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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. BENTIVOLIO).

### DESIGNATION OF SPEAKER PRO TEMPORE

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

WASHINGTON, DC,  
July 9, 2014.

I hereby appoint the Honorable KERRY L. BENTIVOLIO 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.

### TRANSPORTATION FUNDING

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

Mr. BLUMENAUER. Mr. Speaker, we have an unusual prospect tomorrow where a proposal to raise money for the highway trust fund is opposed by the very interests strongly identified with the need for more transportation funding.

How did we get to this point? Why do we need the money? And why would the very interests that seem to benefit be opposed?

This is the latest chapter in the strange saga of congressional irresponsibility on transportation funding that started when the last Congress refused to meaningfully address the funding crisis. You see, the funding has fallen in the highway trust fund that is based on gallons of fuel consumed, but the need continues.

The United States is now spending far less on infrastructure than our competing countries, and the vital Federal partnership, which can be a third or more of the funding in our States, is falling further and further behind.

But Congress put its head in the sand. There has not even been a hearing on the needs of transportation finance by the Ways and Means Committee, which is the House committee with primary jurisdiction. I am afraid my friend DAVE CAMP, the chair of that committee, has it exactly wrong. He is proposing a short-term fix tomorrow, saying it is time for the committees of the entire House and Senate to have the influence they deserve by kicking it into the next Congress. Well, wait a minute, by refusing to have a hearing for 3½ years on transportation financing, this has produced the backroom maneuvering with no public discussion that he says he is opposed to.

Now the results of the last Congress' failure to deal meaningfully are coming sharply into focus. The already inadequate highway trust fund will not even last through the end of the 27-month extension, which expires September 30. By draining every last dime out of the highway trust fund, they have lost the capacity to manage it, and the Federal Government is preparing to cut back. That means State and local projects will be on hold later this summer.

This pending crisis has finally sparked action, but because we have never bothered to listen to the businesses and labor unions—Pete Ruane of Road Builders, Terry O'Sullivan of the

Laborers', Tom Donohue of the U.S. Chamber, Rich Trumka of the AFL-CIO, Bill Graves of the American Trucking Assoc.—these are people who could have told Congress why it actually could be even worse than allowing the trust fund to temporarily go dry. That would be to punt this into the next Congress.

We have a long-term funding crisis. To kick this can to the next Congress makes it a virtual certainty we will continue to wrestle far beyond the next 2 years. Remember, in the next Congress, the Senate will be more evenly divided no matter who is in charge; we will be in the middle of a heated Presidential campaign, which seems like it has already started and half the Members of the other body are running for President. There is no realistic opportunity for the meaningful help America needs. It will be put on hold until another Presidential election is past and, hopefully, a stronger Congress elected. But that is 3 years or more. America deserves better.

That is why, almost without exception, the people who care the most and know the most, simply want a solution that gets us past the summer shutdown, enough money to tide us towards the end of the next year so this Congress can act. Then this Congress can take action that is sustainable with dedicated funding and that is robust enough to have a 6-year transportation bill that America needs.

There was a time when transportation and infrastructure brought America together to produce the finest roads, bridges, transit, and railroads in the world. We can do this again. It is time to start down this path.

I have been working with these stakeholders for years. We are open to solutions to the transportation problems. Let's listen to the needs that others have. Let's reject a proposal to punt to the next Congress. Let's get down to business and not adjourn this

□ 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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