

puts policy measures into place that keep criminals out of the country and helps encourage children not to make that very dangerous, life-threatening journey. The President's request would do nothing to enforce our laws and make this Nation a safer place.

Help the problem. Stop the crisis. This bill does it. Vote for it.

I yield back the balance of my time.

Mr. HASTINGS of Florida. Madam Speaker, how is it that we can find it within our capabilities to fund billions of dollars of deficit spending on unpaid-for tax extenders one week, but we can't muster the humanity to fund adequate legal representation for refugee children the next? The President's request included a modest \$24.5 million to fund the Department of Justice's programs to provide legal assistance to these children, their guardians, and law enforcement advisors in Central America, yet none of this was included in the legislation. Instead, Republicans focus only on punitive measures that will hasten the misery of these children.

Madam Speaker, I am interested to know why Republicans are comfortable spending untold amounts of American taxpayer's money on a frivolous lawsuit, but will provide absolutely no money on legal assistance for a child who, after traversing some of the most dangerous terrain our world has to offer, must now navigate our immigration system without the benefit of counsel. Make no mistake, these children are refugees.

If Republicans are so concerned about the plight of these children and making sure that we find a humanitarian solution, why have they stripped away all of the human rights conditions and certification requirements on the Guatemalan and Honduran militaries allowing them to use the \$40 million allocated to help with repatriation efforts? We're going to throw these children who have fled for their lives from horrific conditions right back to the same wolves who caused them to flee in the first place, and then pay to ensure they are stuck there.

Madam Speaker, rather than focus on sending these children back as quickly as we can, maybe we should take a page from the history books, and find it in our hearts to help them find safety and a new life here in the United States. In 70 years, we should be able to look back proudly on that accomplishment, and not have to shamefully admit that the United States could have done more.

Mr. GENE GREEN of Texas. Madam Speaker, I rise in strong opposition to H.R. 5230, the woefully inadequate supplemental appropriations bill that will only exacerbate the growing humanitarian crisis impacting my home state of Texas.

Since the beginning of this year, nearly 60,000 unaccompanied children have crossed the Rio Grande into south Texas. The vast majority of these children are coming from three countries—El Salvador, Guatemala, and Honduras—where whole communities are being terrorized by drug cartels and street gangs. Honduras, the U.N. reports, has the highest homicide in the world. El Salvador and Guatemala rank fourth and fifth.

Even before these children reach Texas, many of whom no more than seven or eight years old, they must make the long and dangerous journey through the remainder of Central America and Mexico. On the journey,

these children are easy targets for robbers, drug smugglers, and sex traffickers, further traumatizing them before they reach our country.

Once reaching Brownsville, McAllen, or one of our other communities on the border, these children are not trying to evade detection from Border Patrol. In fact, there are countless stories of these children running into the arms of our border protection officials, knowing that they will be safe from the violence and trauma once in American custody.

Madam Speaker, I can speak first hand, having visited our border facilities in McAllen earlier this month, on the hard work our nation's Border Patrol Officers are doing, along with their counterparts throughout DHS and HHS during this humanitarian crisis.

Congress needs to respond to this crisis in the best traditions of our great nation—with open eyes and compassion and balance the needs of the American people with our nation's historic role as the place of last refuge for those who are persecuted and in need.

The legislation before this chamber today, shamefully, does not reflect our nation's best traditions. It is a misguided, knee-jerk reaction that will do little to improve, or worst, exacerbate, the growing crisis on the Rio Grande.

H.R. 5230 would provide only one-seventh of the funds the President requested and would only authorize those funds through the end of September. And of these funds, Madam Speaker, the vast majority are directed towards greater border security and not—as is necessary—the humanitarian aspect of this crisis.

I have always been supportive of greater border security and providing our nation's Border Patrol Agents with the resources they need to protect us. However, our country is already deporting record numbers of people—over 1.2 million in the past three years—and there is growing concern among our border communities that their towns and cities are already being negatively affected by our border surge.

What these children need—and our DHS and HHS officials on the border have requested—are not more boots on the ground, but more judges, health officials, asylum officers, and facilities to temporarily house these children while we determine if they need to return to their home country or are eligible for asylum.

This legislation would further militarize our border, without regard to the wishes of our border communities, by authorizing the deployment of the National Guard and make null and void existing Memorandums of Understanding between CBP and the Interior and Agriculture Departments on protecting federal lands under these departments oversight, like Big Bend National Park.

I urge my colleagues to demand a vote on a clean supplemental and to vote against this shameful legislation.

Mr. JOHNSON of Georgia. Madam Speaker, I rise today in strong opposition to H.R. 5230 “the Supplemental Appropriations to Address the Southwest Border Crisis.”

This partisan bill does nothing to address the humanitarian crisis at the border. Instead this bill undermines due process protections for children who have been victims of trafficking, torture, and persecution.

It is shameful Republicans are using this crisis to advance their own agenda. In doing so,

Republicans are jeopardizing children's lives, and hypocritically reversing their position on a law they once supported. With this bill, Republican Hypocrisy has been taken to another level.

Yesterday, I met President and Vice-President of the National Association of Immigration Judges, who said no current protections and due process for these children should be changed. Republicans should listen to them.

I urge my colleagues to oppose the bill.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 696, the previous question is ordered on the bill.

Pursuant to clause 1(c) of rule XIX, further consideration on H.R. 5230 is postponed.

HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014

Mr. SHUSTER. Madam Speaker, pursuant to House Resolution 696, I call up the bill (H.R. 5021) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes, with a Senate amendment thereto.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The Clerk will designate the Senate amendment.

The text of the Senate amendment is as follows:

Senate amendment:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) *SHORT TITLE*.—This Act may be cited as the “Highway and Transportation Funding Act of 2014”.

(b) *TABLE OF CONTENTS*.—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

TITLE I—SURFACE TRANSPORTATION PROGRAM EXTENSION

Subtitle A—Federal-aid Highways

Sec. 1001. Extension of Federal-aid highway programs.

Subtitle B—Extension of Highway Safety Programs

Sec. 1101. Extension of National Highway Traffic Safety Administration highway safety programs.

Sec. 1102. Extension of Federal Motor Carrier Safety Administration programs.

Sec. 1103. Dingell-Johnson Sport Fish Restoration Act.

Subtitle C—Public Transportation Programs

Sec. 1201. Public transportation programs continuation.

Subtitle D—Hazardous Materials

Sec. 1301. Extension of hazardous materials programs.

TITLE II—REVENUE PROVISIONS

Sec. 2001. Extension of Highway Trust Fund expenditure authority.

Sec. 2002. Funding of Highway Trust Fund.

Sec. 2003. Additional information on returns relating to mortgage interest.

Sec. 2004. Penalty for failure to meet due diligence requirements for the child tax credit.

Sec. 2005. Clarification of 6-year statute of limitations in case of overstatement of basis.

Sec. 2006. 100 percent continuous levy on payment to medicare providers and suppliers.

Sec. 2007. Modification of tax exemption requirements for mutual ditch or irrigation companies.

Sec. 2008. Equalization of excise tax on liquefied natural gas and liquefied petroleum gas.

Sec. 2009. Extension of customs user fees.

TITLE III—BUDGETARY PROVISIONS

Sec. 301. Treatment for PAYGO purposes.

SEC. 2. DEFINITIONS.

In this Act and the amendments made by this Act:

(1) MAP-21.—The term “MAP-21” means the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141; 126 Stat. 405).

(2) PART-YEAR EXTENSION PERIOD.—The term “Part-Year Extension Period” means the period beginning on October 1, 2014, and ending on the Part-Year Funding Date.

(3) PART-YEAR FUNDING DATE.—The term “Part-Year Funding Date” means December 19, 2014.

(4) PART-YEAR RATIO.—The term “Part-Year Ratio” means the ratio calculated by dividing—

(A) the number of days included in the period beginning on October 1, 2014, and ending on the Part-Year Funding Date; by

(B) 365.

(5) SAFETEA-LU.—The term “SAFETEA-LU” means the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; 119 Stat. 1144).

TITLE I—SURFACE TRANSPORTATION PROGRAM EXTENSION

Subtitle A—Federal-aid Highways

SEC. 1001. EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS.

(a) IN GENERAL.—Except as otherwise provided in this subtitle, requirements, authorities, conditions, eligibilities, limitations, and other provisions authorized under divisions A and E of MAP-21 (Public Law 112-141), the SAFETEA-LU Technical Corrections Act of 2008 (Public Law 110-244), titles I, V, and VI of SAFETEA-LU (Public Law 109-59), titles I and V of the Transportation Equity Act for the 21st Century (Public Law 105-178), the National Highway System Designation Act of 1995 (Public Law 104-59), titles I and VI of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240), and title 23, United States Code (excluding chapter 4 of that title), that would otherwise expire on or cease to apply after September 30, 2014, are incorporated by reference and shall continue in effect through the Part-Year Extension Period.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for the Part-Year Extension Period a sum equal to—

(1) the total amount authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for programs, projects, and activities for fiscal year 2014 under divisions A and E of MAP-21 and title 23, United States Code (excluding chapter 4 of that title); multiplied by

(2) the Part-Year Ratio.

(c) USE OF FUNDS.—

(1) IN GENERAL.—Except as otherwise expressly provided in this title, funds authorized to be appropriated under subsection (b) for the Part-Year Extension Period shall be distributed, administered, limited, and made available for obligation in the same manner and in the same amounts (as calculated using the Part-Year Ratio) as the funds authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for fiscal year 2014 to carry out programs, projects, activities, eligibilities, and requirements under—

(A) MAP-21 (Public Law 112-141);

(B) the SAFETEA-LU Technical Corrections Act of 2008 (Public Law 110-244);

(C) SAFETEA-LU (Public Law 109-59);

(D) the Transportation Equity Act for the 21st Century (Public Law 105-178);

(E) the National Highway System Designation Act of 1995 (Public Law 104-59);

(F) the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240); and

(G) title 23, United States Code (excluding chapter 4 of that title).

(2) CONTRACT AUTHORITY.—Funds authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) under this section shall be—

(A) available for obligation and shall be administered in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code; and

(B) for the Part-Year Extension Period, except as provided in paragraph (3)(B), subject to the limitation on obligations for Federal-aid highways and highway safety construction programs for fiscal year 2015 in paragraph (3)(A) or an Act making appropriations for fiscal year 2015 or a portion of that fiscal year.

(3) OBLIGATION CEILING.—

(A) IN GENERAL.—In the absence of an Act making appropriations for fiscal year 2015 or a portion of that fiscal year—

(i) the annual limitation on obligations for Federal-aid highway and highway safety construction programs for fiscal year 2015 shall be equal to that of fiscal year 2014; and

(ii) the limitation on obligations shall be distributed and funding shall be exempt from the limitation on obligations in the same manner as for fiscal year 2014

(B) APPLICATION DURING PART-YEAR EXTENSION PERIOD.—

(i) LIMITATION ON OBLIGATIONS.—During the Part-Year Extension Period, obligations subject to the limitation described in paragraph (2)(B) shall not exceed—

(I) the annual limitation on obligations imposed under that paragraph; multiplied by

(II) the Part-Year Ratio.

(ii) EXEMPT NHPP FUNDS.—During the Part-Year Extension Period, the amount of funds under section 119 of title 23, United States Code, that is exempt from the limitation on obligations imposed under paragraph (2)(B) shall be—

(I) \$639,000,000; multiplied by

(II) the Part-Year Ratio.

(C) CALCULATIONS FOR DISTRIBUTION OF OBLIGATION LIMITATION.—The Secretary of Transportation shall, as necessary for purposes of making the calculations for the distribution of any obligation limitation during the Part-Year Extension Period—

(i) annualize the amount of contract authority provided under this Act for Federal-aid highways and highway safety construction programs; and

(ii) multiply the resulting distribution of obligation limitation by either the Part-Year Ratio or the pro rata for the period of an Act making appropriations for a portion of fiscal year 2015, whichever is applicable.

Subtitle B—Extension of Highway Safety Programs

SEC. 1101. EXTENSION OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY SAFETY PROGRAMS.

(a) IN GENERAL.—Except as otherwise provided in this section, requirements, authorities, conditions, and other provisions authorized under subtitle A of title I of division C of MAP-21 (Public Law 112-141), section 2009 of SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59), and chapter 4 of title 23, United States Code, that would otherwise expire on or cease to apply after September 30, 2014, are incorporated by reference and shall continue in effect through the Part-Year Extension Period.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of

the Highway Trust Fund (other than the Mass Transit Account) for the Part-Year Extension Period a sum equal to—

(1) the total amount authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for programs, projects, and activities for fiscal year 2014 under subtitle A of title I of division C of MAP-21 (Public Law 112-141), section 2009 of SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59), and chapter 4 of title 23, United States Code; multiplied by

(2) the Part-Year Ratio.

(c) USE OF FUNDS.—Funds authorized to be appropriated or made available for obligation under the authority of this section shall be distributed, administered, and made available for obligation in the same manner and at the same rate as funds authorized to be appropriated or made available for fiscal year 2014 to carry out programs, projects and activities under—

(1) subtitle A of title I of division C of MAP-21 (Public Law 112-141);

(2) section 2009 of SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59); and

(3) chapter 4 of title 23, United States Code.

(d) CONTRACT AUTHORITY.—Section 31101(c) of MAP-21 (126 Stat. 733) is amended by striking “fiscal years 2013 and 2014” and inserting “fiscal years 2013, 2014, and 2015”.

(e) LAW ENFORCEMENT CAMPAIGNS.—Section 2009(a) of SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) is amended by striking “fiscal years 2013 and 2014” each place it appears and inserting “fiscal years 2013, 2014, and 2015”.

SEC. 1102. EXTENSION OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAMS.

(a) EXTENSION OF PROGRAMS.—Except as otherwise provided in this section, requirements, authorities, conditions, eligibilities, limitations, and other provisions authorized under title II of division C of MAP-21 (Public Law 112-141), title IV of SAFETEA-LU (Public Law 109-59), and part B of subtitle VI of title 49, United States Code, that would otherwise expire on or cease to apply after September 30, 2014, are incorporated by reference and shall continue in effect through the Part-Year Extension Period.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for the period beginning October 1, 2014, and ending on the Part-Year Funding Date, a sum equal to—

(1) the total amount authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for programs, projects, and activities for fiscal year 2014 under title II of division C of MAP-21 (Public Law 112-141), title IV of SAFETEA-LU (Public Law 109-59), and part B of subtitle VI of title 49, United States Code; multiplied by

(2) the Part-Year Ratio.

(c) CONTRACT AUTHORITY.—Funds authorized to be appropriated under this section shall be available for obligation and shall be administered in the same manner as if the funds were authorized by section 4101 of SAFETEA-LU (Public Law 109-59) and amendments made by that section, as amended by section 32603 of MAP-21 (Public Law 112-141), or authorized by section 31104 of title 49, United States Code.

(d) USE OF FUNDS.—Funds authorized to be appropriated or made available for obligation and expended under the authority of this section shall be distributed, administered, limited, and made available for obligation in the same manner and at the same rate as funds authorized to be appropriated or made available for fiscal year 2014 to carry out programs, projects, activities, eligibilities, and requirements under—

(1) title II of division C of MAP-21 (Public Law 112-141);

(2) title IV of SAFETEA-LU (Public Law 109-59); and

(3) part B of subtitle VI of title 49, United States Code.

SEC. 1103. DINGELL-JOHNSON SPORT FISH RESTORATION ACT.

Section 4 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c) is amended—

(1) in subsection (a) in the matter preceding paragraph (1) by striking “2014” and inserting “2015”; and

(2) in subsection (b)(1)(A) in the first sentence by striking “2014” and inserting “2015”.

Subtitle C—Public Transportation Programs**SEC. 1201. PUBLIC TRANSPORTATION PROGRAMS CONTINUATION.**

(a) **EXTENSION FOR PUBLIC TRANSPORTATION PROGRAMS.**—Except as otherwise provided in this section, requirements, authorities, conditions, eligibilities, limitations, and other provisions authorized under division B of MAP-21 (Public Law 112-141) and chapter 53 of title 49, United States Code, that would otherwise expire on or cease to apply after September 30, 2014, are incorporated by reference and shall continue in effect through the Part-Year Extension Period.

(b) **AUTHORIZATION OF APPROPRIATIONS.**—

(1) **MASS TRANSIT ACCOUNT.**—There shall be available from the Mass Transit Account of the Highway Trust Fund for the Part-Year Extension Period, a sum equal to—

(A) the total amount authorized to be appropriated out of the Mass Transit Account of the Highway Trust Fund for programs, projects, and activities for fiscal year 2014 authorized under division B of MAP-21 (Public Law 112-141) and under chapter 53 of title 49, United States Code; multiplied by

(B) the Part-Year Ratio.

(2) **GENERAL FUND.**—There is authorized to be appropriated from the general fund of the Treasury for the period beginning October 1, 2014, and ending on the Part-Year Funding Date, a sum equal to—

(A) the total amount authorized to be appropriated from the general fund of the Treasury for programs, projects, and activities for fiscal year 2014 under division B of MAP-21 (Public Law 112-141) and under chapter 53 of title 49, United States Code; multiplied by

(B) the Part-Year Ratio.

(c) **CONTRACT AUTHORITY.**—Funds made available under this section from the Mass Transit Account of the Highway Trust Fund shall be available for obligation in the same manner as set forth in section 5338(j)(1) of title 49, United States Code.

(d) **USE OF FUNDS.**—Funds authorized to be appropriated or made available for obligation and expended under the authority of this section shall be distributed, administered, limited, and made available for obligation in the same manner and at the same rate as funds authorized to be appropriated or made available for fiscal year 2014 to carry out programs, projects, activities, eligibilities, and requirements under division B of MAP-21 (Public Law 112-141) and chapter 53 of title 49, United States Code.

(e) **DISTRIBUTION OF FUNDS UNDER DIVISION B OF MAP-21.**—Funds authorized to be appropriated or made available for programs continued under this section shall be distributed to those programs in the same proportion as funds were allocated for those programs for fiscal year 2014.

Subtitle D—Hazardous Materials**SEC. 1301. EXTENSION OF HAZARDOUS MATERIALS PROGRAMS.**

(a) **EXTENSION OF PROGRAMS.**—Except as otherwise provided in this section, requirements, authorities, conditions, eligibilities, limitations, and other provisions authorized under title III of division C of MAP-21 (Public Law 112-141) and chapter 51 of title 49, United States Code, that would otherwise expire on or cease to apply after September 30, 2014, are incorporated by reference and shall continue in effect through the Part-Year Extension Period.

(b) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated from the

general fund of the Treasury and the Hazardous Materials Emergency Preparedness Fund established under section 5116(i) of title 49, United States Code, for the period beginning October 1, 2014, and ending on the Part-Year Funding Date, an amount equal to—

(1) the total amount authorized to be appropriated from the general fund of the Treasury and the Hazardous Materials Emergency Preparedness Fund for programs, projects, and activities for fiscal year 2014 under title III of division C of MAP-21 (Public Law 112-141) and chapter 51 of title 49, United States Code; multiplied by

(2) the Part-Year Ratio.

(c) **USE OF FUNDS.**—Funds authorized to be appropriated or made available for obligation and expended under the authority of this section shall be distributed, administered, limited, and made available for obligation in the same manner and at the same rate as funds authorized to be appropriated or made available for fiscal year 2014 to carry out programs, projects, activities, eligibilities, and requirements under title III of division C of MAP-21 (Public Law 112-141) and chapter 51 of title 49, United States Code.

TITLE II—REVENUE PROVISIONS**SEC. 2001. EXTENSION OF HIGHWAY TRUST FUND EXPENDITURE AUTHORITY.**

(a) **HIGHWAY TRUST FUND.**—Section 9503 of the Internal Revenue Code of 1986 is amended—

(1) by striking “October 1, 2014” in subsections (b)(6)(B), (c)(1), and (e)(3) and inserting “December 20, 2014”; and

(2) by striking “MAP-21” in subsections (c)(1) and (e)(3) and inserting “Highway and Transportation Funding Act of 2014”.

(b) **SPORT FISH RESTORATION AND BOATING TRUST FUND.**—Section 9504 of the Internal Revenue Code of 1986 is amended—

(1) by striking “MAP-21” each place it appears in subsection (b)(2) and inserting “Highway and Transportation Funding Act of 2014”, and

(2) by striking “October 1, 2014” in subsection (d)(2) and inserting “December 20, 2014”.

(c) **LEAKING UNDERGROUND STORAGE TANK TRUST FUND.**—Paragraph (2) of section 9508(e) of the Internal Revenue Code of 1986 is amended by striking “October 1, 2014” and inserting “December 20, 2014”.

SEC. 2002. FUNDING OF HIGHWAY TRUST FUND.

(a) **IN GENERAL.**—Subsection (f) of section 9503 of the Internal Revenue Code of 1986 is amended by redesignating paragraph (5) as paragraph (7) and by inserting after paragraph (4) the following new paragraphs:

“(A) \$5,633,000,000 to the Highway Account (as defined in subsection (e)(5)(B)) in the Highway Trust Fund; and

“(B) \$1,500,000,000 to the Mass Transit Account in the Highway Trust Fund.

“(6) **ADDITIONAL INCREASE IN FUND BALANCE.**—There is hereby transferred to the Highway Account (as defined in subsection (e)(5)(B)) in the Highway Trust Fund amounts appropriated from the Leaking Underground Storage Tank Trust Fund under section 9508(c)(3).”.

(b) **APPROPRIATION FROM LEAKING UNDERGROUND STORAGE TANK TRUST FUND.**—

(1) **IN GENERAL.**—Subsection (c) of section 9508 of the Internal Revenue Code of 1986 is amended by adding at the end the following new paragraph:

“(3) **ADDITIONAL TRANSFER TO HIGHWAY TRUST FUND.**—Out of amounts in the Leaking Underground Storage Tank Trust Fund there is hereby appropriated \$1,000,000,000 to be transferred under section 9503(f)(6) to the Highway Account (as defined in section 9503(e)(5)(B)) in the Highway Trust Fund.”.

(2) **CONFORMING AMENDMENT.**—Section 9508(c)(1) of the Internal Revenue Code of 1986 is amended by striking “paragraph (2)” and inserting “paragraphs (2) and (3)”.

SEC. 2003. ADDITIONAL INFORMATION ON RETURNS RELATING TO MORTGAGE INTEREST.

(a) **IN GENERAL.**—Paragraph (2) of section 6050H(b) of the Internal Revenue Code of 1986 is amended by striking “and” at the end of subparagraph (C), by redesignating subparagraph (D) as subparagraph (I), and by inserting after subparagraph (C) the following new subparagraphs:

“(D) the unpaid balance with respect to such mortgage at the close of the calendar year,

“(E) the address of the property securing such mortgage,

“(F) information with respect to whether the mortgage is a refinancing that occurred in such calendar year,

“(G) the amount of real estate taxes paid from an escrow account with respect to the property securing such mortgage,

“(H) the date of the origination of such mortgage, and”.

(b) **PAYEE STATEMENTS.**—Subsection (d) of section 6050H of the Internal Revenue Code of 1986 is amended by striking “and” at the end of paragraph (1), by striking the period at the end of paragraph (2) and inserting “, and”, and by inserting after paragraph (2) the following new paragraph:

“(3) the information required to be included on the return under subparagraphs (D), (E), (F), (G) and (H) of subsection (b)(2).”.

(c) **EFFECTIVE DATE.**—The amendments made by this section shall apply to returns and statements the due date for which (determined without regard to extensions) is after December 31, 2015.

SEC. 2004. PENALTY FOR FAILURE TO MEET DUE DILIGENCE REQUIREMENTS FOR THE CHILD TAX CREDIT.

(a) **IN GENERAL.**—Section 6695 of the Internal Revenue Code of 1986 is amended by adding at the end the following new subsection:

“(h) **FAILURE TO BE DILIGENT IN DETERMINING ELIGIBILITY FOR CHILD TAX CREDIT.**—Any person who is a tax return preparer with respect to any return or claim for refund who fails to comply with due diligence requirements imposed by the Secretary by regulations with respect to determining eligibility for, or the amount of, the credit allowable by section 24 shall pay a penalty of \$500 for each such failure.”.

(b) **EFFECTIVE DATE.**—The amendment made by this section shall apply to taxable years beginning after December 31, 2014.

SEC. 2005. CLARIFICATION OF 6-YEAR STATUTE OF LIMITATIONS IN CASE OF OVERSTATEMENT OF BASIS.

(a) **IN GENERAL.**—Subparagraph (B) of section 6501(e)(1) of the Internal Revenue Code of 1986 is amended—

(1) by striking “and” at the end of clause (i), by redesignating clause (ii) as clause (iii), and by inserting after clause (i) the following new clause:

“(ii) An understatement of gross income by reason of an overstatement of unrecovered cost or other basis is an omission from gross income; and”,

(2) by inserting “(other than in the case of an overstatement of unrecovered cost or other basis)” in clause (iii) (as so redesignated) after “In determining the amount omitted from gross income”, and

(3) by inserting “AMOUNT OMITTED FROM” after “DETERMINATION OF” in the heading thereof.

(b) **EFFECTIVE DATE.**—The amendments made by this section shall apply to—

(1) returns filed after the date of the enactment of this Act, and

(2) returns filed on or before such date if the period specified in section 6501 of the Internal Revenue Code of 1986 (determined without regard to such amendments) for assessment of the taxes with respect to which such return relates has not expired as of such date.

SEC. 2006. 100 PERCENT CONTINUOUS LEVY ON PAYMENT TO MEDICARE PROVIDERS AND SUPPLIERS.

(a) *IN GENERAL.*—Paragraph (3) of section 6331(h) of the Internal Revenue Code of 1986 is amended by striking the period at the end and inserting “, or to a Medicare provider or supplier under title XVIII of the Social Security Act.”

(b) *EFFECTIVE DATE.*—The amendment made by this section shall apply to payments made on or after the date which is 6 months after the date of the enactment of this Act.

SEC. 2007. MODIFICATION OF TAX EXEMPTION REQUIREMENTS FOR MUTUAL DITCH OR IRRIGATION COMPANIES.

(a) *IN GENERAL.*—Paragraph (12) of section 501(c) of the Internal Revenue Code of 1986 is amended by adding at the end the following new subparagraph:

“(I) *TREATMENT OF MUTUAL DITCH IRRIGATION COMPANIES.*—

“(i) *IN GENERAL.*—In the case of a mutual ditch or irrigation company or of a like organization to a mutual ditch or irrigation company, subparagraph (A) shall be applied without taking into account any income received or accrued—

“(I) from the sale, lease, or exchange of fee or other interests in real property, including interests in water,

“(II) from the sale or exchange of stock in a mutual ditch or irrigation company (or in a like organization to a mutual ditch or irrigation company) or contract rights for the delivery or use of water, or

“(III) from the investment of proceeds from sales, leases, or exchanges under subclauses (I) and (II), except that any income received under subclause (I), (II), or (III) which is distributed or expended for expenses (other than for operations, maintenance, and capital improvements) of the mutual ditch or irrigation company or of the like organization to a mutual ditch or irrigation company (as the case may be) shall be treated as nonmember income in the year in which it is distributed or expended. For purposes of the preceding sentence, expenses (other than for operations, maintenance, and capital improvements) include expenses for the construction of conveyances designed to deliver water outside of the system of the mutual ditch or irrigation company or of the like organization.

“(ii) *TREATMENT OF ORGANIZATIONAL GOVERNANCE.*—In the case of a mutual ditch or irrigation company or of a like organization to a mutual ditch or irrigation company, where State law provides that such a company or organization may be organized in a manner that permits voting on a basis which is pro rata to share ownership on corporate governance matters, subparagraph (A) shall be applied without taking into account whether its member shareholders have one vote on corporate governance matters per share held in the corporation. Nothing in this clause shall be construed to create any inference about the requirements of this subsection for companies or organizations not included in this clause.”

(b) *EFFECTIVE DATE.*—The amendment made by subsection (a) shall apply to taxable years beginning after the date of the enactment of this Act.

SEC. 2008. EQUALIZATION OF EXCISE TAX ON LIQUEFIED NATURAL GAS AND LIQUEFIED PETROLEUM GAS.

(a) *LIQUEFIED PETROLEUM GAS.*—

(1) *IN GENERAL.*—Subparagraph (B) of section 4041(a)(2) of the Internal Revenue Code of 1986 is amended by striking “and” at the end of clause (i), by redesignating clause (ii) as clause (iii), and by inserting after clause (i) the following new clause:

“(ii) in the case of liquefied petroleum gas, 18.3 cents per energy equivalent of a gallon of gasoline, and”

(2) *ENERGY EQUIVALENT OF A GALLON OF GASOLINE.*—Paragraph (2) of section 4041(a) of such

Code is amended by adding at the end the following:

“(C) *ENERGY EQUIVALENT OF A GALLON OF GASOLINE.*—For purposes of this paragraph, the term ‘energy equivalent of a gallon of gasoline’ means, with respect to a liquefied petroleum gas fuel, the amount of such fuel having a Btu content of 115,400 (lower heating value).”

(b) *LIQUEFIED NATURAL GAS.*—

(1) *IN GENERAL.*—Subparagraph (B) of section 4041(a)(2) of the Internal Revenue Code of 1986, as amended by subsection (a)(1), is amended by striking “and” at the end of clause (ii), by striking the period at the end of clause (iii) and inserting “, and” and by inserting after clause (iii) the following new clause:

“(iv) in the case of liquefied natural gas, 24.3 cents per energy equivalent of a gallon of diesel.”

(2) *ENERGY EQUIVALENT OF A GALLON OF DIESEL.*—Paragraph (2) of section 4041(a) of such Code, as amended by subsection (a)(2), is amended by adding at the end the following:

“(D) *ENERGY EQUIVALENT OF A GALLON OF DIESEL.*—For purposes of this paragraph, the term ‘energy equivalent of a gallon of diesel’ means, with respect to a liquefied natural gas fuel, the amount of such fuel having a Btu content of 128,700 (lower heating value).”

(3) *CONFORMING AMENDMENTS.*—Section 4041(a)(2)(B)(iv) of the Internal Revenue Code of 1986, as redesignated by subsection (a)(1) and paragraph (1), is amended—

(A) by striking “liquefied natural gas,” and

(B) by striking “peat,” and inserting “peat” and”

(c) *EFFECTIVE DATE.*—The amendments made by this section shall apply to any sale or use of fuel after September 30, 2014.

SEC. 2009. EXTENSION OF CUSTOMS USER FEES.

Section 13031(j)(3) of the Consolidated Omnibus Budget Reconciliation Act of 1985 (19 U.S.C. 58c(j)(3)) is amended—

(1) in subparagraph (A), by striking “September 30, 2023” and inserting “January 7, 2024”, and

(2) in subparagraph (B)(i), by striking “September 30, 2023” and inserting “January 7, 2024”.

TITLE III—BUDGETARY PROVISIONS

SEC. 301. TREATMENT FOR PAYGO PURPOSES.

(a) *PAYGO SCORECARD.*—The budgetary effects of this Act and the amendments made by this Act shall not be entered on either PAYGO scorecard maintained pursuant to section 4(d) of the Statutory Pay-As-You-Go Act of 2010 (2 U.S.C. 933(d)).

(b) *SENATE PAYGO SCORECARD.*—The budgetary effects of this Act and the amendments made by this Act shall not be entered on any PAYGO scorecard maintained for purposes of section 201 of S. Con. Res. 21 (110th Congress).

MOTION OFFERED BY MR. SHUSTER

Mr. SHUSTER. Madam Speaker, I have a motion at the desk.

The SPEAKER pro tempore. The Clerk will designate the motion.

The text of the motion is as follows:

Mr. Shuster moves that the House disagree to the Senate amendment to H.R. 5021.

The SPEAKER pro tempore. Pursuant to House Resolution 696, the motion shall be debatable for 1 hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure.

The gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from West Virginia (Mr. RAHALL) each will control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. SHUSTER. Madam Speaker, I ask unanimous consent that all Mem-

bers may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on this motion.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

Mr. SHUSTER. Madam Speaker, I yield myself such time as I may consume.

We have an immediate, critical need to address the solvency of the trust fund and extend the current surface transportation law. If Congress fails to act, thousands of transportation projects and hundreds of thousands of jobs across the country will be at risk.

Two weeks ago, the House acted and passed H.R. 5021, the Highway and Transportation Funding Act of 2014. This important legislation extends Federal surface transportation programs and ensures the solvency of the highway trust fund through May of 2015. It provides certainty.

The House overwhelmingly passed H.R. 5021 with a bipartisan vote of 367–55. Then we waited for the Senate to act. We continue to wait and wait. Then on Tuesday, the Senate finally acted. The Senate amended our bill to reduce funding for the highway trust fund and only extend surface transportation programs through December 19, 2014.

The Senate approach is deeply flawed. First, the Senate proposal is not fully offset. It underfunds the highway trust fund by more than \$2 billion. Second, the Senate's shorter extension would guarantee a manufactured crisis in a lameduck session, when some might be inclined to play politics with these issues or use them as vehicles for unrelated policies that should be subject to the full and open debate they deserve.

Today, the House is considering a motion to disagree with the Senate amendment to H.R. 5021 and send our original bill back to the Senate. I strongly support this motion. This course of action in no way precludes Congress from continuing to work on addressing a long-term funding solution and a long-term reauthorization bill, which remains a top priority for the Transportation and Infrastructure Committee.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will remind all persons in the gallery that they are here as guests of the House and that any manifestation of approval or disapproval of proceedings or other audible conversation is in violation of the rules of the House.

Mr. SHUSTER. Madam Speaker, I look forward to working with my colleagues in the Senate on our shared goal of enacting a long-term surface transportation reauthorization bill. However, this approach is the responsible solution at this time. It ensures that we don't play politics with these programs and enables us to continue

making improvements to our surface transportation system.

I strongly urge all Members to support this motion. A vote against this motion is a vote to shut down these projects and programs and would put more than 6,000 projects and more than 700,000 jobs at risk.

Madam Speaker, I reserve the balance of my time.

Mr. RAHALL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, 2 weeks ago, I stood in this exact spot and urged passage of a highway trust fund patch as soon as possible to keep our surface transportation programs up and running.

Now we stand at the edge of an enormous cliff with days—not weeks—to go before the trust fund goes belly up and the Transportation Department starts rationing payments to States. We do not have the luxury of time to deliberate or trade further ideas. Congress needs to act now to enact a bill and avert an unnecessary crisis. That is why I support the motion before us today, but not because I think the House bill is a better approach.

The Senate extended programs through December to keep the pressure on Congress to enact a long-term highway bill as soon as possible. I fully support this approach. Unfortunately, the Senate amendment contains a technical error. It does not fully offset the transfer to the highway trust fund, and the House Republican leadership has made clear that the House will not consider a highway bill that is not fully offset.

With a single legislative day left to address this looming crisis, we need to ensure continued funding of roads, bridges, transit systems, and the safety of our travelers and passengers.

Two weeks ago, House Democrats supported a shorter extension as an alternative to H.R. 5021.

□ 1330

This approach was rejected by House Republicans. Today, the House Republican leadership will not even allow us to vote on a fix to the technical error in the Senate amendment.

The House bill and the Senate amendment both help States get through the remainder of this construction season, and they both provide the opportunity for Congress to come together on a bipartisan basis, which the chairman and I have done so well under his tenure and for which I commend him, and pass a long-term surface transportation law in a lameduck session.

There is absolutely no reason that Congress cannot come together and complete a long-term highway bill this fall. I repeat the point I just made, that this legislation that we are acting on today does not preclude us from coming together in a lameduck session of Congress and doing what is necessary for the American people, and that is passing a long-term, robustly

funded transportation bill that puts our people to work and repairs our decaying infrastructure.

While I will vote for this motion today, it is not because the House approach is a better solution, but because it does provide the only path forward available to us to avert an immediate crisis and still allow the opportunity for Congress to do the right thing.

I reserve the balance of my time.

Mr. SHUSTER. Madam Speaker, I am now pleased to yield 3 minutes to the gentleman from Indiana (Mr. BUCSHON).

Mr. BUCSHON. Madam Speaker, I rise today in support of this important motion.

Last year, I was honored to be a conferee on MAP-21, and I am proud of the bill our conference committee produced. Our Nation's transportation projects are being completed faster, and States like my home State of Indiana received more Federal funding than they had in the past.

With construction season under way, we need to ensure that every State can continue with their important summer construction projects. This legislation—this motion—is vital to keep thousands of Americans working to rebuild our aging infrastructure.

Funding our Nation's infrastructure should not be a political issue. We all agree that we need a long-term solution to fund our Nation's crumbling infrastructure, but today we need to approve this motion.

The proposal from our Senate colleagues contained an error in financing for their bill that only paid for funding through October, not December. The error came in over \$2 billion short. Nobody plans even the smallest transportation project on a month-to-month basis, and we should not be providing funding on a month-to-month basis. The Senate bill is not a viable solution for our States.

I met with Indiana Governor Mike Pence this morning, who reiterated to me how important it is to continue to provide long-term funding for every State. The House bill is the only proposal that gives every State the opportunity to adequately plan through this construction season and into the spring. The House bill is the only solution that is going to keep people working to rebuild our Nation's infrastructure.

I thank Chairman SHUSTER for his strong leadership on this issue, and I urge all of my colleagues to support this motion.

Mr. RAHALL. Madam Speaker, I am honored to yield 2 minutes to the gentlewoman from the District of Columbia, ELEANOR HOLMES NORTON, the distinguished ranking member on our Highways and Transit Subcommittee.

Ms. NORTON. Madam Speaker, I thank my good friend, the ranking member of the full committee, for his work to try to get us a fully funded bill, that I am sure the chairman desired as well.

But I must say, Madam Speaker, we have shored up the highway trust fund

four times since 2008—four patches, this would be the fifth—until May. Everyone knows what we are doing. We are setting ourselves up for another series of short-term extensions. We don't dare leave the trust fund insolvent—not us. But we don't have the guts to help our own States get on with urgently needed projects.

Short-term funding is like no funding. Where is the dissent on this traditionally bipartisan bill, the highway bill. It is certainly not in the States. It is in the Republican Conference, where they have a crisis among some of their members who believe that spending money on anything is an original sin, even at the demand of their own constituents.

Madam Speaker, I don't have the figures from my own district, so I give you some figures from the State of Arkansas, which I chose at random, to indicate what this bill means for the States. Arkansas relies for about 70 percent of its transportation funding on this bill. However, it has put off 15 projects, even with this bill coming. I am quoting from its Highway and Transportation Department:

We don't feel comfortable going forward with these projects because we are not sure if the highway trust fund will be resolved in time to fully see these projects to completion.

That is the position you are leaving the States in.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. RAHALL. Madam Speaker, I yield an additional minute to the gentlewoman.

Ms. NORTON. An official from the American Road and Transportation Builders Association spoke about what this funding does. He said:

If you have your money coming in on an almost annual or every other year basis, subject to being shut down by Congress, you cannot make long-term investments and hire people.

The tragedy of these patches is they have a human face: millions of construction workers now working on a piecework basis. The differences between the House and the Senate are easily reconcilable. The Senate passed their bill 79-18. What is wrong with this House? In the past, we would have gotten these differences resolved. There has been plenty of time since MAP-21. If 2 years has not been enough, what in the world do we think the next 8 or 9 months will mean? Time is not the problem; will is. Let's spend this time in the recess getting a long-term bill, as our States are demanding.

Mr. SHUSTER. Madam Speaker, it is now my pleasure to yield 2 minutes to the gentleman from Oklahoma (Mr. MULLIN).

Mr. MULLIN. Madam Speaker, it is with great pleasure that I stand in front of you today in support of H.R. 5021, the Highway Transportation and Funding Act.

We, as a body, stand here all the time and we talk about creating jobs. What

we need to do is create an atmosphere where jobs can thrive.

If this bill for some reason doesn't pass, we are talking about putting over 700,000 jobs at risk. In Oklahoma alone, that is 200 construction jobs at risk.

We need time. Yes, this Congress, this body, every now and then we push things down the road, but we are truly trying to find a real solution. The Senate bill just didn't give us enough time. This will push it through May and allow us to look at a long-term funding solution.

Now, either we are going to stand up as a whole and say, yes, this is our responsibility, yes, we are going to provide the industry confidence that this body is going to stay with them, or what we say when we are talking about creating jobs really doesn't mean anything.

Look, we have an opportunity here to build confidence in construction workers and contractors that we depend on every day. We rely on them to get to and from work. When we go to our local stores, we depend on them to make sure the goods are delivered there. And are we going to continue bickering about it a little bit or are we going to stand up and say, let's make sure you are funded? Let's stand up and say, we support you, we are going to make sure that industry and the 700,000 jobs that are there, we are going to make sure that you go to work tomorrow.

Let's make sure that we stand together as a body and invest in our infrastructure.

Mr. RAHALL. Madam Speaker, it is my honor to yield 4 minutes to the gentleman from Oregon (Mr. BLUMENAUER), a former member of our powerful House Transportation Committee, who decided to go to the esteemed Ways and Means Committee.

Mr. BLUMENAUER. Mr. Speaker, I appreciate the gentleman's courtesy and his leadership.

I listened to my friend from Oklahoma. I wish his leadership would listen to him to create an atmosphere of certainty and move forward.

There is a reason why the stakeholders uniformly supported the Senate approach. The Senate approach said: Wait a minute, on a bipartisan basis—79 votes, 25 Republicans—we said we are not going to kick this into the next Congress, because that is where the crisis is going to be. You will be in the middle of a new Congress, who knows what the lineup is going to be in the House and the Senate, and Presidential elections, and you won't be giving the certainty to the industry that they are asking for.

That is why construction trades, contractors, the AFL-CIO, Chamber of Commerce, the people who pave the roads, were uniformly supporting the Senate approach. They don't want to slide it into the next year.

I serve on the Ways and Means Committee. I have been trying for now 3½ years to get the Republicans who con-

trol the Ways and Means Committee to have a hearing on transportation finance. We have not had one in 3½ years. Now, that is the responsibility of the Ways and Means Committee. I left the T&I Committee hoping that I could help you in the pursuit of resources—3½ years, not a single hearing. My goodness. That is why we have had ever shorter reauthorizations. I don't count a 27-month bill as a reauthorization. And we had 21 short-term extensions.

Now, the House here, the Democrats uniformly said, let's get enough money to get us through the year and let's work together on the long-term issues, maybe we can even have a hearing on finance. When our notion didn't pass—although it was supported by all but three of our colleagues on the Democratic side—when it didn't pass, we didn't pick up our marbles and go home. We provided enough votes, because the Republicans didn't have enough votes to pass it, we provided enough votes hoping that we could get something better coming back from the Senate, and we did get something better coming back from the Senate.

There was a drafting error that we could pass a fix for in 14½ seconds on the floor of the House if we had the spirit of accommodation and follow-through, which my friend, the ranking member, has seen in his long years and has participated in. To try and advance it.

But, no, what we have seen is people are going to turn their back, they are going to slide into the next Congress, and we are going to duck all the tough issues. We haven't heard anything that deals with how we are going to move forward. The T&I Committee doesn't have a bill.

I would respectfully suggest that we ought to reject this motion, that, in fact, we ought not to reject what the Senate did. Let's work together. We can solve this in a matter of minutes if people are committed to doing so. We would be keeping faith with the people who build, who operate, and who rely upon the transportation systems in this country.

We have a unique moment in history to be on the side of that vast non-partisan coalition that wants us to do our job. I would respectfully request that we do it, and that we commit as a body that we are not going on vacation in August, we are not going to recess to campaign, and we won't recess for the year until we do our job for the American public.

Mr. SHUSTER. Madam Speaker, we have no further speakers, and I continue to reserve the balance of my time.

Mr. RAHALL. Madam Speaker, I am happy to yield 3 minutes to the gentleman from Oregon (Mr. DEFAZIO), a valued member of our Transportation and Infrastructure Committee and the ranking member of the House Natural Resources Committee.

Mr. DEFAZIO. Madam Speaker, I thank the gentleman for yielding.

Many years ago, I worked as a bicycle mechanic, so I know how to patch a tube. But if you get to the point where you can't see the tube anymore for the patches, then it is time for a new tube.

Well, that is where we are at here today. We have had study after study that we are not even investing enough money in our infrastructure to bring it up to a state of good repair, let alone build a modern 21st century infrastructure.

□ 1345

We were the envy of the world with the Eisenhower program. We were the number one in infrastructure in the world. Where are we now? We are number 26. We are down there slugging it out with Third World countries, in terms of our infrastructure.

140,000 bridges on the national highway system need repair or replacement. Forty percent of the national highway system is so deteriorated that it has to be totally replaced. You can't just patch it anymore. You just can't resurface anymore.

Our transit agencies have a \$70 billion backlog to bring their existing systems up to a state of good repair—not to build new transit options for Americans, no—just to bring what we have up to a state of good repair.

Why are we here today? Because there are people on that side of the aisle who actually don't believe it is either the duty, obligation, or right of the Federal Government to invest in a national highway system, a national transportation system. They believe in devolution. Make the States do it.

We tried that. In the 1950s, Kansas built a brand-new turnpike. It ended at the Oklahoma border because Oklahoma ran out of money, and they didn't build it until the Eisenhower bill went through.

They want to go back to those good old days of the 1950s, when you couldn't even have roads that connected between States. That is nuts. It was bad in the middle of the last century, and it is nuts for the 21st century.

Are we just going to kick the can down the road again? If we pass this Republican proposal to continue the current anemic levels of funding until next May, that is not going to bring the States the certainty they need. It is not going to bring the industry the robust investment they need. It is not going to get us the jobs we need.

Yes, we will limp along until next May, and then there will be incredible uncertainty about the next construction season. There won't be major new projects planned. Nothing will happen. We need to resolve that this year.

We should stay here, as the gentleman from Oregon said, and resolve it this August. Five weeks, guys, and we can't get to this issue? Then you are going to kick it into next year? Better, at least, that we are confronted with it before the end of this year; then maybe we can get a robust funding source.

Maybe we can make the investments we need. Maybe we could give the

States the tools they need next construction season and the certainty they need next construction season to go forward.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. RAHALL. Madam Speaker, I yield the gentleman an additional 1 minute.

Mr. DEFAZIO. We just had a Standard & Poor's study. 29,000 jobs are created, and these are not just construction jobs. They are engineering jobs, technical jobs, and manufacturing jobs for the equipment that goes into this or the steel that goes into this. These are small business jobs with a small business set-aside.

We are foregoing an incredible stimulus to our economy, putting hundreds of thousands of Americans back to work or at work, building us yet again toward a world-class infrastructure.

It is just shameful this has been bipartisan forever. Washington, canals and highways; Lincoln, the transcontinental railroad; Eisenhower, the national highway system; and Ronald Reagan put transit into the national highway program—now, we are here limping along with yet another patch that isn't adequate, won't give us the recovery we need, and won't give us the transportation infrastructure we need to be competitive in the 21st century.

It is a very sad day. We should reject this proposal and get to work.

Mr. SHUSTER. Madam Speaker, it is now my pleasure to yield 2 minutes to the gentleman from Michigan (Mr. CAMP), chairman of the Ways and Means Committee.

Mr. CAMP. I thank the distinguished chairman for yielding.

Madam Speaker, the House passed their version of highway funding more than 2 weeks ago. The Senate acted last night. Because of their rush, there was actually a drafting error in the Senate version of the highway bill that either creates a \$2 billion hole in the deficit or only funds the program through early October.

The House is not scheduled to be in session in October, so I would suggest to my friends that I think the best thing to do at this stage of the game is to accept this proposal and send the House bill back to the Senate, which does a couple of things: it certainly does not increase the deficit, as the Senate bill does, because of their mistake; but also, it gets us through May 31.

I have committed to the distinguished gentleman on the other side that the Ways and Means Committee will have a hearing on transportation funding in September when we return, but this gives us the time to look at the competing proposals to finance our infrastructure.

Those disagreements don't necessarily follow along partisan lines, as the previous speaker might have suggested. Not everybody agrees with the gas tax. Not everybody agrees with miles driven. Not everybody agrees

with tolls. We are going to have to work through those alternatives and see what other proposals might be there to see where we can move forward.

I believe we can move forward in a bipartisan way on this issue because our infrastructure needs—I would agree with the previous speaker—are dire. They are important. We do need to move forward on a long-term funding bill, but if we don't get past October and if we don't do this today, August 1 is the day the contracts start ending. I think that would be completely irresponsible to allow that to begin to occur.

So let's have continuity in transportation projects and funding. Support the House bill. Send it back to the Senate. I am certain, given the mistake in their legislation, that will be accepted when it gets to the other side.

Mr. RAHALL. Madam Speaker, I yield 2 minutes to the distinguished gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Madam Speaker, I deeply appreciate the comments of my good friend, the chairman of the Ways and Means Committee, with whom I have enjoyed working for 8 years now on the committee. I appreciate his commitment that we will have a hearing on transportation finance in September. I welcome that.

I absolutely agree that people are all over the map. Some people want to get us out of the transportation system on a Federal level—devolution—some want more resources, some want just to limp along. I look forward to having that conversation, but I would just make three brief observations.

One is that it is true we are not scheduled to be in business in October. I think that, frankly, is wrong. I don't think we should recess to campaign when there are all these questions about transportation, and we could roll up our sleeves and actually be doing something. I, for one, would be happy to be here in October, working to avoid a cliff next May.

Second, there is a \$2 billion drafting mistake on the part of the Senate. These things are not unforeseen or unexpected. We have had experience with them in the past. I am quite confident, in a matter of minutes, we could work with the Senate and put the right language in, and we would be able to avoid that problem.

Finally, we were committed to solving the problem for stakeholders in business, labor, local governments, State, transits, environmentalists, equipment manufacturers, a whole range of people would be happy if we would sit down and be able to fix the modest little technical problem and embrace what all but three Democrats voted for 2 weeks ago and what 79 Republicans and Democrats voted for in the Senate.

I appreciate what I have heard, and I look forward to working with the gentleman to see what progress we can

make. I volunteer to be here in October with him.

Mr. SHUSTER. Madam Speaker, I have no further speakers, and I continue to reserve the balance of my time.

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

Mr. SHUSTER. Madam Speaker, I will conclude and yield myself the balance of my time.

In closing, I would like to reiterate my strong support of this motion. It strips the Senate amendments to H.R. 5021 and sends our original bill back to the Senate, which we passed 367–55.

Our bill is the responsible solution that ensures that we don't play politics with these programs and enables us to continue making improvement to our surface transportation system.

This course of action in no way precludes Congress from continuing to work on addressing a long-term funding solution and a long-term reauthorization bill, which remains a top priority for the Transportation and Infrastructure Committee.

I strongly urge all Members to support this motion. Let me be perfectly clear: a vote against this motion is a vote to shut down surface transportation projects and programs. The American people deserve better than that, and we can do better than that.

I urge all my colleagues to join me in support of this motion, and I yield back the balance of my time.

Ms. BROWN of Florida. Madam Speaker, Surface Transportation Programs are too critical to our economy to become a political issue. The short-term Highway Trust Fund extension that the House is voting on today will keep workers on the job this summer and fall fixing our bridges, operating our transit systems and making our highways safer.

Unfortunately, we're already behind the 8 Ball in preparing for surface reauthorization and have some serious work to do in deciding how we are going to fund the future of transportation in this country.

Developing a bill based on strong policy is always the best way to write legislation, but the most critical part of developing this next reauthorization bill is clearly finding a way to pay for it. Without that everything else is just talk.

As we prepare for reauthorization of MAP–21 we need to get serious about funding our nation's transportation system. We can't continue to provide grossly inadequate funding for our nation's infrastructure. We're failing to keep pace with our international competitors who are investing heavily in infrastructure, particularly rail infrastructure to move people, goods, and services in their countries. I agree we need to squeeze out every bit of efficiency we can through improved technology and innovation, but we are kidding ourselves if we don't think it will take a significant investment in our nation's infrastructure to truly solve the congestion problems we are facing.

The Transportation and Infrastructure Committee needs to take the bull by the horns and decide how we are going to fund all forms of transportation for the future. Our committee needs to have all possible options on the table to address our current shortfalls. The American Society of Civil Engineers has given our

nation infrastructure a D grade. That is unacceptable for the greatest country in the world.

Transportation and Infrastructure funding is absolutely critical to the nation, and, if properly funded, serves as a tremendous economic and job creator. In fact, Department of Transportation (DOT) statistics show that for every \$1 billion invested in transportation infrastructure, 44,000 jobs are created, as is \$6.2 billion in economic activity.

So, as the Transportation & Infrastructure committee prepares the next transportation reauthorization bill, I hope we can develop a long term bill with dedicated funding source for all modes of transportation so we can improve our nation's infrastructure, create jobs and improve the economy, and provide new and innovative transportation options for the traveling public.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 696, the previous question is ordered.

The question is on the motion by the gentleman from Pennsylvania (Mr. SHUSTER).

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. SHUSTER. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, this 15-minute vote on adoption of the motion to disagree to the Senate amendment will be followed by a 5-minute vote on the question on agreeing to the Speaker's approval of the Journal, if ordered.

The vote was taken by electronic device, and there were—yeas 272, nays 150, not voting 10, as follows:

[Roll No. 473]

YEAS—272

Aderholt	Collins (NY)	Gohmert
Amash	Conaway	Goodlatte
Amodei	Cook	Gosar
Bachmann	Cotton	Gotdy
Bachus	Cramer	Granger
Barber	Crawford	Graves (GA)
Barletta	Crenshaw	Graves (MO)
Barr	Cuellar	Green, Gene
Barrow (GA)	Culberson	Griffin (AR)
Barton	Daines	Griffith (VA)
Benishkek	Davis (CA)	Grimm
Bentivolio	Davis, Rodney	Guthrie
Bera (CA)	DelBene	Hall
Bilirakis	Denham	Hanna
Bishop (UT)	Dent	Harper
Black	DeSantis	Harris
Blackburn	Diaz-Balart	Hartzler
Boustany	Duckworth	Hastings (WA)
Brady (TX)	Duffy	Heck (NV)
Bridenstine	Duncan (SC)	Heck (WA)
Brooks (AL)	Duncan (TN)	Hensarling
Brooks (IN)	Ellmers	Herrera Beutler
Broun (GA)	Enyart	Higgins
Brownley (CA)	Esty	Holding
Buchanan	Farenthold	Hudson
Bucshon	Fincher	Huelskamp
Burgess	Fitzpatrick	Huizenga (MI)
Bustos	Fleischmann	Hultgren
Byrne	Fleming	Hunter
Calvert	Flores	Hurt
Camp	Forbes	Issa
Campbell	Fortenberry	Jenkins
Capito	Foster	Johnson (OH)
Carter	Fox	Johnson, Sam
Cassidy	Franks (AZ)	Jolly
Chabot	Frelinghuysen	Jones
Chaffetz	Garcia	Jordan
Clawson (FL)	Gardner	Joyce
Coble	Gerlach	Kelly (PA)
Coffman	Gibbs	Kilmer
Cole	Gibson	King (IA)
Collins (GA)	Gingrey (GA)	King (NY)

Kingston	Murphy (FL)	Schweikert
Kinziger (IL)	Murphy (PA)	Scott, Austin
Kirkpatrick	Neugebauer	Sensenbrenner
Kline	Noem	Sessions
Kuster	Nolan	Shea-Porter
Labrador	Nugent	Shimkus
LaMalfa	Nunes	Shuster
Lamborn	Olson	Simpson
Lance	Palazzo	Sinema
Lankford	Pastor (AZ)	Smith (MO)
Larsen (WA)	Paulsen	Smith (NE)
Latham	Pearce	Smith (NJ)
Latta	Perry	Smith (TX)
Lipinski	Peters (MI)	Smith (WA)
LoBiondo	Peterson	Southerland
Loeb	Petri	Stewart
Long	Pittenger	Stivers
Lucas	Pitts	Stockman
Luetkemeyer	Poe (TX)	Stutzman
Lujan Grisham	Posey	Terry
(NM)	Price (GA)	Thompson (PA)
Lujan, Ben Ray	Rahall	Thornberry
(NM)	Reed	Tiberi
Lummis	Reichert	Tipton
Maffei	Renacci	Turner
Maloney, Sean	Ribble	Upton
Marchant	Rice (SC)	Valadao
Marino	Rigell	Veasey
Massie	Roby	Vela
McAllister	Roe (TN)	Visclosky
McCarthy (CA)	Rogers (AL)	Wagner
McCarthy (NY)	Rogers (KY)	Walberg
McCaul	Rogers (MI)	Walden
McClintock	Rohrabacher	Walorski
McHenry	Rokita	Walz
McIntyre	Rooney	Weber (TX)
McKeon	Ros-Lehtinen	Webster (FL)
McKinley	Roskam	Wenstrup
McMorris	Ross	Westmoreland
Rodgers	Rothfus	Williams
Meadows	Royce	Wilson (SC)
Meehan	Ruiz	Wittman
Messer	Ruynan	Wolf
Mica	Ruppersberger	Womack
Michaud	Ryan (WI)	Woodall
Miller (FL)	Salmon	Yoder
Miller (MI)	Sanford	Yoho
Miller, Gary	Scalise	Young (AK)
Mullin	Schneider	Young (IN)
Mulvaney	Schock	

NAYS—150

Bass	Frankel (FL)	Miller, George
Beatty	Fudge	Moore
Becerra	Gabbard	Moran
Bishop (GA)	Gallego	Nadler
Bishop (NY)	Garamendi	Napolitano
Blumenauer	Garrett	Neal
Bonamici	Grayson	Negrete McLeod
Brady (PA)	Green, Al	O'Rourke
Braley (IA)	Grijalva	Owens
Brown (FL)	Gutiérrez	Pallone
Butterfield	Hahn	Pascarell
Capps	Hastings (FL)	Payne
Capuano	Himes	Pelosi
Cardenas	Hinojosa	Perlmutter
Carney	Holt	Peters (CA)
Carson (IN)	Honda	Pingree (ME)
Cartwright	Horsford	Pocan
Castor (FL)	Hoyer	Polis
Castro (TX)	Huffman	Price (NC)
Chu	Israel	Quigley
Ciilline	Jackson Lee	Rangel
Clark (MA)	Johnson (GA)	Richmond
Clarke (NY)	Johnson, E. B.	Roybal-Allard
Clay	Kaptur	Rush
Cleaver	Keating	Ryan (OH)
Clyburn	Kennedy	Sánchez, Linda
Cohen	Kildee	T.
Connolly	Kind	Sanchez, Loretta
Conyers	Langevin	Sarbanes
Cooper	Larson (CT)	Schakowsky
Costa	Lee (CA)	Schiff
Courtney	Levin	Schrader
Crowley	Lewis	Schwartz
Cummings	Lofgren	Scott, David
DeVine, Danny	Lowenthal	Serrano
DeFazio	Lowe	Sewell (AL)
DeGette	Lynch	Sherman
Delaney	Maloney,	Sires
DeLauro	Carolyn	Slaughter
Deutsch	Matheson	Speier
Doggett	Matsui	Swalwell (CA)
Doyle	McCollum	Takano
Edwards	McDermott	Thompson (CA)
Engel	McGovern	Thompson (MS)
Eshoo	McNerney	Tierney
Farr	Meeks	Titus
Fattah	Meng	Tonko

Tsongas	Wasserman	Welch
Van Hollen	Schultz	Whitfield
Vargas	Waters	Wilson (FL)
Velázquez	Waxman	Yarmuth

NOT VOTING—10

Cantor	Hanabusa	Pompeo
DesJarlais	Jeffries	Scott (VA)
Dingell	Kelly (IL)	
Ellison	Nunnelee	

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Messrs. ISRAEL, SERRANO, and OWENS changed their vote from "yea" to "nay."

Messrs. HURT, SCHNEIDER, Ms. SHEA-PORTER, and Mr. POSEY changed their vote from "nay" to "yea."

So the motion was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated against:

Ms. KELLY of Illinois. Mr. Speaker, on roll-call No. 473, had I been present, I would have voted "no."

LEGISLATIVE PROGRAM

(Mr. MCCARTHY of California asked and was given permission to address the House for 1 minute.)

Mr. MCCARTHY of California. Madam Speaker, I want to advise all Members that additional votes are possible today. We will send out information as soon as it is possible.

Mr. HOYER. Will the gentleman yield?

Mr. MCCARTHY of California. I yield to the gentleman from Maryland.

Mr. HOYER. I thank the gentleman.

We are going to have to call some Members back. They already left on the representation that this was the last vote of the day. I would imagine you have some Members that are in that category themselves.

Can the gentleman give me any idea of when we will have notice as to whether or not there will be further votes today?

Mr. MCCARTHY of California. Knowing that some Members, with this vote just now closed, and earlier they announced that we would not walk off the floor until 3:45, I think it is possible to advise all Members that it is possible to have votes later today.

I am hopeful that by late this afternoon we will be able to notify the time of it.

THE JOURNAL

The SPEAKER pro tempore. Without objection, 5-minute voting will continue.

There was no objection.

The SPEAKER pro tempore. The unfinished business is the question on agreeing to the Speaker's approval of the Journal, which the Chair will put de novo.

The question is on the Speaker's approval of the Journal.

Pursuant to clause 1, rule I, the Journal stands approved.