

you buy fuel for the Federal fleet or a battleship or something, okay, that is an expenditure; it is consumed. But if you build a bridge that lasts 100 years, we count that the same as buying something that will be consumed in 1 day. That doesn't make any sense, but that is the way Congress works.

So they treat needed investments in the future mobility of the American people and saving fuel as being competitive, moving goods and people safely, they treat that exactly the same as a consumptive, 1-day expenditure for fuel for the Federal fleet or something else. That makes no sense. We need capital budgets. That is probably a longer term project around here. They need to at least recognize the need for these investments.

What I hear from a lot of naysayers is: Hey, you already did that. You did the stimulus, and that didn't work, did it?

Well, actually, if you look at the so-called stimulus, under the most generous interpretation of infrastructure, 4 percent went into traditional surface transportation infrastructure—4 percent, 4 percent of the \$800 billion—and it created a heck of a lot more than 4 percent of the jobs that that bill created; a really generous infrastructure interpretation, you are up to 7 percent.

So I say, no, that was not a test. That money was well invested and spent, but it was totally insufficient for the job to repair and rebuild our infrastructure and bring it up to a good state of repair for the 20th century, let alone to begin to build out an efficient 21st century infrastructure. That is no test. That money was well spent and well invested.

There are some prominent commentators who say, oh, I don't know where that money went. I had a debate with one of them on television, actually. We can show exactly where that money went and exactly how many jobs were created, and it was certainly a net large return compared to many of the other things that were in that legislation. No, that wasn't a test.

A test would be if we made a commitment now to build a 21st century infrastructure and to rise from 26th in the world back to number one in the world within 10 years just like JFK said we will put us on the Moon in 10 years. Well, in 10 years, we could go back to having the number one infrastructure in the world, and in the meantime we would create a few million more jobs, and the long-term impact of that creates sustainable jobs of untold numbers over the years.

Mr. BLUMENAUER. Absolutely. I have really appreciated your laser focus. At the time, you and I both wanted more investment in infrastructure. Something in the neighborhood of 40 percent were tax cuts that people didn't even think they got, that didn't have the multiplier effect, that we would have been well served to double or triple the amount of investment in infrastructure.

But I have been struck—and I know you have—that even though it was inadequate, that we could have done more and should have done more. I am struck by the number of businesses that have told me that that investment was the difference of whether or not their business was going to go under. We had people making bids at that time basically just to cover payroll. We got some of the most favorable bids that were offered up because people were desperate for that work, and so it stretched even further.

If we had had the foresight to invest more and then take advantage of the fact that the world was basically giving us their money for free, we could have had a tremendous impact. But the truth is that people were desperate for it. It made a difference, and it is a hint of what we could do if we did this right.

I am going to turn to my colleague for a moment for the last word, but I wanted to just say one thing in terms of my concluding observation.

I have been struck, in the 3 months since we have advanced these proposals, by the breadth of editorial support, by the unions, local governments, and elected officials in both parties who are stepping up at the State level to do this. Wyoming, I think, was the latest State that went ahead and raised a gas tax. We are hearing from engineers, and we are hearing from advocacy groups like truckers and Triple A that are doing the right thing and making a difficult recommendation because they know it is the right thing, and they think it is time to have an adult conversation with the American public.

I think it is time for us to listen to the people out there who don't just want, they are insisting that we meet our obligation as a full partner in infrastructure investment in this country, as we have done for years with State and local government, with the private sector, and with local communities.

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I am convinced that it is one of those areas that once we get there and take the step, that it will bring the country together.

Mr. Speaker, historically, infrastructure has been an area that has rallied public support. People came together for these projects. I am convinced that if we step up and do our job, listening to people and giving that support, that it can be that same sort of rallying point. I don't want to be involved in a conversation about whether it is the Republicans' fault or the Democrats' fault, or it is the House versus the Senate or the legislative versus the executive. There has been enough foot-dragging over the last 20 years to go around.

So my hope is we can use this going forward to make a difference. I cannot thank you enough, Congressman DEFAZIO, for your insistence, your leadership, your persistence, your creativity,

and your courage on this. It really makes a difference for those of us who are pushing for the path you have blazed and your continued, ongoing zeal to make this work.

Mr. DEFAZIO. To just boil it down to something pretty simple, I would say let's think about the future. Let's think about today, and let's think about the future. And those who would disinvest or devolve our obligations to create a national transportation system that is world class, devolve that duty to the 50 States assembled, or just ignore altogether that obligation, they really are showing that they don't take a long-term view for America, they don't have much faith in our future.

I have a heck of a lot of faith in our future, and it is going to take some leadership to get to that future. Doing simple things like maintaining the existing purchasing power of the gas tax through indexation and then using the future income to bond, and make a heck of a lot of investments now, will return more in the long term than it will cost, and it won't add a penny to the deficit. Just like the Federal highway trust fund has not been a net contributor to the deficit over time; it has been funded through user fees. We need to continue that principle.

In the future, we can probably evolve to something more high tech, vehicle miles traveled or things like that. We are not ready today to get there, and we sure as heck can't get there by October 1, so we have to work off the basics that we already have, that we have had since Dwight David Eisenhower, a Republican President, and it was Ronald Reagan who added mass transit into the highway trust fund. This has been truly a bipartisan issue over the years. We lost our way for a bit here, and it should become bipartisan again. We should all join together, and we should show that we really believe in America's future and make the investments that are necessary to get us there on a better national transportation system.

Mr. BLUMENAUER. Well said, and I have nothing to add to that eloquence.

Mr. Speaker, I yield back the balance of my time.

HUNTERDON COUNTY, NEW JERSEY, CELEBRATES TRICENTENNIAL

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2013, the Chair recognizes the gentleman from New Jersey (Mr. LANCE) for 30 minutes.

Mr. LANCE. Mr. Speaker, I rise today to celebrate the tricentennial of Hunterdon County, New Jersey, the county I have proudly called home my entire life and where my family has lived since 1739. The celebration this year is led by former State Senator Marcia Karrow and a hardworking committee of exemplary county residents.

The 300-year history of Hunterdon County is an excellent example of the

journey in the advancement of the English colonies in North America to the present day status of the United States of America throughout the world. To this day, Hunterdon County maintains its natural beauty and rural charm, as has been the case throughout its history.

The county is proud to be named for Robert Hunter, the distinguished royal governor of New York and New Jersey who sailed to America with 3,000 Palatine German refugees in 1710. They, and thousands of others like them, yearned for religious freedom and a better life for themselves and their descendants. Hunterdon County was formed when it separated from Burlington County 300 years ago this month, in March of 1714.

From the first reading of the Declaration of Independence on the steps of what was then the Hunterdon County Courthouse in Trenton to General Washington's historic Delaware River crossing and decisive victory at the Battle of Trenton, Hunterdon's link to the 1776 birth of the United States is significant. I was personally inspired as a child by the tales of Captain Daniel Bray and the Hunterdon County militia who collected the boats on our western border that were used in Washington's crossing on Christmas night in that fateful year of our Nation's birth. The county boasts several sites associated with the Revolution, including the 1759 Vought House in Clinton Township, a Loyalist homestead that still exists with its architecturally distinguished serpentine ceiling.

The county is also proud of its agricultural heritage. The county seal originally included a hay wagon and now features a bountiful sheaf of wheat. Farming was the story of most county residents, from Native Americans through the earliest colonial settlers to those who lived at the beginning of the 20th century. Many barns dot the county landscape, and this heritage is celebrated annually at the Hunterdon County 4-H and Agricultural Fair.

A century and a half ago general stores and hotels, including several owned by my ancestors, were common in the towns that sprouted across the 400 square acres of the county. From Clinton in the north to Lambertville in the south, to Frenchtown in the west, to Flemington, the county seat, in the middle, they were the centers of life where Hunterdon families came to market, to socialize, and to worship.

The nature of Hunterdon has changed as the population increased from the mid-20th century forward. The large agricultural townships have become more heavily populated as farmland has been transformed to houses for new residents, who demanded improvements, including establishment of a system of regional schools and construction of the Hunterdon County Medical Center. After World War II, Hunterdon was the only county in the State still without a hospital. County

leaders, including the Board of Agriculture, were responsible for the building of the medical center that opened in 1953. Since then, this health care facility has become one of the premier medical institutions in New Jersey. Public-spirited men and women created five distinguished regional high schools that would become leaders in the State in academics, athletics, and extra-curricular activities.

The 300-year history of Hunterdon County has been captured in writings, photographs, and memories telling the compelling story of its sheer natural beauty, its people, and the larger community of churches, nonprofit groups, and civic organizations, with neighbor helping neighbor.

Our ancestor have striven for 300 years to make Hunterdon what it is today, a 21st century exemplar of the United States as a whole: free, self-governed, prosperous, and dedicated to the advancement of the Nation. We, the 130,000 current residents, have a responsibility to those who will come after us to preserve and improve the county we love.

Truly, Hunterdon County has always been and will always be in my heart.

Mr. Speaker, I yield back the balance of my time.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. WENSTRUP (at the request of Mr. CANTOR) for today on account of a death in the family.

BILLS PRESENTED TO THE PRESIDENT

Karen L. Haas, Clerk of the House, reported that on March 25, 2014, she presented to the President of the United States, for his approval, the following bills:

H.R. 3771. To accelerate the income tax benefits for charitable cash contributions for the relief of victims of the Typhoon Haiyan in the Philippines

H.R. 2019. To eliminate taxpayer financing of political party conventions and reprogram savings to provide for a 10-year pediatric research initiative through the Common Fund administered by the National Institutes of Health, and for other purposes

ADJOURNMENT

Mr. LANCE. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 2 o'clock and 40 minutes p.m.), under its previous order, the House adjourned until tomorrow, Friday, March 28, 2014, at 11 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

5100. A letter from the Vice President, Government Affairs and Corporate Communica-

tions, AMTRAK, transmitting a letter regarding the general and legislative annual report; to the Committee on Transportation and Infrastructure.

5101. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Take Off Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 30943; Amdt. No. 3577] received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5102. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 30944; Amdt. No. 3578] received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5103. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Stage 3 Helicopter Noise Certification Standards [Docket No.: FAA-2012-0948; Amdt. No. 36-29] (RIN: 2120-AJ96) received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5104. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 30942; Amdt. No. 3576] received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5105. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 30941; Amdt. No. 3575] received March 14, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5106. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations [Docket No.: FAA-2010-0982; Amdt. Nos. 91-330; 120-2; 135-129] (RIN: 2120-AJ53) received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5107. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters (Type Certificate Previously Held by Eurocopter France) (Airbus Helicopters) [Docket No.: FAA-2013-0770; Directorate Identifier 2011-SW-057-AD; Amendment 39-17771; AD 2014-04-12] (RIN: 2120-AA64) received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5108. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pacific Aerospace Limited Airplanes [Docket No.: FAA-2014-0090; Directorate Identifier 2014-CE-003-AD; Amendment 39-17761; AD 2014-04-03] (RIN: 2120-AA64) received March 14, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5109. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Fokker Services B.V.