

In The Past Few Years, Congressional Republicans Have Continuously Opposed And Blocked Legislation That Would Improve The Supply Chain

SUMMARY: Throughout this fall, federal Republican lawmakers have repeatedly blamed President Biden and congressional Democrats for "[exacerbating](#)" the supply chain crisis. Despite this assertion, in just the past few years, Republican lawmakers have consistently voted against and blocked legislation that would improve the country's various supply chains, including:

- **The 2021 U.S. Innovation And Competition Act (USICA)**—which would "[bolster American manufacturing](#)" and "[fix our supply chains](#)" by establishing a supply chain resiliency program at the Department of Commerce with the purpose of "identifying and recommending opportunities" to address supply chain vulnerabilities—was opposed by a group of 32 Republican Senators and will now be [conferenced](#) as a separate bill after Senate Republicans [threatened](#) to block its inclusion from this year's National Defense Authorization Act.
- 65 House Republicans and 14 Senate Republicans opposed **the 2015 Fixing America's Surface Transportation (FAST) Act**—which established a national freight strategic plan to identify bottlenecks, find best practices for improving the network, and create a state freight advisory committee to advise on freight-related issues. Conservative opponents claimed the bill threw "[smart-policy making out the window](#)."
- **The 2020 Moving Forward Act**—which would fund "[the essential dredging and upkeep](#)" of harbors, ports, and channels as ports are experiencing [record level](#) congestions—was killed by Senate Republicans, with then-Senate Majority Leader Mitch McConnell saying the bill would "[join the list of absurd house proposals that were only drawn up to show fealty to the radical left](#)."
- Despite the [recently-enacted Infrastructure Investment And Jobs Act's](#) promise to "[ease inflationary pressures and strengthen supply chains](#)" by allocating over \$2 billion for port improvements, bolstering the trucking industry with new programs to recruit and train drivers, and investing \$150 million in mineral recycling, congressional Republicans voted against passing the bill, with some even going as far [threatening](#) retaliation against the Republicans who voted for it.

Throughout The Fall Of 2021, Congressional Republicans Have Blamed President Biden And Democratic Leaders For "Exacerbating" Supply Chain Issues.

In Recent Months, Congressional Republicans Have Accused President Biden And Democrats Of Supposedly "Exacerbating" Supply Chain Issues.

October 20, 2021: 160 House Republican Members, Led By Rep. Sam Graves (MO-06), Wrote A Letter Stating The Policies Of President Biden And Democratic Party Leaders Were "Exacerbating Or Simply Ignoring The Underlying Supply Chain Crisis." "Our priority right now should be strengthening our nation's economy and increasing our global competitiveness. The policies of your presidency and party's leaders in Congress are exacerbating or simply ignoring the underlying supply chain crisis." [Republican House Committee On Transportation And Infrastructure, [10/20/21](#)]

In June 2021, A Group Of 32 Republican Senators Voted Against Passing The U.S. Innovation And Competition Act (USICA), Which Would "Bolster American Manufacturing" And "Fix Our Supply Chains," And Have Since Threatened To Block Its Inclusion In This Year's National Defense Authorization Act.

On June 8, 2021, The Senate Passed The U.S. Innovation And Competition Act, Which Would "Bolster American Manufacturing" And "Fix Our Supply Chains" By Establishing A Supply Chain Resiliency Program And Allocating \$52 Million For Semiconductor Manufacturing.

On June 8, 2021, The Senate Passed The U.S. Innovation And Competition Act (USICA), Which Combines Several Competitiveness Bills, Including the Endless Frontier Act, While Allocating Billions For Manufacturing Programs. "After a year of staunch advocacy to secure the domestic semiconductor and microelectronic supply line and make historic investments in federal R&D and innovation, U.S. Senate Majority Leader Charles E. Schumer announced senate passage of the *U.S. Competition and Innovation Act*, which combines Schumer's Endless Frontier Act, other bipartisan competitiveness bills, and includes \$52 billion in emergency supplemental appropriations to implement the semiconductor-related manufacturing and R&D programs Schumer authorized in last year's National Defense Authorization Act and a program to support legacy chip production that is essential to the auto industry, the military, and other critical industries." [Senator Schumer, [06/09/21](#)]

- **The Endless Frontier Act Establishes A Supply Chain Resiliency Program At The Department Of Commerce With The Purpose Of "Identifying And Recommending Opportunities" To Address Supply Chain Vulnerabilities.** "Supply Chain Resiliency: The Endless Frontier Act would establish a supply chain resiliency program at the Department of Commerce to work with the private sector, for the purpose of identifying and recommending opportunities to mitigate or address supply chain vulnerabilities in the United States and in allied and partner countries." [Senator Schumer, [06/09/21](#)]

House Speaker Nancy Pelosi (D-CA) And Senate Majority Leader Charles Schumer (D-NY) Praised USICA As "Bolster[ing] American Manufacturing" And "Fix[ing] Our Supply Chains." "Working with President Biden, the House and Senate have been crafting bipartisan legislation to bolster American manufacturing, fix our supply chains, and invest in the next generation of cutting-edge technology research." [Speaker of the House Pelosi, [11/17/21](#)]

The Bill Would Aid Semiconductor Makers With \$52 Billion In Subsidies At A Time When The Country Is Facing A Global Chip Shortage. "The measure, the core of which was a collaboration between Mr. Schumer and Senator Todd Young, Republican of Indiana, would prop up semiconductor makers by providing \$52 billion in emergency subsidies with few restrictions. That subsidy program will send a lifeline to the industry during a global chip shortage that shut auto plants and rippled through the global supply chain." [The New York Times, [06/10/21](#)]

After Thirty-One Republican Senators Voted Against USICA, Senate Republicans Are Now Threatening To Block Its Inclusion In The NDAA As They Are Not Happy About It "Being Tacked On" To A "Unrelated" Bill.

32 Senators Voted "Nay," All But One Of Which Were Republican. [The U.S. Senate, [06/08/21](#)]

On November 17, 2021, Pelosi And Schumer Released A Joint Statement That The House And Senate Agreed To Go To Conference On USICA After Senate Republicans "Made It Clear" They Would Block The Inclusion Of USICA On The NDAA. "Today, we are pleased to announce that we have reached an agreement for the House and Senate to go to conference on the United States Innovation and Competition Act. Working with President Biden, the House and Senate have been crafting bipartisan legislation to bolster American manufacturing, fix our supply chains, and invest in the next generation of cutting-edge technology research. While there are many areas of agreement on these legislative proposals between the two chambers, there are still a number of important unresolved issues. After Senate Republicans made it clear they would block the inclusion of USICA on the NDAA, we have decided that the best way to get an agreement will be through the conference process." [Speaker of the House Pelosi, [11/17/21](#)]

- **The Hill Reported That Senator Schumer's Attempt To Add The USICA To The Defense Bill "Sparked Warnings" From Senate Republicans That They Would Block The Bill.** "Schumer's effort to add the Senate-passed anti-China competitiveness legislation — including potentially making changes to the Senate bill over concerns about procedural snags in the House — into the defense bill had sparked warnings from Senate Republicans that they would block the defense bill from coming up for debate." [The Hill, [11/17/21](#)]
- **Sen. Inhofe (R-OK), Who Was Not Happy That USICA Was "Being Tacked On To" A "Unrelated" Bill, Shared That He And Other Senators Were Not Prepared To Vote For Cloture Because They Were Not Sure How The Senate Would Consider The USICA Amendment.** "The ranking member of the Armed Services Committee, James M. Inhofe, R-Okla., told reporters that he and other senators were not prepared to vote for cloture on the motion to proceed because they were not sure about how the Senate would consider Schumer's USICA amendment — as part of the bipartisan substitute bill or, as some of Schumer's critics wanted, as a freestanding amendment[...] Inhofe was not happy with the prospect of what he considered unrelated legislation being tacked on to the NDAA." [Roll Call, [11/17/21](#)]

Despite "Major Transportation" Investments And Freight Planning, The 2015 Fixing America's Surface Transportation (FAST) Act Faced Opposition From A Group Of Republicans That Claimed The Bill Threw "Smart-Policy Making Out The Window."

In December 2015, Congress Passed the Fixing America's Surface Transportation (FAST) Act, Which Had "Major Transportation And Logistics-Related Improvements" By Establishing A National Freight Strategic Plan To Identify Bottlenecks, Find Best Practices For Improving The Network, And Create A State Freight Advisory Committee To Advise On Freight-Related Issues.

In December 2015, Congress Passed The Fixing America's Surface Transportation (FAST) Act, A \$305 Billion Package With "Major Transportation And Logistics-Related Improvements" That Was Hailed As "Good News" For Trucking And Other Industry Sectors. "Approved by both houses (359-65 in the House and 83-16 In the Senate) on December 3, the legislation was signed into law the next day by President Obama. The \$305 billion package, which includes several major transportation and logistics-related improvements, put an end to the short-term patches that have financed federal infrastructure projects since 2009. It is the first long-term authorization since 2005. The Fixing America's Surface Transportation (FAST) Act contains plenty of good news for trucking and other industry sectors." [Bulk Transporter, [01/04/16](#)]

The FAST Act Requires The U.S. Department of Transportation (DOT) To Establish A National Freight Strategic Plan In Consultation With State DOTs, [Metropolitan Planning Organizations], And "Other Appropriate Public And Private Transportation Stakeholders." "National Freight Strategic Plan. Within 2 years of enactment, the FAST Act requires DOT to establish (and publish on its website) a national freight strategic plan. DOT will develop (and update) the plan in consultation with State DOTs, MPOs, and other appropriate public and private transportation stakeholders." [Federal Highway Administration, accessed [11/24/21](#)]

The National Freight Strategic Plan Will Identify Bottlenecks, Best Practices For Improving The Network, And Strategies To Improve Freight Intermodal Connectivity.

"The national freight strategic plan will include—

- an assessment of—
 - the condition and performance of the Network; and
 - barriers to improved freight transportation performance (and opportunities to overcome the barriers);
- forecasts of freight volumes for the succeeding 5-, 10-, and 20-year periods;
- an identification of—
 - major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators;
 - bottlenecks on the Network that create significant freight congestion;
 - corridors that access energy exploration, development, installation, or production areas;
 - corridors that access major areas for manufacturing, agriculture, or natural resources;

- best practices for improving the performance of the Network, including critical commerce corridors and rural and urban access to critical freight corridors; and
- best practices to mitigate the impacts of freight movement on communities;
- a process for addressing multistate projects and encouraging jurisdictions to collaborate; and
- strategies to improve freight intermodal connectivity."

[Federal Highway Administration, accessed [11/24/21](#)]

The FAST Act Established A State Freight Advisory Committee To Advise On Freight-Related Issues, Discuss Decisions Affecting Freight Mobility, And Coordinate Regional Priorities. "State freight advisory committees. The FAST Act requires DOT to encourage each State to establish a State freight advisory committee, to consist of a representative cross-section of public and private freight stakeholders. The role of a State freight advisory committee is to—

- advise the State on freight-related priorities, issues, projects, and funding needs;
- serve as a forum for discussion for State transportation decisions affecting freight mobility;
- communicate and coordinate regional priorities with other organizations;
- promote the sharing of information between the private and public sectors on freight issues; and
- participate in the development of the freight plan of the State."

[Federal Highway Administration, accessed [11/24/21](#)]

The FAST Act Primarily Faced Opposition From Republicans In The House And Senate, With Lawmakers Saying The Bill Threw "Smart-Policy Making Out The Window" And Spent "Too Much."

65 House Republicans Were They Only Representatives To Vote Against The FAST Act.

[United States House Of Representatives, [12/03/15](#)]

While 14 Of The 16 Senators That Voted Against The Bill Were Republicans. [The U.S. Senate, [12/03/15](#)]

Three Republican Representatives From Kansas Voted Against The Bill, With Former Rep. Mike Pompeo (R-KS) Claiming The FAST Act "Throws Fiscal Responsibility And Smart-Policy Making Out The Window." "Reps. Tim Huelskamp, Kevin Yoder and Mike Pompeo of Kansas were among the 65 Republicans voting against the bill. 'The FAST Act throws fiscal responsibility and smart policy-making out the window,' Pompeo said in an email Friday. 'This bill funds non-highway-related projects with dwindling gas tax revenues and increases spending through unrealistic funding gimmicks that will ultimately never be realized.'"

[The Topeka Capital-Journal Via WayBack Machine, [12/05/15](#)]

Senator Marco Rubio (R-FL), Voted Against The FAST Act Despite Acknowledging That "Modernizing Our Nation's Infrastructure Is Necessary In Order To Have A 21st Century Economy," Stating The Bill "Spent Too Much" And Didn't Grant States The Autonomy To Prioritize The Infrastructure Needs Of Their Communities. "Washington, D.C. – U.S. Senator Marco Rubio (R-FL) issued the following statement regarding his vote tonight against The Fixing America's Surface Transportation (FAST) Act, which includes the reauthorization of the Export-Import Bank: 'Modernizing our nation's infrastructure is necessary in order to have a

21st century economy. But having a 21st century infrastructure doesn't mean simply spending money, it means empowering states with greater autonomy to prioritize the infrastructure needs of their communities, as Senator Mike Lee has proposed (Transportation Empowerment Act). I do not support the FAST Act because it spends too much, preserves Washington's power in picking winners and losers in transportation funding, and even revives the crony capitalist Export-Import Bank." [Senator Rubio, [12/03/15](#)]

During The Bill's Consideration, Almost Half Of The House Republicans Supported An Amendment To Water Down The Bill By Devolving Transportation Investments And Leaving States To Pick Up The Tab. "Despite their inability to devolve the Federal responsibility for our roads, bridges, and transit systems in 2012, many Republicans are still pushing to undermine transit. In 2015, during House consideration of H.R. 22, which became the Fixing America's Surface Transportation Act (FAST Act), Republicans offered an amendment to devolve transportation investment and leave the States to pick up the trillion-dollar tab, including all investment in transit systems. Although the amendment failed, roughly one-half (118) of House Republicans supported it." [House Transportation Committee, [10/25/16](#)]

In July 2020, The House Passed The Moving Forward Act, Which Would Have Invested In Supply Chains Through Various Infrastructure Improvements, Only For The Act To Be Killed By Senate Republicans, With Then-Senate Majority Leader Mitch McConnell Stating It Would "Join The List Of Absurd House Proposals That Were Only Drawn Up To Show Fealty To The Radical Left."

In July 2020, The House Of Representatives Passed The Moving Forward Act, Which Contained Provisions That Would Address Bottlenecks With Infrastructure Improvements, Including Funding "The Essential Dredging And Upkeep" Of Harbors, Ports, And Channels; Now California Ports Are Experiencing Record Congestion.

In July 2020, The House Of Representatives Passed The Moving Forward Act, A \$1.5 Trillion Investment In The Nation's Infrastructure. "Washington, D.C. – Today, the U.S. House of Representatives voted 233-188 to pass H.R. 2, the Moving Forward Act, comprehensive legislation that invests more than \$1.5 trillion in our Nation's roads, bridges, transit, rail, ports and harbors, schools, housing, broadband, drinking and wastewater systems, postal service, clean energy sector, health care infrastructure, and so much more. The transformational bill moves our country away from decades-old transportation planning models and programs, and is key to creating millions of American jobs, combatting the climate crisis, and addressing long-standing disparities in communities around the country." [The U.S. Transportation Committee, [07/01/20](#)]

The Moving Forward Act Would Modernize Infrastructure To "Reduce Gridlock And Address Bottlenecks," Invest In Programs That "Emphasize Resiliency," And Fund "The Essential Dredging And Upkeep" Of Harbors, Ports, And Channels. "The Moving Forward Act will: [...] Modernize infrastructure to reduce gridlock and address bottlenecks, and makes roads smarter and safer for all users, including pedestrians and bicyclists; [...] Invest in programs, projects, and materials that emphasize resiliency while reducing carbon pollution

from the transportation sector, including \$1.4 billion in alternative fuel charging infrastructure; [...] Keep cargo moving by funding the essential dredging and upkeep of American harbors, ports, and channels;" [Congressman Peter DeFazio, [07/01/20](#)]

- **In November 2021, California Ports Experienced Record-Level Congestion, With Average Wait Times Reaching 17 Days With A Queue Of 83 Ships Waiting To Dock.** "The logjam of container ships outside the California ports of Los Angeles and Long Beach swelled to another record as stepped-up efforts to clear cargo off the docks failed to prevent the average wait for vessels from reaching nearly 17 days. The queue, both at anchor and in a holding zone, rose to 83 ships as of late Friday, four more than Wednesday and topping the previous high of 81 set earlier in the week, according to officials who monitor marine traffic in San Pedro Bay." [Bloomberg, [11/13/21](#)]

Following Near Universal Opposition From House Republicans, The Moving Forward Act Promptly Died In The Senate After Senate Republicans Vowed To Kill It, With Senator John Barrasso (R-WY) Calling It A "Road To Nowhere."

House Republicans Were 185 Of The 188 Votes Against The Moving Forward Act. [United States House Of Representatives, [07/01/2020](#)]

House Republicans Accused The Moving Forward Act As Partisan For Not Including Their Views. "House Republicans condemned the legislation as partisan, saying that their views were not included in the process, while Democrats said the bill was passed without Republican involvement because they've lost patience waiting for a bipartisan infrastructure deal to materialize." [Forbes, [07/03/21](#)]

Ranking Member Sam Graves (R-MO) Accused The Moving Forward Act As Disguising As A "Heavy-Handed And Unworkable Green New Deal Regime" Rather Than Investing In Infrastructure. "The Speaker of the House has taken a 'My Way or the Highway' approach to infrastructure, and today the House is expected to vote on the highly partisan H.R. 2. Instead of seeking bipartisan solutions, this bill adds \$1.5 trillion dollars to the Nation's debt and disguises a heavy-handed and unworkable Green New Deal regime of new requirements as an 'infrastructure bill.'" [House Republican Committee On Transportation And Infrastructure, [07/01/20](#)]

Then-Senate Majority Leader Mitch McConnell (R-KY) Vowed To Kill The Moving Forward Act In The Senate, Stating "It Will Just Join The List Of Absurd House Proposals That Were Only Drawn Up To Show Fealty To The Radical Left." "The bill now goes to the Senate, where it drew immediate criticism from Majority Leader Mitch McConnell (R-Ky.) 'House Democrats appear addicted to pointless political theater,' McConnell said. 'So naturally, this nonsense is not going anywhere in the Senate. It will just join the list of absurd House proposals that were only drawn up to show fealty to the radical left.'" [The Washington Post, [07/07/20](#)]

Senator John Barrasso (R-WY) Called The House's Moving Forward Act A "Road To Nowhere." "Sen. John Barrasso (R-Wyo.), chairman of the Environment and Public Works Committee, which passed a narrower, bipartisan transportation bill last July, called the House bill 'a road to nowhere' and urged the House to 'get serious about infrastructure.'" [The Washington Post, [07/07/20](#)]

The Legislation, Which Received "Near-Uniform Republican Opposition," Died When The Senate Went On Recess Without Voting On It. "With Congress gone for the 4th of July holiday, the Senate went on recess without taking up House Democrats' recently passed infrastructure bill—and amid near-uniform Republican opposition, it's likely that the legislation is now officially dead." [Forbes, [07/03/20](#)]

Despite The Infrastructure Investment And Jobs Act "Eas[ing] Inflationary Pressures And Strengthen[ing] Supply Chains" By Allocating Over \$2 Billion Over a Five-Year Period For Port Development and Marine Highway Improvements While Creating Programs Meant to Recruit And Train More Truck Drivers, Most Congressional Republicans Voted Against Passing The Bill, With Some Even Going As Far Threatening Retaliation Against Republicans Who Voted For It.

The Infrastructure Investment And Jobs Act, Which Was Signed Into Law In November 2021, Will "Ease Inflationary Pressures And Strengthen Supply Chains" By Allocating Over \$2 Billion For Port Improvements, Bolstering The Trucking Industry With New Programs to Recruit And Train Drivers, And Investing \$150 Million In Mineral Recycling.

On November 6, 2021, Congress Passed The Infrastructure Investment And Jobs Act. "Today, Congress passed the Bipartisan Infrastructure Deal (Infrastructure Investment and Jobs Act), a once-in-a-generation investment in our nation's infrastructure and competitiveness." [The White House, [11/06/21](#)]

On November 15, 2021. The Infrastructure Investment And Jobs Act Was Signed Into Law By President Biden. "President Biden signed a [\\$1 trillion infrastructure bill](#) into law Monday, enacting a key piece of his domestic spending agenda that will funnel billions to states and local governments to upgrade outdated roads, bridges, transit systems and more." [NPR, [11/15/21](#)]

The Legislation Will "Ease Inflationary Pressures And Strengthen Supply Chains" Through Investments In Ports, Airports, Rails, And Road And Creating Jobs. "The legislation will help ease inflationary pressures and strengthen supply chains by making long overdue improvements for our nation's ports, airports, rail, and roads. It will drive the creation of good-paying union jobs and grow the economy sustainably and equitably so that everyone gets ahead for decades to come." [The White House, [11/06/21](#)]

The Infrastructure Investment And Jobs Act Allocates \$455 Million Each Year For Five Years For The DOT's Port Infrastructure Development Program And Marine Highways Program To Help Improve Port Facilities And Better Integrate Waterways Into America's Transportation System. "\$455M per year for 5 years for the Department of Transportation's Port Infrastructure Development Program (PIDP) and Marine Highways Program (MHP). \$450M in funding a year for PIDP will allow significant improvements to improve port facilities on our coasts, rivers and Great Lakes. PIDP grants can improve port infrastructure, including intermodal connections, or reduce or eliminate pollutants and greenhouse gas emissions. MHP

funds, \$5M a year for five years, will work to expand the use of America's navigable waters, working to expand marine highway service options and facilitate their further integration into the U.S. transportation system. Part of this spending was credited from the Resilience section." [Senator Cantwell, accessed [11/24/21](#)]

The Act Contains A Provision To "Identify Barriers And Industry Trends" That Discourage Women From Getting Jobs In The Trucking Industry In Order To "Facilitate Support" For Women In Trucking. "Promoting Women in the Trucking Workforce. This section would establish the Women of Trucking Advisory Board to identify barriers and industry trends that directly or indirectly discourage women from pursuing and retaining careers in trucking, and examine ways to facilitate support for women pursuing careers in trucking including training and outreach programs." [Senator Cantwell, accessed [11/24/21](#)]

There Is Also A Provision To Establish An Apprenticeship Pilot Program For Young Drivers. "This section would establish a 3-year pilot program under which employers could create apprenticeship programs to allow drivers under the age of 21 to drive commercial motor vehicles in interstate commerce. This section would limit the pilot program to 3,000 apprentices at any one time. This section would require DOT to report to Congress on the findings and conclusions from the pilot program, including analyzing the safety records of these younger, apprentice drivers," [Senator Cantwell, accessed [11/24/21](#)]

- **The Transportation Intermediaries Association Praised The Apprenticeship Program, Claiming This Will Help As The "Driver Shortage Continues To Hamper The Supply Chain.** "And it praised the apprenticeship pilot program for under 21-year-old drivers to help increase the carrier selection pool. 'This is a huge issue in the supply chain as the driver shortage continues to hamper transportation,' the association said in a statement." [Trucking Info, [08/10/21](#)]

The Act Allocates \$150 Million For Critical Mineral And Battery Mining Which Are Needed "To Support A U.S.-Based Supply Chain." "\$150M for critical mineral and battery recycling, which aims to address the lack of domestic policy, markets, and infrastructure regarding the coordinated collection, recycling and reuse of single use and rechargeable consumer batteries which contain valuable materials needed to support a U.S.-based supply chain." [Senator Cantwell, accessed [11/24/21](#)]

Despite Its Comprehensive Investments In The Supply Chain, Nearly All Congressional Republicans Voted Against The Infrastructure Investment And Jobs Act, With Some Members Going As Far As Seeking Retaliation Against Republicans Who Voted For It.

200 House Republicans Voted "Nay" On Passage Of The Infrastructure Investment And Jobs Act, While Only 13 Voted In Favor. [United States House Of Representatives, [11/05/21](#)]

A Group Of 30 Republican Senators Were The Only Senators To Vote "Nay" On Passage Of The Infrastructure Investment And Jobs Act. [U.S Senate, [08/10/21](#)]

November 2021: Punchbowl News Reported That House Republicans Have Since Discussed Retaliating Against Those Who Voted Yes On The Infrastructure Bill By Removing Them From Their Committee Spots. "The GOP leadership is bracing for rank-and-file lawmakers to attempt to strip committee assignments from the 13 Republican lawmakers who voted for the \$1 trillion bipartisan infrastructure bill. Several of these lawmakers are also

ranking members -- top Republicans on committees -- and those could be at risk, too."
[Punchbowl News, [11/09/21](#)]

November 2021: Rep. Matt Gaetz (R-FL) Tweeted A Clip Of Him Blasting His Republican Colleagues For Voting In Favor Of The Infrastructure Bill, Stating House Republican Leader Kevin McCarthy (R-CA) Should "Do The Right Thing" And "Remove Those Members From Their Committee Leadership Positions."

Rep. Matt Gaetz ✓
@RepMattGaetz

The current Republican Conference is not in a position to win with 13 Republicans supporting the Biden agenda.

[@GOPLeader](#) Kevin McCarthy should do the right thing: remove those members from their committee leadership positions and show that this will not be tolerated.

MATT GAETZ
U.S. Representative (R), FL-01

20.6K views 0:02 / 3:08

Gaetz: McCarthy Needs to Remove Turncoats From Committee Leadership
Visit <https://gaetz.house.gov/firebrand> for ALL Firebrand content!

12:09 PM · Nov 10, 2021 · Twitter Media Studio

[Twitter, [11/10/21](#)]

November 2021: Rep. Andy Biggs (R-AZ) Said The Republicans Who Voted For The Infrastructure Bill Needed To Be Held Accountable For Their Actions, Stating That Leadership Is A "Privilege And Duty." "Leadership is a privilege and duty. Accountability is

necessary for those GOP members who pushed the Democrats' so-called 'infrastructure' bill across the finish line,' Arizona Rep. Andy Biggs, chairman of the House Freedom Caucus, told the *Washington Examiner* in a statement." [The Washington Examiner, [11/10/21](#)]

Representative John Katko (R-NY), Who Voted Early In Support Of The Bill, Has Received Heavy Criticism From His Own Party And Was Even Called "The Worst Offender" By A Fellow Republican House Member. "Even so, there has been a lot of criticism directed toward Katko, the ranking Republican on the House Homeland Security Committee. The New York congressman voted for the infrastructure bill early during Friday night's roll-call vote, before Democrats reached 218 votes, while some others waited until the Democrats reached the threshold before casting their affirmative votes. 'In my view, there's a difference between the ones who broke their word to the whip and voted 'yes' before they reached 218 and those that kept their word and waited,' one House Republican member said. 'Katko is the worst offender.'" [CNN, [11/09/21](#)]

The Day After The Vote, Rep. Marjorie Taylor Greene (R-GA), Tweeted That Republicans Who Voted For The Infrastructure Bill Are "Traitors."



[Twitter, [11/06/21](#)]

The Day After The Vote, Rep. Lauren Boebert (R-CO) Called Republicans Who Voted For The Infrastructure Bill "Fraudulent RINOs" And Accused Them Of False Advertising.



Lauren Boebert ✓
@laurenboebert



I remember when Red Bull had to pay a settlement for false advertising when their drink didn't ACTUALLY give people wings.

These fraudulent RINOs should get the same treatment for advertising themselves as Republicans but governing as Democrats.

9:18 AM · Nov 6, 2021 · Twitter for iPhone

[Twitter, [11/06/21](#)]

The Day After The Vote, Rep. Madison Cawthorn (R-NC) Tweeted That There Are Lots Of "Democrats Who Call Themselves Republicans."



Madison Cawthorn ✓
@CawthornforNC



There's a lot of Democrats who call themselves Republicans in the U.S. House.

7:56 AM · Nov 6, 2021 · Twitter for iPhone

1,886 Retweets **161** Quote Tweets **11.9K** Likes

[Twitter, [11/06/21](#)]