

some of the pressing problems, including dealing with middle class tax cuts to make sure that working people in this country who are having a hard time making ends meet don't get an increase in their taxes on January 1.

Will the gentleman tell me what he expects the schedule to be in the month of July.

Mr. CANTOR. Mr. Speaker, I will respond to the gentleman and say to the gentleman that, again, if he looks at the schedule, we are scheduled and have been in accord with that schedule and in session more days this year than we were in a similar year last session. So I would say to the gentleman the schedule is right on track. The predictability, the certainty of this schedule, has allowed for the work to continue.

We will be here throughout July. Our intention is to continue to focus on job creation. We will be looking, obviously, towards the Supreme Court and what its actions may bring next week on the issue of ObamaCare. If we have to act in response to that to assure all Americans that we want and care about their health care, we will do so. If the Court does not strike down the bill in its entirety, the gentleman knows our conference is fully committed to the total repeal of the ObamaCare bill.

In July, we will continue to focus on that bill and its impact on employers. We also are very concerned about the overreach of the regulatory agencies in this town and intend to bring forward a bill with a series of provisions which will address the red tape that has begun to strangle the innovation and growth in this economy.

We will also be very focused on a measure to stop the tax hike that is facing the American people this year. If you look at the enormity of the tax hike, it is something that is hanging over this economy, that is hanging over the mindset of small business people and working families. I don't think anybody would advocate raising taxes, especially in this economy.

That will be the outline of our work with, obviously, some other measures that may be brought up in July.

Mr. HOYER. I thank the gentleman for his comment.

Let me just add, Mr. Speaker, that, clearly, when you look at the Congress to which he referred in terms of its productivity in the 2007 and 2008 years, we think the productivity was very much higher. I won't go through the litany of those figures; but I think, if the majority leader reviews them, he will see in terms of the productivity of the Congress that we moved America much further forward.

Having said that, I want to say that we hope that we will continue to focus on jobs. I know I share the gentleman's view—and I think all of us share the view—that we want to have reasonable regulations that help grow the economy, not impede its growth. We're for that. We may have a difference of opinion on what that does when we think of deregulating the protection of our en-

vironment, when we think of deregulating the safety of our financial markets. When we took the referee off the field, it had an extraordinarily negative impact on this country and on every taxpayer in this country and on every business in this country. It was not useful. It was not helpful.

I think we have a difference of opinion on whether or not we want to make sure there is a level playing field, a fair playing field, for all the participants in our economy—both businesses and consumers. Clearly, there was an effort that was being made to undermine the ability of the CFTC to fully oversee what was a market that went out of control. As a result, there were dire consequences to our country and its fiscal status.

So I am hopeful that we don't pursue a regulatory agenda, which is an agenda with the net result of taking the referee off the field. I don't think the American public wants that, and I don't really think that that's reasonable. Further, I think they think we really need to be focused on things that will immediately grow this economy. The highway bill would have done that. Unfortunately, that highway bill has stayed in limbo for too long a time. I am hopeful that we can move it.

Unless the gentleman has something further to say, Mr. Speaker, I yield back the balance of my time.

ADJOURNMENT TO MONDAY, JUNE 25, 2012

Mr. CANTOR. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 2 p.m. on Monday next.

The SPEAKER pro tempore (Mr. WOODALL). Is there objection to the request of the gentleman from Virginia?

There was no objection.

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

Mr. HOYER. Mr. Speaker, I offer a motion to instruct conferees on H.R. 4348.

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

The Clerk read as follows:

Mr. Hoyer moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment to the bill H.R. 4348 be instructed to recede from disagreement to the amendment of the Senate:

The SPEAKER pro tempore. Pursuant to clause 7 of rule XXII, the gentleman from Maryland (Mr. HOYER) and the gentleman from Pennsylvania (Mr. SHUSTER) each will control 30 minutes.

The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. HOYER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and in-

clude extraneous materials on my motion to instruct.

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

There was no objection.

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

Tomorrow will mark, as I said a little earlier, 100 days since the United States Senate approved its bipartisan compromise highway bill in the United States Senate. There were 74 Senators who voted for that. Essentially half of the Republican Conference in the United States Senate voted for that bill.

There has been a bill in the House committee. That bill has languished in the House committee for many, many months—in fact, for about 4 months after the Speaker said he wanted to bring it to the floor. It has not come to the floor, apparently, because the Republican Party is divided on that bill, and they don't have the votes for that bill.

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That measure passed the Senate 74–22, and it would have been, by the way, 75–22 had FRANK LAUTENBERG been there. He made that statement on the floor. That's three-quarters of the Senate, with the support of 22 Senate Republicans.

Americans are wishing that we would come together, reason together, and act together to give certainty to them, to the economy, and to their country. Unfortunately, the House bill that was passed was effectively a bill simply to go to conference. I know my friend—and he is my friend—Mr. SHUSTER from Pennsylvania will say that in the article that was written, that it was simply “that House bill” to which he was referring. I take him at his word that he was referring to that. But very frankly, others have said that there were items in the bill in committee that were critically important to them that ought to be in the conference committee report, and obviously the Senate would not agree to those.

This bill, to which I refer and which this motion to instruct refers, is supported by chambers of commerce in cities and counties across this Nation.

This is truly a bipartisan piece of legislation in the great tradition of transportation bills passed since the Eisenhower era. The gentleman who is managing the time on the Republican side, his father was a great proponent of infrastructure investment, a great leader in this Congress on infrastructure, and, in fact, participated—every time that I think he brought a bill out as ranking member, it was passed in a bipartisan fashion. Unfortunately, we haven't gotten to that point at this point of time.

Instead of taking up that bill, the Senate bill, and allowing us to have a vote on it here in the House—in my opinion, if the Republican leadership let its Members vote free of influence by the leadership, that bill would have