

submitted by the taxpayers of Georgia, the hardworking Georgians sending money to the Federal Government, and \$800 million of it was sent somewhere else across the country in the last reauthorization. \$15 billion from other States was sent to States outside of their boundaries to be spent on other projects.

Now this program started in 1956. In 1956, when Congress was debating the interstate system, it was a great debate. As they debated it, they said, This will be a short-term tax that we're going to implement. It will be a tax that will be starting at 3 percent, will last for 15 years, build an interstate system, and had a great plan to do it. There was a debate about it. Well, what happens when we come to the end of that 15-year period? Well, here is part of an exchange that occurred in the Ways and Means Committee when they were debating this tax. It was in 1956, when Congressman Boggs of Louisiana and Congressman Fallon of Maryland, they were discussing what would happen during this expiration period. In that exchange, both Congressmen agreed that at the end of the 15-year authorization period, "The interstate system is built and paid for, and there is no obligation beyond the period of construction."

Yet here we are, 2012, so far removed from that debate, and not only are we at 3 cents per gallon, we are at 18.4 cents per gallon. At the end of that 15 years, it was actually supposed to go to 1.5 cents, but ever since it has always gone up. Yet here we debate about spending more and more and more money, and we've just learned from previous speakers that this isn't even going all to roads and bridges and highways; in fact, it's going to bike paths, planting flowers and bushes, walking trails, and other things. Shouldn't it be about moving people and freight? That's what it was always about.

So, as we consider the reauthorization, I hope we'll consider maybe a reflection of a new program, a new path forward. So I'm offering an amendment that changes all this, that says, You know what? It's complete. The interstate system has reached that point of completion, maybe let's devolve this back to the States. Let's empower the States to collect their taxes, as Georgia is asking to do, spend it on their priorities, not deal with the red tape of Washington or the exchange fee that's occurring, but in fact empower the States to collect their taxes at the rates that they choose and spend it on the priorities that are most important to them. Keep it back in the home States where they know where the needs are.

Instead, we're up here debating how they should spend their money and mandating all these hundreds of various program lines that they've got to spend it on.

So we'll be offering an amendment that just changes the debate a little bit and causes us to reflect and refocus on

where transportation should be as we are in the 21st century.

So, Madam Speaker, as I close and as we move into this debate on reauthorization, I hope there'll be a time when this Congress remembers what the American people said in 2010: Let's eliminate some of this government and devolve it back to the States.

SENATE RESOLUTION 750

By: Senators Pearson of the 51st, Mullis of the 53rd, Rogers of the 21st, Hill of the 32nd, Seay of the 34th and others

As passed:

A RESOLUTION

Urging the United States Department of Transportation to reconsider its mission and purpose; and for other purposes.

Whereas, the United States Department of Transportation was established by an act of Congress on October 15, 1966, and the department's first official day of operation was April 1, 1967; and

Whereas, the mission of the department is to "Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future,"; and

Whereas, the main mission of the department has largely been fulfilled by the completion of the federal interstate highway system; and

Whereas, state and local governments are faced with difficult decisions regarding local transportation needs on a continuing and ever-increasing basis; and

Whereas, the federal motor fuel taxes charged to the citizens of Georgia are needlessly sent to the federal government before being returned to the state government; and

Whereas, Georgia is a donor state and does not receive back as much motor fuel tax as it collects and sends to the federal government. Now, therefore, be it

Resolved by the General Assembly of Georgia, That this body urges making the funds collected under the federal gas tax immediately available to individual states to fund their transportation needs; be it further

Resolved, That this body urges the federal government to cease the collection of motor fuel taxes in Georgia so that the state can collect and distribute the taxes without the delay caused by federal collection and disbursement; and be it further

Resolved, That a copy of this resolution be delivered to the Commissioner of the United States Department of Transportation and to the congressional delegation of the State of Georgia.

COMMUNITY COLLEGE TO CAREER FUND

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Alabama (Ms. SEWELL) for 5 minutes.

Ms. SEWELL. Madam Speaker, today I rise to recognize the critical role of community colleges and the role that they play in economic recovery and the continued growth of our communities across the Seventh Congressional District of Alabama and this entire Nation.

In the Seventh Congressional District, the State of Alabama, and this country, the most important issue is job creation. In parts of the Seventh Congressional District that I am so privileged to represent, unemployment rates are as high as 16 percent.

This persistent, high unemployment number demonstrates the importance of career training and development. It also points to the critical role that our community colleges play in our Nation's growth. The junior colleges, our community college system, play a vital role in developing our Nation's greatest resource—our people.

A lasting partnership between the private sector and community colleges is key to creating an economy built to last. These partnerships ensure that future workers are being prepared to take advantage of every opportunity in the employment sector as we recover in this economy. In order to win the future, we must continue to out-innovate, out-educate, and out-compete our global competitors.

I want to commend the President on his recent release of a blueprint to train 2 million workers for high-demanding industries through our Community College to Career Fund.

□ 1040

The new \$8 billion Community College to Career Fund would promote the development of community college partnerships that would train skilled workers for unfilled jobs. What a great way to not only promote our community colleges but also help to train future workers.

As America regains its position as the world's preeminent innovator and developer, the need for a trained, skilled workforce becomes even greater. This proposed fund would support the training of workforce development all throughout our Nation. The Community College to Career Fund will also institute a "pay for performance" in job training. This new initiative will serve as an incentive to businesses that will provide and help them provide workforce training.

It will also help individuals find employment while encouraging businesses to assist workers in this endeavor. This is critically important, and it is not only enough to train our workers, but we must also ensure that they can find jobs right here in America.

In addition, through this job-training fund, State and local governments will be allowed to apply for grants that will help them recruit businesses to their States. This incentive to locate businesses right here in America will help create jobs, discourage outsourcing, and encourage insourcing. We have to start making things right here in America and promote that endeavor. We must create an environment that gives more Americans a fair shot at achieving the American Dream, a dream that the unemployed in my district and across this Nation are waiting to grasp. They just need opportunities and resources.

The Community College to Career Fund will inspire and train the next generation of entrepreneurs. These workers could be responsible for the next Google, the next Apple, Microsoft or other cutting-edge technology. It

will promote American exceptionalism and will propel this Nation back to the forefront of workforce development.

The President's blueprint to build a highly skilled workforce through our community college system is the right thing to do. It will allow community colleges in my district, for example, Shelton State and Wallace State Community Colleges, greater access to resources to educate those ready and willing to take jobs—highly skilled jobs in our workforce.

At this time, these initiatives are critically important because we in America can ill afford to be left behind when it comes to innovation. I believe that the President's blueprint should be applauded and supported. I know that in my own district, Mercedes Benz, a very important employer in my district, has taken such initiatives to another level. They've encouraged high school students, giving them a chance to learn how to use their machines and participate in a program; and they've also said that upon completion, 75 percent of those students will actually have a job in the Mercedes Benz plant in Vance, Alabama.

I think initiatives such as this should be encouraged. It's critically important that we not only support the private sector in their endeavors to create public partnerships with our community colleges, but also to grow our economy and help this recovery effort actually exist.

So I support these endeavors, and I support the President in this initiative. I look forward to working with the President on this initiative and supporting this initiative in this House, and I ask and urge all of my colleagues on both sides of the aisle to support such an initiative.

GENERAL AVIATION INDUSTRY

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

Mr. POMPEO. Madam Speaker, on Monday of this week, 2 days ago, the President released his budget plan. It will take America's deficits, or total debt, to over \$27 trillion. That's a big number. It's hard to get our heads around numbers like that. So I want to talk about how it impacts a particular industry and a particular group of people, how his budget and plan will put under attack 1.2 million Americans and an industry known as general aviation that generates over \$150 billion for our U.S. economy.

Now, the general aviation industry is an industry that this President has been assaulting ever since he took office. It is one of America's last great manufacturing sectors, indeed, a manufacturing jewel still here in America; and yet it has become a bit of a political punching bag for our President who constantly refers to the entire industry as made up of nothing but "corporate fat-cat jet owners."

But I want to talk about the job creation aspect. I want to talk about how

the general aviation industry impacts real people. I want to tell some real stories about how lives are impacted when a President speaks about an industry this way and then presents a budget that has such an enormous impact. There are real consequences.

I can tell you that each time the President attacks the general aviation industry, a machine shop in Wichita, Kansas, is impacted; a West Virginia company loses a sale; or a private company putting jet fuel on airplanes in California feels the squeeze.

I want to recall some of the attacks, but I also want to talk about these people. The general aviation industry produces aircraft that are a tool—a tool—that increases productivity and ultimately contributes to the success of businesses all across our country. It's about helping a parts supplier, a fellow named Jim who wrote a story to me from Plainwell, Michigan. It helps him deliver parts all across the country so not only can his company succeed and grow jobs, but all of the folks that Jim's company serves.

It's about getting a daughter to a hospital who is very ill on an Angel Flight—a wonderful nonprofit organization that uses excess capacity on small planes all around the country to meet the medical needs of people all across our Nation.

It's about the town of Fort Morgan, Colorado, whose local industries rely heavily on general aviation and which is an absolute lifeline for this small town's continuing success.

It's about a fellow named William in Mobile, Alabama, who wrote me and said:

I work for a manufacturer. We build jet engines for the general aviation industry. We've seen firsthand how President Obama's rhetoric hurts our industry. We lose sales. Why would a President attack an industry that provides hundreds of thousands of good, union jobs when he says that his entire focus is those jobs? I wish the President would encourage general aviation, and not attack it.

I think William has it exactly right. Many in my hometown of Wichita, Kansas, which is the headquarters for Beechcraft, Learjet and Cessna, know these stories all too well, also.

For the third time now in the President's budget, he's called for user fees on every flight of every general aviation aircraft and has set up a system whereby it will become more expensive through the Tax Code to purchase these aircraft—these American-built aircraft. But it impacts lots of folks in different places, not just the manufacturers.

Chris from Los Angeles wrote me and said:

My little flight school employs five full-time workers and three part-time employees. Up through now, I've been able to weather the economic storms. Unfortunately, despite the claims that piston aircraft will be exempt, these user fees will hurt us, Mr. President. I'll be forced to shut my doors, thereby laying off my employees.

Madam Speaker, this is not about fat-cat corporate jet owners in the cor-

ner office. This is about the livelihood of those eight people in California who depend on this industry to put food on the table for their families.

Carl from Plano, Texas, wrote me and said:

Like others have said, a large percentage of people who use business aircraft do it as a productivity tool. I wish Washington would recognize that an airplane is a tool just like production machinery and a delivery truck.

The whole time the President is criticizing the aircraft flying industry, he flies around in one of the great jets built in Kansas—Air Force One. His Cabinet members and senior staff fly on airplanes all across the world, and I'm proud of that. But, unfortunately, the President doesn't see the value in general aviation except for when it's his own. I've invited the President multiple times to come to Wichita, Kansas, to see the workers who build these great planes. And yet it continues: the President tries to destroy an industry that employs over 1 million people.

This is not leadership. This is division and envy, and I wish the President would cease to do so. It's a travesty, it's not good for jobs in America, and it's not good for our general aviation industry.

NATIONAL ENGINEERS WEEK

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

Mr. LIPINSKI. Madam Speaker, as one of only a handful of engineers in Congress, I'm proud to once again sponsor a resolution honoring our Nation's engineers during National Engineers Week. Next week will mark the 61st annual Engineers Week and the 8th year I have introduced this resolution. I would like to thank the gentleman from Illinois (Mr. MANZULLO) for joining me in leading this bipartisan effort for the second consecutive year.

The central goal of Engineers Week—attracting new students to engineering careers—has never been more important.

□ 1050

As a 2010 National Academies report explained:

While only 4 percent of the Nation's workforce is composed of scientists and engineers, this group disproportionately creates jobs for the other 96 percent.

Engineers drive our economy by designing and building everyday products, including bridges, airplanes, roads, computers, medical devices, cars, power plants—just to name a few. America's 2.5 million engineers have helped make our country great by solving problems and turning dreams into reality, and America's future depends on them.