Subcommittee and a valued member of our conference, the gentle lady from Florida (Ms. BROWN).

Ms. BROWN of Florida. I had much higher hopes for this transportation reauthorization bill and long for the days that our committee worked together in a bipartisan manner, but this is a good day for the traveling public and for the American economy. This transportation bill will strengthen our infrastructure, provide quality jobs, and serve as a tool to put the American people back to work.

Although I would have preferred a long-term bill with much more funding for infrastructure, and I'm disappointed that we did not include a rail title or give our local transit agencies the flexibility they asked for during these economic times, this bill will give States, local governments, and other transportation stakeholders some stability to plan and build critical transportation projects.

This bill provides steady funding for both highway and transit programs, maintains the 80–20 split between highway and transit, speeds up the permitting process for projects, includes important safety measures that will save lives, and maintains OSHA oversight of hazardous materials.

I am also pleased that this legislation includes the RESTORE Act, which will help gulf States like my State of Florida recover damages and plan for and prevent future oil spills. Florida's economy is based on tourism and would be destroyed overnight if an oil spill reached our beaches.

This isn't a perfect bill, but I am going to vote for it. I want to thank the Senate, and I want to thank Senator BOXER, Mr. MICA and Mr. RAHALL, and all for working together. My understanding is that this is a clean bill and we can vote for it. No riders are included is my understanding. So I will vote for it, and I will recommend my colleagues vote for it too.

Mr. MICA. Madam Speaker, I am pleased to yield 1½ minutes to one of the leaders of transportation, new on the committee, but a conferee; did an outstanding job, the gentleman from Indiana (Mr. BUCSHON).

Mr. BUCSHON. Madam Speaker, as a member of the House transportation conference committee, I join my colleagues in proudly supporting this legislation.

My House colleagues and I attended many of the conference negotiations, and we fought hard for commonsense transportation reforms. This bill streamlines the environmental review process, consolidates and eliminates duplicative programs, and provides more flexibility to the States. Passing this legislation will provide job security for millions of Americans.

I'm grateful to my House and Senate colleagues that stood with me in opposing an amendment that was in the Senate bill. This amendment unfairly punished the State of Indiana for pursuing a public-private partnership. Not only would it have cost Indiana millions in transportation funding, but it would have set our country backwards in innovative transportation policy. This type of thinking is not where we need to be headed in transportation policy. We need to put taxpayers first and continue to engage the private sector in transportation projects.

I would like to thank the House and Senate staff, who have been working tirelessly on the legislation. I thank Chairman MICA, Senator BOXER, and Senator INHOFE for their leadership on this issue. Thanks to everybody's work, 25,000 Hoosiers will have job security for the next 2 years.

I urge all of my colleagues to support this legislation, and let's put millions of Americans back to work.

Mr. RAHALL. Madam Speaker, I'm happy to yield 2 minutes to the distinguished ranking member on our Committee on Oversight and Government Reform, as well as a valued member of our conference on transportation, the gentleman from Maryland (Mr. CUMMINGS).

Mr. CUMMINGS. Thank you, Ranking Member RAHALL, and thank you for your leadership. I also thank Chairman MICA and all of my colleagues.

This bill provides certainty for our States, but overall funding for highways is reduced relative to fiscal year 2011. To ensure our Nation's mobility, we need expanded investments in all modes.

Critically, this bill finds that discrimination and related barriers continue to pose obstacles for minority and women-owned business in the transportation industry. My colleagues and I have considered the extensive evidence provided to us in testimony in the Transportation Committee and detailed disparity studies documenting ongoing discrimination in transportation contracting. We've concluded there is a compelling national interest in reauthorizing our DBE programs. I thank Senator BOXER for her leadership on this issue.

That said, I'm disappointed that House Democrats' participation in the conference was so limited. And as I have had the chance to review the final report, several of its provisions deeply concern me—perhaps none more so than section 100124, which would reduce by one-third the percent of food aid shipped on U.S. vessels.

There are fewer than 100 U.S.-flagged vessels in the foreign trade now, and they carry less than 2 percent of U.S. cargos. Without the MSP and cargo preference programs, we would have no domestic merchant marine, leaving our military, and indeed, our economy, completely dependent on foreign vessels.

□ 1130

The effect of section 100124 will be to speed the continuing decline of our fleet. It should never have been included in this bill, and it should be immediately repealed.

With that, I am going to support the bill and urge my colleagues to support it.

Mr. MICA. Madam Speaker, I am pleased to yield 2 minutes to the distinguished gentlewoman from West Virginia (Mrs. CAPITO), who has worked very hard for a provision, and she's going to explaining the situation that brings her here at this point.

Mrs. CAPITO. Thank you, Mr. Chairman, and ranking member and the conference committee, for what I think is a victory today. I think this reauthorization bill is one of the most important responsibilities we have. It's a jobs bill. It will bring efficiencies to our funding stream for very important projects, and it will remove a lot of uncertainty.

As a member of this committee, I'm really, really pleased that we were able to come to a compromise. The efficiencies and the streamlining, when the chairman brought the committee to Yeager Airport, that was one of the resounding complaints about current funding in the transportation sector is it takes too long, it's too expensive, and time is money. And we can do a lot better job with more efficiencies and make our dollars go farther. And with hard deadlines and some exemptions, I think that this bill will do that.

There are a couple of provisions in here that I regret were not included, and most specifically, the provision on the coal ash provision. I mean, we're looking at a time where we have scant resources. We have to make smart decisions about how to weave the balance between our environment and our economy; and the coal ash provision would have provided, I think, the certainty to the construction industry and to those surrounding, also, the coal industry that smart use and responsible use of coal ash would be in our future.

Unfortunately—and I believe it occurred in the Senate that that provision was not included in our bill, and I'm deeply disappointed by that. But we will, as an energy State and as energy representatives, we'll live to fight another day.

Additionally, I would like to say, as a member of the Financial Services Committee as well, the reason that the flood bill is on this bill is extremely important, again, to lend the certainty to lenders, Realtors, homebuilders, and really, the consumer that we can get that housing market moving again; and the certainty provided by the reauthorization of the flood bill in here will provide us with that.

But I simply want to say that I think that in a bicameral, bipartisan way we moved together to show folks in West Virginia and across this Nation that we can work together to create the jobs that we need in the sectors that we

need, and I look forward to supporting the bill.

Mr. RAHALL. Madam Speaker, I am happy to yield 1 minute to the gentlewoman from California (Ms. WATERS), who has higher jurisdiction over the flood insurance portion.

Ms. WATERS. Madam Speaker, I'm pleased that we could work in a bipartisan fashion to not only extend our expiring transportation and student loan interest rate programs, but to also reform the Federal flood insurance program.

I'd like to thank Representative JUDY BIGGERT for her leadership and commitment to reforming flood insurance. Representative BIGGERT and I both worked together to meet the needs of our respective caucuses, and the result is a bill that puts the flood insurance program on a solid footing.

The flood insurance program provides insurance for over 5 million Americans. However, due to massive losses from Hurricane Katrina and an inefficient mapping system, the flood insurance program has faced challenges in serving homeowners and taxpayers.

The Biggert-Waters bill will reauthorize the National Flood Insurance Program for 5 years and make critical improvements to the flood insurance program. The reforms in this bill will make flood insurance more affordable, give communities more input into flood maps, and strengthen the financial position of the flood insurance program.

With that, I would urge an "aye" vote.

Mr. MICA. Madam Speaker, I am pleased to yield 1½ minutes to the gentlewoman from Washington (Ms. HERRERA BEUTLER), another conferee and a young leader in the Transportation and Infrastructure Committee.

Ms. HERRERA BEUTLER. Thank you, Chairman MICA. And I'd like to thank you and your staff for working tirelessly on this issue.

For the past several months, both House and Senate Members and staff have been working around the clock, and through tough negotiations we were able to work in a bipartisan, bicameral way to produce something that has direct impact on the lives of the folks I serve in southwest Washington.

I'm well aware the perception that this Congress is having difficulty getting things done, and I fought for us to stay at the table to keep working to push through for solutions to demonstrate our ability to put America's needs ahead of politics; and today, Madam Speaker, we were successful.

Particularly folks in my home district in southwest Washington State are excited that the House fought for vital reforms that are going to allow us to cut project delivery times down, even by half in some instances. That means dollars are going to go further, more projects are going to get done, and more money will be available for additional projects. That sets us up for more jobs.



We're also giving rural communities the necessary support to fund schools, emergency services, and roads while we come up with a more permanent solution that allows for increased and better forest management. My thanks to Chairman HASTINGS and his committee for their tireless work on this issue.

We also have projects of national and regional significance: the Recreational Trails Program that benefits trail riders, hikers, outdoor enthusiasts, all in my beautiful district down in southwest Washington.

We've supported using the Harbor and Maintenance Trust Fund for its intended purposes: improving our waterways that are economic arteries for places like Washington State and around the country.

Mr. Chairman, this bill is not perfect, no bill ever is. However, this is a symbol of how Congress is supposed to operate and why we're here.

With that, I urge its passage.

Mr. RAHALL. Madam Speaker, I yield 1 minute to the gentleman from Pennsylvania (Mr. ALTMIRE), a valued member of our Committee on Transportation and Infrastructure.

Mr. ALTMIRE. Madam Speaker, it's been 7 years since the Congress enacted a long-term highway authorization; and since that law expired in 2009, State transportation agencies across America have had to deal with the uncertainty of looming funding expirations, construction workers have not known whether there would be jobs available to them, and motorists, retailers, and manufacturers have watched our infrastructure continue to crumble as this body continually failed to act. We cannot wait any longer. That's why I'm pleased today Congress will finally pass a long-term authorization that will provide certainty that has been lacking for years.

I'm also pleased that the final conference report includes a provision I authored to make America's roads safer for older drivers. By improving the safety of our roads and highways and making older drivers' travel as safe as possible, we increase road safety for every American.

This bill is an example of the success Congress can achieve when we work together. I thank my colleagues for their dedication to our Nation's infrastructure, and I'm proud to support this bill.

Mr. MICA. Madam Speaker, I'd like to inquire as to how much time remains on both sides.

The SPEAKER pro tempore. The gentleman from Florida has 5 minutes remaining, and the gentleman from West Virginia has 14½ minutes remaining.

Mr. MICA. I will continue to reserve the balance of my time.

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

Mr. MICA. Madam Speaker, if the gentleman from West Virginia is ready to close, I am ready to close, also.

Mr. RAHALL. Okay. I'm ready to close, and I yield myself such time as I may consume.

Madam Speaker, first I want to extend my deep appreciation to all conferees on this legislation, some 47, I believe.

I'd like to pay particular word of commendation to the chair of the conference committee, the gentlelady from California, Senator BARBARA BOXER. She worked extremely hard on this legislation. She worked tirelessly to resist many, many, many extreme proposals that were lobbed at her by Republican House conferees. She worked to ensure that policies and investment levels of this legislation will serve America, and she did work in a bipartisan fashion.

I'd also like to thank my counterpart and the chair of our House Transportation and Infrastructure Committee, Mr. MICA, for his leadership. He has already spoken, and has many times, of the bipartisan nature in which we started this journey in my hometown of Beckley, West Virginia, and I deeply appreciate the hearings that he started there and his continued outreach across the country.

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As this hard road progressed, there were some diversions along the way. There were efforts to sidetrack what we were trying to do in providing long-term funding for this Nation's infrastructure, yet we're here today to hail not the perfect bill—we've heard that many times in this body, and we're not considering the perfect bill. Yet we are, out of necessity, finding ourselves working together to extend our transportation program so that millions more American workers are not laid off the job.

I also want to thank my senior Senator, JAY ROCKEFELLER, the chairman of the Senate Commerce Committee, for his great contribution to this pending measure. Again, efforts were fought. Efforts on his part prevented the further degradation of any safety measures that were proposed in this conference agreement. We have a strong measure in regards to safety issues thanks to Senator ROCKEFELLER.

This legislation will preserve American jobs. As I said in the opening of this conference committee, it's time that we quit taking those political jabs at one another and, rather, provide jobs for our people. That's what we're doing in this legislation. The contracting season is late, especially in many of our northern States, and our contractors need this legislation in order to have the certainty to sign those contracts that put Americans to work this summer repairing our infrastructure. We have put aside, I guess you'll say, our hard heads—I'm happy to say—in exchange for hard hats doing the work that's necessary to get our economy back on.

As with any piece of legislation, we've compromised in this bill—all sides have—which is part of the legislative process. I've always said that. There are some things in this bill we

don't like and some things we like. There are probably 435 different ways this bill could have been written if each of us had had his own way to write a bill, but that's not the way the process works. With the process being what it is, we are where we are today, so I am here to support the pending legislation.

As I sit down, I want to also thank the staff for their hard work on both the majority's side in the House and on the minority's side, on our side, and the staff on both sides of the other body as well.

I want to thank our conferees on the House side: PETER DEFAZIO, JERRY COSTELLO, ELEANOR HOLMES NORTON, JERRY NADLER, CORRINE BROWN, ELIJAH CUMMINGS, LEONARD BOSWELL, and TIM BISHOP. These individuals stuck with us every part of the way, and they truly had their hearts in improving our infrastructure and providing jobs for America.

So this is a jobs bill. I'm happy to support it, and I urge my colleagues to support this conference agreement.

I yield back the balance of my time.

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

Madam Speaker, it is good to be at this point in the completion of a long overdue, major transportation reform bill for the Congress and for the American people.

First, I will take a moment and thank our staff:

Jim Tymon, who is next to me here, is the tireless staff director of the Highway Subcommittee. He is day and night helping to sort things out, looking out for the people and making certain this bill has the very best provisions; Dan Veoni; Shant Boyajian; Geoff Strobeck; Joyce Rose; Fred Miller; Steve Martinko; Justin Harclerode, who is my press secretary, or assistant. He has always had to explain what I've said or at least clarify; Jason Rosa; my sidekick, Clint Hines, who has followed me on the floor with so many member requests; Jennifer Hall, our outstanding legal counsel; Amy Smith has some real firepower for good policy for the country and for transportation for the Nation; and then our untiring leader of the committee, Jim Coon, our staff director, who day and night neglected his beautiful family for the benefit of the people of this country;

Then we even retired Jimmy Miller in the process, who headed this up for many, many years in the service to our Nation and the committee. He retired in the process, hopefully not as a result of all the hard work. He is a great American;

Then there is Stephanie Kopelousos, who was on our team for a while. She is the former Secretary of Transportation from Florida, and she organized the Secretaries around the United States—I think the forward-thinking ones—to help us go through the laws and all the mess that we've created and redline it and get rid of the bureaucracy, the duplication, the costly red tape.

So our hats are off to all of them and to so many more and to all of our distinguished colleagues who were conferees who worked on this.

We actually engaged members in discussion, which is a new approach to a conference committee. We did that, but I'm sorry the other side was thrown under the bus, some by the administration, and particularly Mr. Oberstar, for whom I feel so bad because he waited so long and could never see this day. Then, in the process, we did not draft the legislation; Ms. BOXER's staff did. So, again, if there was anyone who felt that he didn't participate enough, I tried not to be responsible for that approach in having started, as I said, the first hearing in Beckley, West Virginia, Mr. RAHALL's hometown, going all the way to the west coast to have an unprecedented, historic bipartisan and bicameral hearing in California with BARBARA BOXER, who chaired the conference committee.

So this is where we are. Tomorrow would actually close down thousands of transportation projects. Departments of Transportation around the country were on the verge of actually giving sort of IOUs or of giving notification to close down, and probably millions would have been put out of work if we hadn't acted. So this is very important for the American people, particularly at this time when we're on the cusp of not knowing which way the economy is going to go, but it has to go forward.

There are some things in here that are also great: the RESTORE Act; student loans from which our students will benefit; national flood insurance from which people in my States and others will see reductions; transportation safety was paramount; there was a consolidation of some of the programs, streamlining, cutting red tape. We were able to do more with less and move transportation forward for the Nation.

Again, I thank everyone for their cooperation. I am pleased that we've reached this point. It doesn't have everything, and a lot of people said it couldn't be done. As my son often says—and I'll close with his remarks, and he likes the Cable Guy—“Dad, git-r-done.”

Son, we got-r-done today.

I yield back the balance of my time.

Mr. COSTELLO. Madam Speaker, I rise in support of the conference agreement on H.R. 4348, the Surface Transportation Extension Act of 2012.

As a conferee on the surface transportation bill, I am glad an agreement was reached and the bill is before us today.

I am pleased that Illinois' share of federal highway formula funding increased to 3.67%, the highest level that our state has received in over 15 years.

In addition, the conference report does not include language that would allow bigger and heavier trucks on our roads and bridges, but instead requires the U.S. DOT to conduct a comprehensive, national study.

While the surface transportation conference report is not perfect, it does provide certainty

to State DOTs, transit agencies, and contractors that will help create and sustain jobs for out-of-work Americans and keeps construction workers on the job for the rest of the season.

I commend Chairman MICA, Ranking Member RAHALL, Subcommittee Chairman DUNCAN and Ranking Member DEFAZIO for their leadership in helping to bring this conference report before us today.

Finally, this legislation does not include residual risk provisions in the National Flood Insurance program that would have required the purchase of flood insurance for communities behind certified levees. A strong bi-partisan effort prevailed to remove these provisions from this legislation, and I commend Congressman SHIMKUS, Senator DURBIN, and Senator KIRK for working with me on this matter.

I urge my colleagues to support the conference report and yield back the balance of my time.

Ms. BORDALLO. Madam Speaker, I rise today in strong opposition to H.R. 4348, the Moving Ahead for Progress in the 21st Century Act (MAP-21). This bill significantly cuts critical federal investment in surface transportation projects for the territories. The authorized funds for the next two fiscal years would severely undermine my district's ability to improve and upgrade road systems on Guam and put current projects at risk.

MAP-21 cuts 20 percent from the Territorial Highway Program (THP), which was established to assist Guam, the Northern Mariana Islands, American Samoa and the U.S. Virgin Islands build and improve main and secondary highway systems. The program is critical to ensuring that our districts have a quality highway system that facilitates commerce in the territories. The territories have received funding that does match their current upgrade and modernization requirements. The cuts to the THP will hinder our district's ability to meet these requirements over the next two years. The proposed cut to this program, about \$8 million for Guam over the next two years, could jeopardize financing for larger projects utilizing GARVEE financing. The GARVEE financing mechanism and current bonds assumed level funding of the THP over the next several years. Ultimately, this bill may lead to project cancellations and job losses.

Even at current funding levels, the THP is inadequate in addressing the needs of the territories, and the governments in the territories do not have access to many programs available to the 50 states and Puerto Rico. I introduced legislation that would put the territories on equal footing when competing for federal highway discretionary grant programs. Further, I offered the text of my bill for consideration as Conference Committee commenced but the text of this legislation was not included in the final bill. On top of crippling cuts to the THP, the territories are not even afforded opportunities to compete for other discretionary programs like the Innovative Bridge Research and Deployment program. My bill, H.R. 2743 would permit the Secretary of Transportation to make the territories eligible for this competitive funding to the territories and remedies a disparity where our governments are unable to even compete for this program.

Madam Speaker, H.R. 4348 will likely have a detrimental effect on my constituents and would significantly undercut our ability to improve our roadways and invest in critical infrastructure improvements. Guam is being asked

to support one of the largest military realignments in our nation's history and our island is in critical need of assistance to improve our roadways to support the military buildup. Cutting 20 percent from the THP would provide nominal short-term savings but it would cost significantly more in the long-term.

However, I am very supportive of the efforts of House and Senate leaders who reached agreement to freeze student loan rates for an additional year. Increases in student loan rates would have had a significant negative impact on a generation that is already competing with the most difficult job market in generations. Keeping student loan interest loans for an additional year keeps our commitment to our younger generations.

It is unfortunate that this compromise on student loans is attached to the transportation reauthorization as I strongly opposed to the cuts to the THP and, as such, urge my colleagues to oppose this legislation.

Mr. HOLT. Madam Speaker, I rise today in strong support of H.R. 4018, the Public Safety Officers' Benefits Improvements Act, of which I am a cosponsor, and I thank my colleague from across the Delaware River, Mr. FITZPATRICK, for his work on this extremely important issue.

During the early morning hours of August 28, 2011, as Central New Jersey was bearing the brunt of Tropical Storm Irene, the Princeton First Aid and Rescue Squad was called to investigate a vehicle submerged in raging floodwaters with the occupants possibly trapped inside. Michael Kenwood, a 39-year-old volunteer emergency medical and rescue technician, entered the water tied to his partner in an attempt to reach the stranded vehicle. The two quickly realized that the current was too strong and tried to turn back, but Michael lost his footing and was sucked into the current. When he was pulled from the water, Michael was unconscious and not breathing. Michael died later that day, leaving behind a wife, Beth, and 3-year-old daughter, Laney. The submerged car turned out to be empty.

Michael's death was a tragedy. But what compounded this tragic situation was the fact that, under current law, Michael's family was not eligible for federal death benefits because he was a volunteer member of a non-profit organization. This is just wrong. Michael's sacrifice would be no different if he had been a member of a paid fire department or EMS agency, and federal law should treat it as such. When he was called to enter those floodwaters, Michael did not stop to think, “I don't get paid for this should I do this?” He answered the call just like thousands upon thousands of others do each and every day, risking their lives in the service of others, regardless of whether or not they are paid.

This legislation would expand federal benefit programs for the women and men who volunteer for fire departments and rescue squads and are injured or killed in the line of duty. Quite simply, it is the right thing to do. I am glad to see this bill being brought to the floor and I urge my colleagues to support it here today.

Last Saturday, Michael's name was added to the National EMS Memorial in Colorado Springs, Colorado. I would ask that my colleagues join me in remembering Michael's sacrifice, and those made by the other police officers, firefighters, and emergency medical responders who put their lives on the line each and every day to protect ours.

Mr. FALEOMAVAEGA. Madam Speaker, the Conference Agreement on H.R. 4348, Surface Transportation Extension Act of 2012 unfairly places the financial burden on the smaller territories—American Samoa, the Commonwealth of the Northern Mariana Islands (CNMI), Guam, and the U.S. Virgin Island (USVI). Specifically, the agreement would result in a 20-percent reduction for each of the smaller territories under the Territorial and Puerto Rico highway program (Div A, Title 1, Subtitle A, Section 1114) for FY 2013 and FY 2014.

The territorial highway program underscores federal commitments to sustain economic development in the territories as well as to ensure safe highways in our communities. Funding from the territorial highway program has provided for the construction and improvement of highways and roads, critical infrastructure for commerce and transportation in the territories.

Mr. Speaker, any cuts to these critical funding could prove devastating to the economies of the smaller territories, yet we face the same challenges—the high cost of energy and transportation—as everyone else across the country.

Similarly, the initial version of the Highway Reauthorization bill that the House passed earlier this year would have replaced the Highway Trust Fund as the funding source for the Territorial Highway Program, with a less stable source.

For these reasons, the territorial delegates wrote a joint letter to the Conference Committee on April 26. We specifically highlighted the need to maintain the current funding levels for the territorial program. In addition, we asked that the territories be made eligible for certain discretionary grants and planning grants programs.

I am pleased that the conference agreement would keep the Highway Trust Fund as the funding source for the Territorial Highway Program. While I am disappointed to know that the smaller territories are given the brunt of the budgetary cuts to bear, I am hopeful however that the territories would be made eligible for certain discretionary grants and planning grants programs. These additional grants could help mitigate some of the financial issues as a result of the proposed reduction.

Mr. LANGEVIN. Madam Speaker, a rare thing has happened today. Republicans and Democrats in the House and Senate have reached a compromise for the greater good of the American people. Today we will vote on three critical measures: a long-term transportation extension, a long-term flood insurance extension, and a one-year continuation of current rates for need-based student loans.

Each of these is of critical importance to our nation's economic recovery. This legislation will create or save more than 2 million jobs, including approximately 9,000 in Rhode Island, by authorizing highway and transit programs through 2014.

Unfortunately, in order to secure an agreement, the conferees included some provisions in this bill with which I disagree. I am disappointed that the legislation threatens critical environmental funding and protections and fails to expand funding for the Land and Water Conservation Fund, which provides matching grants for our state to acquire land and water for the benefit of all Rhode Islanders. I will work to restore these resources in the future, but on balance this is a good agreement that

will benefit communities and workers across our state.

I am also pleased that this measure prevents the Stafford loan interest rate from doubling to 6.8 percent on July 1 for 7 million college students, saving them \$1,000 over the life of their loans. However, I am concerned that the bill cuts the student loan program by limiting the amount of time a student qualifies for a loan to 150 percent of the program's length and eliminates the six-month interest subsidy grace period after a student has graduated. Too many students—especially those from low-income families—face unnecessary barriers to pursuing a college degree, and it is our responsibility to empower them by investing in their education.

Thousands of jobs in Rhode Island have been on hold, waiting for Congress to act. This delay was needless, and this legislation is long overdue. Nowhere is our nation's fragile recovery more apparent than in my home state of Rhode Island, with an unemployment rate of 11 percent. I applaud the conferees for their tireless efforts to craft this compromise, which will bring loan relief to our students, provide flood insurance to our homeowners, and allow our states and cities to move forward on the path to rebuilding our roads, our communities, and our economy.

Mr. HINOJOSA. Madam Speaker, I rise in strong support of the underlying bill, the Conference Report to H.R. 4348, legislation that will keep student loans affordable for more than 7 million students: 4.5 million of whom are women, 1.5 million of whom are African-American, and nearly one million of whom are Latino.

This legislation will prevent interest rates on need-based student loans from doubling on July 1st, from 3.4 to 6.8 percent and provide much-needed relief to students and families.

This will save students an average of \$1,000 over the life of their loan. In my home state of Texas, approximately 461,533 borrowers will benefit from this congressional action.

As you know, student debt is skyrocketing, with the average borrower graduating with loan debt of \$25,000. According to the Consumer Financial Protection Bureau, total outstanding student loan debt surpassed \$1 trillion late last year.

As Ranking Member of the Subcommittee on Higher Education and Workforce Training, I urge my colleagues to vote for this bill and to work in a bipartisan manner to reaffirm Congress' strong commitment to accessibility and affordability in higher education.

Together, we must address the rising cost of higher education and the ever-increasing amount of debt that students are being burdened with.

Young people in our communities must know that Congress is working hard to ensure that they have a bright future and access to an affordable, high-quality education—one that prepares them to lead healthy and prosperous lives.

With that, I urge my colleagues on both sides of the aisle to vote for this bill.

Ms. BORDALLO. Madam Speaker, I rise today in strong opposition to H.R. 4348, the Moving Ahead for Progress in the 21st Century Act (MAP-21). This bill significantly cuts critical federal investment in surface transportation projects for the territories. The authorized funds for the next two fiscal years would

severely undermine my district's ability to improve and upgrade road systems on Guam and put current projects at risk.

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Even at current funding levels, the THP is inadequate in addressing the needs of the territories, and the governments in the territories do not have access to many programs available to the 50 states and Puerto Rico. I introduced legislation that would put the territories on equal footing when competing for federal highway discretionary grant programs. Further, I offered the text of my bill for consideration as Conference Committee commenced but the text of this legislation was not included in the final bill. On top of crippling cuts to the THP, the territories are not even afforded opportunities to compete for other discretionary programs like the Innovative Bridge Research and Deployment program. My bill, H.R. 2743 would permit the Secretary of Transportation to make the territories eligible for this competitive funding to the territories, and remedies a disparity where our governments are unable to even compete for this program.

Madam Speaker, H.R. 4348 will likely have a detrimental effect on my constituents and would significantly undercut our ability to improve our roadways and invest in critical infrastructure improvements. Guam is being asked to support one of the largest military realignments in our nation's history and our island is in critical need of assistance to improve our roadways to support the military buildup. Cutting 20% from the THP would provide nominal short-term savings but it would cost significantly more in the long-term.

However, I am very supportive of the efforts of House and Senate leaders who reached agreement to freeze student loan rates for an additional year. Increases in student loan rates would have had a significant negative impact on a generation that is already competing with the most difficult job market in generations. Keeping student loan interest loans for an additional year keeps our commitment to our younger generations.

It is unfortunate that this compromise on student loans is attached to the transportation reauthorization as I am strongly opposed to the cuts to the THP and, as such, urge my colleagues to oppose this legislation.

Mr. STARK. Madam Speaker, I rise today in reluctant support of the Transportation and Student Loan Agreement (H.R. 4348). We must prevent interest rates on student loans from doubling as they are set to do tomorrow. We must reauthorize our transportation programs and get people to work rebuilding our

infrastructure. This legislation, while far from ideal, accomplishes both of those worthy goals.

The bill does leave much to be desired. It invests far too little in the infrastructure investments we need, it restricts the ability of part-time students to afford college, underfunds transit, biking, and pedestrian projects, its "Buy America" provision is weak, and it includes a pay-for that could further weaken our pension system. However, given the situation we are in, passing it today is the responsible thing to do.

Continuing their trend of governing through hostage taking and brinksmanship, the Republican Majority has once again brought the nation to the edge of a vital program—in this case, Surface Transportation—expiring. More than three months ago, the Senate overwhelmingly passed a bipartisan, job-creating transportation bill with 74 votes. Instead of taking up that bill, as myself and many of my colleagues and the President urged, Republicans brought up a hyper-partisan bill that included numerous anti-environmental riders, gutted mass transit, and ended investments in pedestrian and bicycle infrastructure. Compared to that debacle, today's legislation is a vast improvement. It does not contain provisions mandating that the tar sands pipeline be built or that EPA rules on safe disposal of coal ash be undermined. Instead of slashing mass transit, it maintains funding. Most importantly, it will support more than 2 million American jobs, including 180,000 in California, rebuilding our nation and providing some certainty for California and other states to move forward with much needed infrastructure projects.

The student loan issue is another example, much like the payroll tax cut at the end of last year, of Republicans refusing to act in the interest of the American people until their hand is forced by overwhelmingly public opinion. On March 29th, House Republicans voted to allow student loan interest rates to double when they passed the Ryan Budget. They voted to increase rates on 7 million students, including 570,000 California students—the equivalent of a \$1,000 education tax on these students and their families. After hearing an outcry from the public and feeling political pressure to act, the majority finally changed their tune. I wish that the interest rate fix we are voting on today was for longer than a year and I also wish we were not paying for it, in part, by punishing part-time students by taking away interest deferment for those students. But compared to allowing the interest rate hike staring millions of students in the face to go into effect, passing this legislation is the right thing to do.

Mr. CAMP. Madam Speaker, I rise today in support of the Highway Conference Report. This bill helps to provide the funding that cities and towns depend on to develop and maintain the infrastructure they need to attract businesses to locate in their communities and create jobs. However, given the current fiscal challenges facing our country, we must ensure that meeting those obligations does not further hamper an already weak economic recovery.

This legislation reflects that effort and serves as a reminder that Washington must learn to live within its means. To that end, House Republicans ensured that the provisions in this conference report promote job creation and do not add to the national debt.

First and foremost, the Conference Report rejects nearly \$7 billion in tax hikes included in

the Senate bill. From higher taxes on private investment in infrastructure to redundant and ineffective tax enforcement measures, House Republicans were able to prevent \$7 billion in costly tax hikes on the nation's families and businesses during a time when our economy is still struggling to get back on its feet.

In addition to preventing these job-killing tax hikes, the Conference Report also adopts necessary reforms to the Pension Benefit Guaranty Corporation—or PBGC—resulting in greater accountability to taxpayers, the pension plans who participate in PBGC's insurance program, and workers who depend on PBGC to insure their retirement needs. Importantly, these reforms will also protect taxpayers from being on the hook for potential bailouts in the future.

Along with these critical reforms, this legislation provides companies who sponsor pension plans with some important funding relief made necessary by the stagnant economy, while also requiring greater accountability and transparency so that resources are correctly accounted for and used in a way that puts workers first.

Specifically, to address the failed policies of the Obama Administration that are squeezing employers and pension plans, there has long been bipartisan support for some form of pension funding relief. Liabilities in pension plans are often calculated by using an average of interest rates on corporate bonds over the prior two years. In response to an extremely weak Obama economy, the Federal Reserve has driven interest rates to historic lows and kept them there. Combined with plan investment policies, this has substantially increased the value of plan liabilities, resulting in "a rising tide" of required pension contributions (to quote a report by the Society of Actuaries). The pension funding relief provided in this conference report will allow companies to spread these skyrocketing required contributions over a long period of time, rather than forcing employers to divert resources in the near term from other business activities such as hiring, expansion or pay increases.

Pension funding relief is necessary, but so too are reforms that provide greater protection, accountability and transparency to the workers who depend on the PBGC, and taxpayers who should not be called upon to bailout PBGC. That is why this Conference Report includes several necessary PBGC reforms that were not included in the Senate bill to protect against a taxpayer-funded bailout. Those reforms include:

Disclosure requirements so participants in pension plans know of any shortfalls;

Adjustments to PBGC fees, including for multiemployer plans, which currently pose the greatest risk to PBGC;

Reforms to PBGC's governance structure;

The establishment of a new PBGC Risk Management Officer;

A required annual peer review of PBGC's insurance modeling systems; and

The termination of PBGC's unsecured \$100 million line of credit from the U.S. Treasury.

Madam Speaker, we have passed nine extensions of the highway bill. Today we have an opportunity to put an end to the "stop and start" and take more significant steps toward a longer-term set of solutions. I urge my colleagues to join me in passing this Conference Report.

Mr. RYAN of Wisconsin. Madam Speaker, I commend the Speaker, Chairman MICA, Chair-

man CAMP, the conferees and their staffs for their work on this surface transportation reauthorization conference bill. With a history of short-term extensions and bailouts of the highway trust fund since the last highway bill was enacted, to the credit of Chairman MICA and the Transportation and Infrastructure Committee, they acted at the beginning of this year to report legislation to fundamentally reform this program to put it on a sustainable basis. While H.R. 4348 does not ultimately achieve that goal, it makes progress and the Chairman, the Committee, and the leadership are to be commended for that effort. For the first time, it offsets general fund transfers to the highway programs to keep the program operating through September, 2014. The bill also is at current level funding, earmark free, reduces the federal bureaucracy by consolidating transportation programs, and cuts red tape to institute significant reforms to complete major infrastructure projects. Relative to the Senate highway bill that irresponsibly relied on taxpayer bailouts for highway spending and past funding practices, the conference bill before us today is an improvement.

Despite this bill's progress, it does not address the structural problems in our transportation programs and I have some concerns with some aspects of the legislation.

First, though the Highway Trust Fund was intended to be financed at the level of gas tax revenues, Congress has increased spending for the program well beyond gas tax revenue levels. As a result, the fund has increasingly operated in the red by relying on general fund transfers to pay for annual funding shortfalls. The trust fund has required three large general fund transfers, or taxpayer contributions, totaling \$35 billion since 2008. Over the next decade, the Congressional Budget Office (CBO) anticipates the Highway Trust Fund to run cash deficits in total of \$105 billion, even upon enactment of today's bill. Through a budgetary loophole, these transfers of general taxpayer revenues are not captured for budgetary effects, allowing Congress to bail out the program without being recorded as a net increase in spending or deficits.

The FY 2013 House budget resolution, H. Con. Res. 112, included a reform to close the budget loophole for general fund transfers to ensure future transfers are fully offset and assumed potential funding streams in the form of new oil and gas revenues for the Highway Trust Fund. Congress needs to continue to reform the critical highway program to put it on sound financial footing without further bailouts with borrowed money. H.R. 4348 makes an important effort to offset the \$18.8 billion in general fund transfers contained in the bill. But, instead of continuing to rely on general fund transfers going forward, we need to address the systemic factors that have been driving the trust fund's bankruptcy.

In terms of the bill's cost estimate, according to CBO, the unified budget impact of the entire bill is \$16 billion in net deficit reduction over ten years. However, under traditional budget scoring, this does not include the cost of general transfers to the highway fund nor the flood insurance reforms' net income. When considering the bill under House budget enforcement per its budget resolution, if we include the costs of higher spending under scored general fund transfers and the flood insurance income, it leads to a small deficit reduction over ten-years.

Second, I am concerned with H.R. 4348's use of ten-year savings to finance two years of spending. We need to be reducing spending and deficits and when we increase spending, we should be offsetting the cost in as short a timeframe as possible.

Based on CBO scoring, the bill produces ten-year savings from pension law changes, but some of these changes come with long-term costs. It appears possible that any savings gained in the ten-year window may be offset by greater federal obligations in the future. I expressed my concern over a similar 'smoothing' provision when used in past legislation.

Finally, this bill extends the current interest rate on certain student loans for another year. This is another example where Congress established a temporary subsidy with sudden expiration dates and no plans for next steps. I believe it is imperative that we work toward responsible, long-term reform in this area. Congress must stop playing games with students' interest rates to score political points. A well-educated population is critical to higher incomes and stronger economic growth, but our current education programs have serious problems. The right question is not should the interest rate be 3.4 or 6.8 percent. The focus should instead be on how developing an effective, fair and sustainable process for providing capital to students one that ensures access to higher education without fueling tuition inflation and exposing the taxpayer to unacceptable levels of risk. I look forward to working with my colleagues to achieve such reforms.

Mrs. CAPITO. Madam Speaker, I am pleased to see that H.R. 4348 includes pension reform provisions that will allow businesses to invest more to create jobs, while generating over \$9 billion in Treasury revenue over the next 10 years. H.R. 4348's pension reforms are critical to help businesses create jobs in a struggling economy.

However, I am concerned these vital reforms will be incomplete if financial reporting requirements known as Generally Accepted Accounting Principles do not conform to H.R. 4348's changes in law. H.R. 4348 does not provide a deadline to adjust these financial reporting requirements to match the bill's pension reforms.

We should expect prompt harmonization between the law and how pension obligations are reported on companies' financial statements. If there is not harmonization many company balance sheets will be required to show inflated liabilities that H.R. 4348's pension reforms seek to address.

The clear policy of H.R. 4348 is that pension funding be calculated by a more stable, long-term method. I expect, and Congress should expect, that financial reporting requirements conform with Congress's clear intent on this issue. Financial statements should be consistent with the rate stabilization set forth in this legislation.

Mr. PALAZZO. Madam Speaker, I want to thank the Chairman for bringing this bill to the floor, and for all the hard work of our conferees in getting us to this point.

Today, I rise before you to remind this body one last time of the importance of Gulf Coast recovery and the importance of passing the RESTORE Act.

Less than a year ago, a small group of Gulf Coast legislators came together with big support from their communities, and a mission to make the Gulf Coast whole.

This was no small effort. But it is the least we could do to show our support once more to all those affected by the single largest man-made disaster in our history.

I am proud to have been a part of this landmark legislation. I want to thank all those who worked so hard with us to make this happen—from my Gulf Coast colleagues to local leaders, business interests to conservation groups.

There were many who said this could not be done in an election year, with so much competing for time on the legislative calendar. But we knew how important it was to pass this bill.

We did not give up because we knew that restoring and replenishing the Gulf Coast is more than just a responsible decision; it is the right thing to do.

Mr. DINGELL. Madam Speaker, I rise today in support of H.R. 4348. While this is not a perfect bill, it will fund important transportation projects while creating well-paying jobs across this country.

H.R. 4348 will reauthorize through the end of fiscal year 2014 our highway and transit programs at current levels—\$105 billion. While I am disappointed in this short-term reauthorization, I do believe this authorization will provide some stability to our state and local governments. We know that for every \$1 billion of federal funds invested in our highway and transit infrastructure nearly 39,000 jobs are created or sustained. This investment will give our transportation industry the ability to continue to create thousands of jobs across our country.

I am also extremely pleased that all states will be guaranteed a minimum rate of return of 95 percent on their payments into the Highway Trust Fund. During the last reauthorization I worked hard with my colleagues on both sides of the aisle to increase Michigan's rate of return to 92 percent, and I am pleased to be able to support increasing it once again. This bill will continue the Safe Routes to School program, and the transportation enhancement activities such as bike paths, bike lanes, and trails. This program has been critical to helping communities in my district, like Ann Arbor, to make their communities more livable and attractive to families and businesses, while also greening our environment by providing alternatives for their commute. Furthermore, I am pleased that H.R. 4348 will continue to fund our mass-transit program, providing funding to critical projects that will bring our transit infrastructure into the 21st Century.

I am disappointed that H.R. 4348 did not reauthorize the Coordinated Border Infrastructure program. Michigan was one of the leaders in creating CBIP given its critical relationship with Canada and it has been instrumental in addressing border congestion. It is my hope that we can reauthorize this program in the coming months. Unfortunately, this bill does not include any provisions directing the Department of Transportation to develop a long-term national rail plan. I passed one of the first pieces of legislation authorizing investment in high-speed rail, but there has never been a strong commitment to bringing our rail program into the 21st Century until this Administration. This Administration has wisely invested billions of dollars into bringing high-speed rail travel across the country and to corridors outside the Northeast. By ignoring this goal we are halting the progress of high-speed rail and falling further behind our neighbors abroad.

I would have liked for the Land and Water Conservation Fund, or LWCF, reauthorization

and funding to be included in the final bill. LWCF was included in the Senate language with overwhelming bipartisan support and I joined with 145 of my House colleagues requesting the conference committee to include the reauthorization and funding. LWCF develops local partnerships to conserve critical wildlife habitat, hunting and fishing access, state and local parks, productive forests, and important lands to be protected for future generations. I hope the House will give serious consideration to reauthorizing and funding LWCF in the coming weeks.

This bill includes a one-year extension of the 3.4 percent interest rate for subsidized Stafford student loans. I am happy that this is finally being authorized because as we continue to recover economically, we must ensure that students can afford a higher education. There were nearly 48,000 students attending a university or college in my district last year who received one of these loans and doubling the interest rate would have a significant impact on students as they get ready to start the new school year. Our children, 25 percent of our population, are 100 percent of our future. They are counting on us and I am pleased we are now standing up for the future to make higher education and job training affordable.

While we are taking a step forward today, we must start thinking towards next July when this one-year extension will expire. We cannot wait until the last minute to address this issue as we did this year. We must start thinking now about how to deal with this problem. This is not just a campaign talking point, this affects students and families and can be the difference between achieving your goals or being priced out of your dreams.

The Flood Insurance extension is a much needed part of this compromise. As we continue to experience extreme weather across the country, we need to ensure that homeowners with flooded homes can get the help they need to put their lives back together. However, as FEMA works on implementing new floodplain maps, we must ensure that the maps make sense. Homeowners and small businesses in my district are being driven out of the homes and stores due to the high cost of flood insurance that they've never had to pay before. I urge FEMA to continue to work with local governments to address these concerns and keep families in their homes and small businesses open.

I applaud this bill, and I hope my colleagues keep working together in this manner—actually passing bills that make a difference and take action instead of playing political football on issues that do not impact the majority of Americans.

Ms. JACKSON LEE of Texas. Madam Speaker, I rise today in support of H.R. 4348 the "Surface Transportation Conference Agreement." More than 100 days ago, the Senate passed a bipartisan, job-creating transportation bill to rebuild America—that is similar to the bill we are taking up today.

This bill will create or save more than 2 million jobs, authorize highway and transit programs for more than two years at current levels, make key reforms consolidating transportation programs, and leverage federal resources to expand public-private partnerships in transportation.

However, regarding the education of our Nation in making college more affordable has always been a top priority of Democrats. In

2007, the Democratic-led Congress enacted legislation that cut the interest rate on need-based student loans in half—to 3.4 percent—over five years.

Unfortunately, under current law, that reduced rate expires and doubles to 6.8 percent on July 1.

This Congress cannot sit by and let students suffer and be denied a chance at making a better future and a brighter tomorrow because we failed to act. I am determined to see that students have a chance to learn, to aspire, and to dream.

If we don't pass this bill with common-sense pay-fors, we are setting up a roadblock to dreamers, in essence telling them that education can be foreclosed on because we did not do our jobs.

If the current rates expire the average student faces an increase of \$1,000 each. In doing nothing, House Republicans are, putting more barriers in the way of millions of Americans already struggling to pay for a higher education. It is time for Republicans in Congress to stop playing politics with students' futures and come to the negotiating table.

Minority and Women Contractors. Regarding set-asides to ensure that minority, women and other disadvantaged businesses are able to compete for transit and highway contracts, the conference report continues the program and includes key findings regarding discrimination in transportation contracts to ensure that these important provisions are upheld if ever challenged. These provisions are not expanded to rail, which is not authorized in the bill.

Although I am disappointed the bill does not include rail, it is important that as we move forward, transportation contracts, whether it be for airlines, bus, rail, or even little red wagons, women and minorities are able to compete on equal footing with the old boy's network.

I have supported this reauthorization at least 16 times since 2008. The National Flood Insurance Program (NFIP) has been invaluable for victims and potential victims of flooding in Texas.

Congress must extend authority for the NFIP to write or renew flood insurance policies, which are required in order to obtain a mortgage in the 100-year floodplain. This is an issue of importance to not just the coastal states but in nearly every state.

Just a month ago the Houston Association of Realtors was in town and came to advocate for a reauthorization but as a practical matter would prefer—like many Members of Congress on both sides of the aisle—a long-term, 5-year reauthorization for this important measure.

The National Flood Insurance Program (NFIP) was established in 1968 in response to increasing federal government spending for disaster relief. Standard homeowners insurance does not cover flooding and therefore offers no protection from floods associated with hurricanes, tropical storms, heavy rains and other conditions. The NFIP mandates that federally regulated or insured lenders require flood insurance on properties that are located in areas that have a high risk of flooding.

As Ranking Member of the Subcommittee on Transportation Security and Infrastructure Protection of the Committee on Homeland Security, I understand as well as anyone that supporting and securing our Nation's transportation systems are critical to ensuring the free movement of people and commercial goods.

But I also know that, in the strained economic circumstances that we currently face, it is equally imperative that we allocate limited resources in a way that maximizes their capacity to improve the lives of as many Americans as possible.

I am pleased that the Conference Agreement measure includes provisions to strengthen highway and motor carrier safety programs. The legislation consolidates National Highway Traffic Safety Administration incentive grant programs, and increases funding flexibility for states that qualify for safety incentive grants. The measure also improves motor carrier safety in a balanced manner.

As the Representative of 18th Congressional District of Houston, Texas, I am keenly aware of our transportation needs. Houston needs infrastructure to relieve congestion and provide adequate public transportation, but it also needs this because an investment in Houston's New Start Transit Project means jobs for Houston's constituents through the transportation sector in its communities and around the Nation.

However, I must balance the needs of my constituents. This funding is critical for funding existing and pending surface transportation and infrastructure projects while we pursue longer term solutions in the face of a misplaced focus on spending cuts. We must work together to forge a bipartisan long-term solution to our Nation's transportation and infrastructure needs.

Economic experts universally agree that funding the critical and necessary infrastructure projects nationwide creates jobs for America and increases our level of global competitiveness. There is an intense competition between fiscal responsibility and investment in job growth & infrastructure.

We must make investments in job creating infrastructure projects in order to grow the US economy. We must be winners in contest for economic change now and for our children's future. We cannot be the losers. We must catch the wave of economic growth or be crushed by it. China, India and Europe understand this because they have committed to greater investments in their infrastructure.

As I think of my home District, the 18th Congressional District in Houston, Texas and its busy ports, much like the other ports around this great nation, I am compelled to urge my colleagues to consider the pressing national necessity of decongesting the surface transportation, both rail and highway, that moves the goods in and out of those ports.

We must improve this surface transportation system in order to accommodate national economic health, global competitiveness, and to avoid harm to agriculture industry, maritime jobs and manufacturing jobs. Maritime jobs and construction jobs for infrastructure provide a good middle class wage, allow workers to get educations at night, and lower crime rates in our cities.

We must invest in High Speed Rail. We have about 500 miles of high speed rail in process, but China has about 10,000 miles being built! We need to have a domestic talent pool with the required knowledge, skills and trained workers to do projects like high speed rail or we will be paying for skilled Chinese companies to do it for us.

Infrastructure Investment is a Non-Partisan Issue: If the AFL-CIO and U.S. Chamber of Commerce have teamed up to promote infra-

structure investment, then surely the Democrats and Republicans in this Congress can do the same. Moreover, now is the time for us to consider the creation of a long overdue National Infrastructure Bank and Public-Private partnerships to shift our infrastructure improvement into full gear. We should not shy away from this issue when a nation is waiting for us to do our part to restore our economy through fortification of our infrastructure. It is time for another large, bold, national forward thinking infrastructure project like interstate highway system.

Governors and Mayors at ground level around this nation will quickly confirm that Infrastructure investments create jobs, help balance budgets, and grow both state and national economies. We must listen to our local elected officials who must fix the potholes, repair the crumbling bridges and tunnels or be held directly accountable by their constituents on every street corner. Our local elected officials will quickly tell us that infrastructure investment creates jobs, because it attracts business!

The American Association of Civil Engineers (ASCE) gives U.S. Infrastructure the Grade of "D" in its 2009 Report Card. Infrastructure Investment equals Jobs! But, the U.S. is falling behind its competitors in infrastructure development (especially China, India & Europe). The bottom line is that Transportation and Infrastructure Investment is needed for a Strong Economy.

So, I say to my colleagues that we weight this measure carefully. A delay in enactment of this Conference Agreement will shut down more than \$800 million next month in highway reimbursements and transit grants to States and urban areas, endangering more than 28,000 jobs and multi-million dollar construction projects across the country.

As Ranking Member of the Transportation Security Subcommittee at the House Committee on Homeland Security, I have continuously supported the increase in adequate resources aimed at enhancing the efficiency, safety and security of our rail and mass transit systems.

This Congress, I introduced the "Surface Transportation and Mass Transit Security Act of 2011" which seeks to authorize adequate resources and program attention to surface and mass transit security programs at the Transportation Security Administration.

To this end, the bill authorizes additional surface inspectors needed to validate security programs impacting our surface and mass transit security. The bill also creates mechanisms to strengthen stakeholder outreach, makes key revisions to the public transportation security assistance grants program and increases canine teams and resources for surface and mass transit modes.

I must say that I am pleased today that our colleagues have come together in a bipartisan and bicameral manner to create a Conference Agreement that will put Americans back to work.

Mr. TIBERI. Madam Speaker, many employers have reassured me that the pension stabilization language included in the Surface Transportation Extension Act of 2012 will allow them to invest more to create jobs and will prohibit a reduction in their workforce. I hope this is the case and that these pension reforms will help businesses create jobs in a struggling economy.



However, H.R. 4348 does not make changes to the financial reporting requirements known as Generally Accepted Accounting Principles (GAAP) to allow companies to reflect the reforms on their balance sheets. The end result of this is that many company balance sheets will be required to show inflated pension liabilities that the reforms seek to address.

There is also no guidance provided to the overseeing entities of GAAP on how to conform these reforms and accounting requirements.

The pension stabilization language is meant to allow companies to calculate their pension funding status through a more stable, long-term method. There should be consistency between the law and how pension obligations are reported on companies' financial statements.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 717, the previous question is ordered.

The question is on adoption of the conference report.

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

Mr. RAHALL. 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 question will be postponed.

#### TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2013

##### GENERAL LEAVE

Mr. LATHAM. 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 material on the further consideration of H.R. 5972, and that I may include tabular material on the same.

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

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 697 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 5972.

Will the gentleman from Indiana (Mr. BUCSHON) kindly take the chair.

□ 1150

##### IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill (H.R. 5972) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2013, and for other purposes, with Mr. BUCSHON (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose on Wednesday, June 27, 2012, an amendment offered by the gentleman from Louisiana (Mr. SCALISE) had been disposed of and the bill had been read through page 150, line 9.

##### AMENDMENT OFFERED BY MR. LANDRY

Mr. LATHAM. Mr. Chairman, I ask unanimous consent to vacate the request for a recorded vote on the Landry amendment to the end that the Chair put the question de novo.

The Acting CHAIR. Is there objection to the request of the gentleman from Iowa?

Without objection, the request for a recorded vote on the amendment is vacated and the Chair will put the question de novo.

There was no objection.

The Acting CHAIR. The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Louisiana (Mr. LANDRY).

The amendment was agreed to.

##### ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments on which further proceedings were postponed, in the following order:

An amendment by Mrs. BLACKBURN of Tennessee.

Amendment No. 13 by Mr. MCCLINTOCK of California.

An amendment by Mr. LANKFORD of Oklahoma.

Amendment No. 9 by Mr. DENHAM of California.

The Chair will reduce to 2 minutes the time for any electronic vote after the first vote in this series.

##### AMENDMENT OFFERED BY MRS. BLACKBURN OF TENNESSEE

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentlewoman from Tennessee (Mrs. BLACKBURN) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

##### RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 166, noes 254, not voting 12, as follows:

[Roll No. 445]

AYES—166

Adams  
Amash  
Amodei  
Bachmann  
Bartlett  
Barton (TX)  
Benishke  
Biggert  
Bilirakis  
Black

Blackburn  
Bono Mack  
Boustany  
Brady (TX)  
Brooks  
Broun (GA)  
Buchanan  
Buerkle  
Burgess  
Burton (IN)

Camp  
Campbell  
Cansico  
Cassidy  
Chabot  
Chaffetz  
Coble  
Coffman (CO)  
Conaway  
Cooper

Crawford  
Cuellar  
Culberson  
Davis (KY)  
DesJarlais  
Donnelly (IN)  
Duffy  
Duncan (SC)  
Emerson  
Farenthold  
Fincher  
Fitzpatrick  
Flake  
Fleischmann  
Fleming  
Flores  
Forbes  
Fortenberry  
Foss  
Franks (AZ)  
Gardner  
Garrett  
Gingrey (GA)  
Gohmert  
Goodlatte  
Gosar  
Gowdy  
Graves (MO)  
Griffin (AR)  
Griffith (VA)  
Guinta  
Guthrie  
Harper  
Harris  
Hartzler  
Hensarling  
Herger  
Huelskamp  
Huizenga (MI)  
Hultgren  
Hunter  
Hurt  
Issa  
Jenkins  
Johnson (IL)  
Johnson (OH)

Johnson, Sam  
Jones  
Jordan  
King (IA)  
Kingston  
Kline  
Labrador  
Lance  
Landry  
Lankford  
Latta  
Long  
Luetkemeyer  
Lummis  
Lungren, Daniel  
E.  
Lynch  
Mack  
Manzullo  
Marchant  
Marino  
Matheson  
McCarthy (CA)  
McCauley  
McClintock  
McCotter  
McHenry  
McIntyre  
McMorris  
Rodgers  
Mica  
Miller (FL)  
Miller (MI)  
Miller, Gary  
Mulvaney  
Myrick  
Neugebauer  
Nunes  
Nunnelee  
Olson  
Palazzo  
Paul  
Paulsen  
Pence  
Petri  
Pitts

Poe (TX)  
Pompeo  
Price (GA)  
Quayle  
Ribble  
Rigell  
Roe (TN)  
Rogers (MI)  
Rohrabacher  
Rokita  
Roskam  
Ross (FL)  
Royce  
Ryan (WI)  
Scalise  
Schmidt  
Schweikert  
Scott (SC)  
Scott, Austin  
Sensenbrenner  
Sessions  
Shuster  
Smith (NE)  
Southernland  
Stearns  
Stivers  
Stutzman  
Sullivan  
Terry  
Thornberry  
Tiberi  
Tipton  
Turner (NY)  
Upton  
Walberg  
Walden  
Walsh (IL)  
West  
Westmoreland  
Whitfield  
Wilson (SC)  
Wittman  
Woodall  
Yoder  
Young (FL)  
Young (IN)

##### NOES—254

Conyers  
Costa  
Costello  
Courtney  
Cravaack  
Crenshaw  
Critz  
Crowley  
Cummings  
Davis (CA)  
Davis (IL)  
DeFazio  
DeGette  
DeLauro  
Denham  
Dent  
Deutch  
Diaz-Balart  
Dicks  
Dingell  
Doggett  
Dold  
Doyle  
Dreier  
Edwards  
Ellison  
Ellmers  
Engel  
Eshoo  
Farr  
Fattah  
Frank (MA)  
Frelinghuysen  
Fudge  
Gallegly  
Garamendi  
Gerlach  
Gibbs  
Gibson  
Gonzalez  
Granger  
Green, Al  
Green, Gene  
Grijalva  
Grimm  
Gutierrez  
Hahn  
Hall  
Hanabusa  
Hanna  
Hastings (FL)

Hastings (WA)  
Hayworth  
Heck  
Heinrich  
Herrera Beutler  
Higgins  
Himes  
Hinchey  
Hinojosa  
Hirono  
Hochul  
Holden  
Holt  
Honda  
Hoyer  
Israel  
Jackson Lee  
(TX)  
Johnson (GA)  
Kaptur  
Keating  
Kelly  
Kildee  
Kind  
King (NY)  
Kinzinger (IL)  
Kissell  
Kucinich  
Langevin  
Larsen (WA)  
Larsen (CT)  
Latham  
LaTourette  
Lee (CA)  
Levin  
Lewis (GA)  
Lipinski  
LoBiondo  
Loebbeck  
Lofgren, Zoe  
Lowey  
Lucas  
Lujan  
Maloney  
Markey  
Matsui  
McCarthy (NY)  
McCollum  
McDermott  
McGovern  
McKeon