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## House of Representatives

The House met at 10 a.m. and was called to order by the Speaker pro tempore (Mr. THOMPSON of Pennsylvania).

### DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,  
April 2, 2014.

I hereby appoint the Honorable GLENN THOMPSON to act as Speaker pro tempore on this day.

JOHN A. BOEHNER,  
*Speaker of the House of Representatives.*

### MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 7, 2014, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties, with each party limited to 1 hour and each Member other than the majority and minority leaders and the minority whip limited to 5 minutes, but in no event shall debate continue beyond 11:50 a.m.

### GOP BUDGET AND INFRASTRUCTURE FUNDING

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, throughout American history, the path to prosperity has been infrastructure. It has been paving that path, building that road, constructing the transcontinental railroad, improving water systems, extending electrification to rural America, dams, flood control, and sewer systems.

Each and every one of these initiatives were key to improving the qual-

ity of life for Americans, enacting business opportunities, and putting millions of Americans to work.

They were all public-private partnerships primarily paid for with public investment. Creating these infrastructure marvels, which for most of our history were the envy of the world, put millions of Americans to work.

Sadly, that is no longer the case. The United States has fallen behind the global leaders. Our infrastructure is mediocre, according to expert reports. The American Society of Civil Engineers has given our infrastructure a D-plus rating and identified over \$3.5 trillion of investments that are going to be necessary just to bring it up to standard by 2020.

That is how far we have fallen—a D-plus rating—and needing billions of dollars just to prevent further deterioration and decline.

The failure to act carries significant costs in and of itself. There is more wear and tear on vehicles. There is more delays and congestion. There are safety problems associated with inferior infrastructure and poor maintenance.

It is going to cost the average American family over \$1,000 per year in actual damage and increased operating costs to say nothing of the millions of hours lost to congestion. It hits business especially hard. A 5-minute delay costs UPS \$50 million in additional costs each year.

Ten years ago, there was a blue ribbon report to then-President Bush about transportation and transportation funding alternatives. It identified over \$375 billion as necessary to fund an appropriate 6-year program. That was 10 years ago.

We are now spending at a rate, 10 years later, of about \$275 billion a year at current levels, but the highway trust fund is only going to produce about \$200 billion during that same period of time.

Both Chairman CAMP in his tax reform proposal and President Obama in his infrastructure proposal identified ways to close this gap to be able to fully fund a 6-year transportation reauthorization that would help meet America's funding needs for projects of national significance that are, in many cases, multistate and are part of a national system. We all depend upon the pieces of the system to be in place in good repair and working together.

Sadly, the Republican budget sentences us to decline and then locks in a 30 percent reduction from these current inadequate levels over the next 10 years.

It pretends the Federal commitment can be downsized and outsourced. Although I would note, in a letter signed by 31 executives of statewide chambers of commerce, they point out:

Even with increased State revenues and innovative mechanisms such as public-private partnerships, there are projects of national significance that cannot be completed without Federal assistance.

I will be offering today a proposal in the Budget Committee to at least allow the capacity to respond to these needs, to meet the requests of 17 bipartisan governors, including Republicans from North Carolina, Wisconsin, and Pennsylvania and the 31 State chamber of commerce executives from Alabama, Arizona, and Arkansas, to Tennessee, Virginia, and Wisconsin. We need these Federal partnerships.

While this proposal won't commit anybody to a specific path forward, it does provide the capacity to get us unstuck and out of this sad state of decline, in other words, a true path to prosperity, putting millions of people to work, jump-starting the economy, and strengthening communities from coast to coast, so that our families can be safe, healthy, and economically secure.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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