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House of Representatives

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

DESIGNATION OF SPEAKER PRO TEMPORE

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

WASHINGTON, DC,

July 14, 2015.

I hereby appoint the Honorable CARLOS CURBELO to act as Speaker pro tempore on this day.

JOHN A. BOEHNER,

Speaker of the House of Representatives.

MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 6, 2015, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

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

SUPPORT FOR UKRAINE AND GEORGIA

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

Mr. ROSKAM. Mr. Speaker, ladies and gentlemen of the House, we ought not bet against Ukraine and Georgia.

I recently returned from a bipartisan delegation of the House Democracy Partnership that visited Ukraine and Georgia over the Fourth of July recess. Our purpose was to reflect this body to those parliamentary bodies in Ukraine and Georgia.

I—and I know the other members of the House Democracy Partnership—

came away with a feeling of encouragement and a feeling of gratitude for the tenacity and very seriousness with which the Ukrainians and the Georgians are pursuing freedom.

These are two nations that desperately want to be in the orbit of the West. They desperately want to be a part of the EU; they desperately want to be a part of NATO, and they are doing everything they can to stiff-arm and push back from the aggression of Vladimir Putin. They need our help; they need our encouragement, and they need our support.

It is said that there are some who look at this as the front line of the rising voices against authoritarianism, and I think that is true. We have got to do everything we can in this body not only to provide the economic support and other support that these countries need, but also to do everything we can to push the administration to do the right thing as well.

TRANSPORTATION FUNDING

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

Mr. BLUMENAUER. Mr. Speaker, this is a big day on Capitol Hill. The Iranian agreement has been signed. Hopefully, we will all have a chance to study it and think through the implications of this historic event, but the legislative clock is ticking down on another area. We have only 10 legislative days left this month before we face another transportation funding cliff.

The expectation now is that there will be a 34th short-term transportation extension that we have faced since our last, meaningful 6-year reauthorization. People are scrambling for another short-term funding source to keep us going for the next few months that targets, presumably, \$8 billion to \$11 billion to get us through the end of the year.

This is actually worse than no solution at all because it perpetuates the uncertainty, the crisis mentality, the inability of State and local governments that rely on this Federal partnership to supply approximately one-half of the capital expenditures for our surface transportation.

This uncertainty comes at a time when our bridges, roads, and transit systems are all in serious areas of disrepair. We are desperately in need of bigger, longer-term projects.

It is a myth that somehow we can't afford to take action. The public is paying now hundreds of dollars a year in damage to each of their vehicles, costs far in excess of a few cents a day for a gas tax increase.

American commuters and businesses are suffering over \$120 billion a year in costs related to congestion, costs directly related to inadequate infrastructure. People are tying themselves in knots when there is a simple, obvious solution.

As pointed out in a delightful op-ed in The Washington Post on July 9, we should simply follow Ronald Reagan's example and fill up America's highway trust fund.

They ask how the famously tax-cutting conservative President raised the Federal user fee—the gas tax—on motor fuels 125 percent. While he was concerned about general taxation, he was absolutely comfortable with having user fees cover specific costs like the fuel tax for aviation or inland waterway fees.

He worked with Republicans in Congress, who demonstrated significant support for user fee increases. He then gave his Secretary of Transportation, Drew Lewis, free hand to lay the groundwork.

Finally, when he decided to support a gas tax increase, his Department of Transportation swung into action, as did Ronald Reagan himself. He gave an eloquent speech November 29, 1982, on

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

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



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Thanksgiving Day, calling on Congress to come back into session and approve the gas tax increase.

We have the opportunity for such leadership today. My proposed gas tax increase, H.R. 680, is supported by all the major interest groups: unions, the Chamber of Commerce, truckers, AAA, transit, local government, environmentalists, engineers, and contractors.

The same approach has been used in 20 States since 2012 to raise transportation revenues. Six States have raised the gas tax already this year, six red Republican States. It is simple. My bill would provide the money necessary to actually pass a 6-year bill. It would be sustainable so we wouldn't be back in the same pickle in a year, 2 years, or 5 years.

Finally, it is dedicated so people can count upon it to implement the steps necessary to rebuild and renew America's infrastructure.

It is time to stop temporizing, and it is time to act. Filling the highway trust fund with borrowed money inadequate to do the job but enough to avoid responsibility is not a solution that we can be proud of, especially when America is ready and Ronald Reagan pointed the way.

AFTER 45 SEASONS, 50 CONSECUTIVE WINS

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

Mr. EMMER of Minnesota. Mr. Speaker, I rise today to recognize and congratulate St. Cloud Cathedral High School baseball coach Bob Karn on being named not only the Regional Coach of the Year, but also the Diamond National Coach of the Year, by the American Baseball Coaches Association.

Under Coach Karn's direction, the Crusaders have won 50 consecutive games, and this year, they celebrated their second straight State title. These impressive statistics are nothing new for Coach Karn. Karn has coached a total of 45 seasons, and under his leadership, Cathedral has a record of 736-237 and nine State championships.

Coach Karn, you have made a lasting impact on the lives of your players, and they will no doubt use all you have taught them wherever they go. Your team, your school, and your community have all benefited from your leadership.

Thank you so much for everything that you do. Keep up the excellent work, and best of luck next season.

ACCOUNTABLE REGULATION, NOT MORE REGULATION

Mr. EMMER of Minnesota. Mr. Speaker, I rise today in support of the REINS Act.

In my time in Congress, one message I consistently hear at home is Washington is not listening to the people. Unelected, nameless bureaucrats continue to impose harmful and burdensome regulation on the American people.

In total, compliance with Federal regulation costs \$1.8 trillion a year. These regulations are devastating to small business and cost American families nearly \$15,000 a year.

Using the REINS Act, the new Congress has stepped up to the plate. Under the REINS Act, major rules from Federal agencies would require congressional approval before enactment. Through Congress, the American people would have up to 70 days to view a major rule before it is ever called for a vote. To prevent long legal challenges, courts are allowed to ensure agencies have adhered to all necessary requirements before final implementation.

Finally, the REINS Act allows for Congress to disapprove of any minor rule, thus holding this administration accountable and protecting against a runaway Federal Government.

I am a proud cosponsor of the REINS Act, which restores the democratic process in favor of those who originally formed our government, the people.

I ask my colleagues to join me in supporting this vital legislation.

TRANSPORTATION IS OUR FUTURE

Mr. EMMER of Minnesota. Mr. Speaker, transportation is the key to the future economic growth of my district and our Nation.

For years, the Federal highway trust fund has run deficits and fostered an environment of waste and frivolous spending. This week, Congress is poised to pass another short-term fix. While I applaud the efforts of Chairmen RYAN and SHUSTER, my constituents need long-term answers and solutions to the transportation gridlock and congestion that stifles growth and expansion.

Projects in my district, such as Interstate 94, which is one of the most congested corridors in the region, are slowing development and cost commuters valuable time and money while they are stuck in traffic. U.S. Highway 10 has become such an issue that cities are placing moratoriums on new business development.

Mr. Speaker, this is a travesty, and my constituents have every right to be frustrated. I call upon this body to work to pass a long-term funding bill and give our constituents the certainty they deserve in their transportation system.

ONE OF ST. CLOUD'S FINEST IS ONE OF THE WORLD'S STRONGEST

Mr. EMMER of Minnesota. Mr. Speaker, I rise today to recognize St. Cloud's own Nick Tylutki for his second-place finish at the International Powerlifting Federation World Championship in Salo, Finland.

This past year, after topping 108 competitors, Nick won the national title and a ticket to the world championship in Finland. With eight previous world championships under his belt, Nick finished higher than ever before, coming just shy of completing a 744-pound deadlift for the gold.

In addition to his successful powerlifting career, Nick is also a St.

Cloud police officer and SWAT team operator. As a child, Nick dreamed of becoming a police officer, and that dream was realized 7 years ago when he joined the St. Cloud police force.

I congratulate Nick on his impressive silver medal at the world championship, and I thank him for his service as one of St. Cloud's finest.

MARKING THE OCCASION OF THE "NEW HORIZONS" SPACECRAFT REACHING PLUTO

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

Mr. NEAL. Mr. Speaker, I rise this morning to mark the occasion of the *New Horizons* spacecraft reaching Pluto.

New Horizons launched on January 19, 2006, and since 2007, has been traveling steadily at 30,000 miles per hour. This morning, at approximately 7:49:57 a.m., the *New Horizons* spacecraft rendezvoused with Pluto, three billion miles away from Earth. Having just passed Pluto this morning, *New Horizons* will continue on in the Kuiper belt.

Standing here as the spacecraft just passed Pluto, I take great pride in noting that a Massachusetts astronomer helped in the discovery of its existence. While Clyde Tombaugh formally discovered Pluto, it was Boston astronomer Percival Lowell's calculations that led the way. The P and the L that make the astronomical symbol for Pluto serve as a testament to Lowell's part in the discovery of this small planet.

Lowell's contribution to astronomy also stands today with the establishment of the Lowell Observatory located in Flagstaff, Arizona. Percival Lowell inspired countless generations with his advocacy of astronomy, and more than 80,000 visitors each year go through the doors of the observatory.

I am certainly proud to have known Lowell's descendants, the Putnam family, for years; and I admire their continued advocacy of the Lowell Observatory.

□ 1015

New Horizons is the first in the "New Frontiers" series, inspired by another son of Massachusetts, President John Kennedy, who said about the need to explore space: "We set sail on this new sea because there is a new knowledge to be gained, new rights to be won, and they must be won and used for the progress of all people."

President Kennedy's support of our Nation's first space program set us on course for hope and optimism for our future.

New Horizons' accomplishment this morning, along with other initiatives such as the International Space Station, which I am very proud to say that I supported and recall that in this institution, the space station survived by