

then abolish it and replace it with a more sustainable mechanism for funding transportation in the future.

I appreciate the administration starting this conversation related to infrastructure finance. Maybe we can have a broader effort to work cooperatively on an issue that is gaining traction at the State level around the country. Over a dozen States have raised their gas tax, including a number of red Republican States.

This will be something that meets the needs of America now—and in the future—and I hope it is time for us to refocus on it.

#### PROPOSED CRUDE OIL FEE

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

Mr. TIPTON. Mr. Speaker, at this time of year, we are starting to work on budgets in Washington, D.C.

The President recently proposed his eighth budget. If we want to give credit to the President, he is consistent. He believes that we are just one tax increase, one regulation, one more government program away from prosperity in America. But the reality is, Americans in my district are struggling. They are struggling to be able to maintain the jobs they have. Far too many Americans are struggling to be able to find a job.

One area where we have had an opportunity to be able to provide good-paying jobs has been in responsible energy development in this country. Today, I would like to be able to speak to some of the deeply flawed logic by the Obama administration in trying to eliminate the use of fossil fuels in America.

Mr. Speaker, over the last year and a half, despite the administration's best attempts to stifle production, one of the few areas of the economy that has provided some financial relief to the poor and middle class has been the low price of energy. The cause of this has been the result of American productivity and American ingenuity driving down the costs, making it more affordable for people.

It is a surprise to no one then that, with his latest budget proposal, the President is trying in earnest to take the little savings Americans have welcomed into their wallets and now feed it back to Big Government.

Effectively, what the President is stating is that government—Washington—needs those resources more than the American people do.

Two days ago, the President presented a budget that included a \$10 per barrel tax on crude oil. His budget stated that if tax would result in \$319 billion in revenues that would be used to fund transportation infrastructure, “reduce America’s reliance on oil,” and ensure “electric cars and other alternatives to oil-based vehicles have the technology and charging infrastructure they need.”

I believe we need to be clear. I firmly back the notion that we need to have an all-of-the-above strategy. That is highlighted in the bill I have introduced in this Congress, Planning for American Energy Act, which literally calls for all of the above. It explicitly states as such.

Those resources and technologies are only part of what should be a multi-pronged strategy. If true energy independence is our goal, we cannot simply price ourselves out of using traditional energy resources and transportation fuels. Yet, that is unmistakably exactly what the President is proposing.

So, while cheap energy is one of the few things keeping the economy out of a nose dive into a further deep recession, the President proposes a tax cut on crude oil—whether produced domestically or abroad—that will cut directly into already low revenues, and will undoubtedly be passed on to consumers in the form of higher prices at the pump.

An additional \$10 per barrel will be a significant sum, even with a healthy commodity price, but on the day that the President submitted his proposal, the spot price for a barrel of oil was just under \$30. Given that our oil and gas energy sector is already struggling mightily with this downswing in price, what exactly does the President hope to accomplish by wresting away a third of that sum? The economic impacts of this policy on an industry that is already struggling would be extremely harmful.

Now, I assume that when we envision who the industry is, the picture comes to mind of large, multinational corporations. Make no mistake: they, too, will feel the impacts. But the brunt of an ill-conceived policy, such as what the President has put forward, will fall squarely on the shoulders of small- and medium-sized companies that make up the backbone of our domestic oil and gas industry.

It will also fall squarely on the many contractors who work in those companies. They are geologists, engineers, construction companies, well servicing companies, and the hospitality industry. They are the many hardworking Americans working to provide for their families and working to provide the rest of us with an invaluable resource that we too often take for granted.

The President wishes to move us away from oil as a transportation fuel, so he pursues a purely ideological strategy to force it, never mind who is trampled in the process.

The President wishes, instead, to pursue electric vehicle sales, which, in 2015, accounted for less than 1 percent of the total car sales in the country. Yet, he takes measures to halt coal leasing and bludgeon coal-fired power plants into nonexistence. Coal, of course, is the single largest source of electricity in the United States.

These two incoherent policy pursuits are a perfect demonstration of the complete lack of vision this adminis-

tration has when it comes to achieving actual energy independence.

Let's stand up for the American consumer and American jobs and reject the President's budget proposals.

#### RECOGNIZING ABIT MASSEY

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

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize Mr. Abit Massey.

Last week, Mr. Massey was awarded one of the highest honors that anyone can receive from the University of Georgia. On January 27, Mr. Massey was awarded the University of Georgia President's Medal for extraordinary contributions to students in academic programs, the advancement of research, and for inspiring community leaders to enhance Georgians' quality of life.

Mr. Massey graduated from the University of Georgia in 1949, and received his Juris Doctorate from Emory University. For almost 50 years, he was executive director of the Georgia Poultry Federation, known to many as the dean of the poultry industry. Before joining the Georgia Poultry Federation, he was head of the Georgia Department of Commerce, where he created the first Welcome Center in Georgia. He has received numerous awards for his service to the State of Georgia.

But Mr. Massey would argue that his greatest accomplishment would be his family. Mr. Massey, along with his wife, Kayanne, who was a former Miss Georgia, have more than 18 family members who attended the University of Georgia, and the Massey family was named the University of Georgia Alumni Association Family of the Year in 2014.

I commend Mr. Massey for his commitment to Georgia, and I congratulate him for receiving this distinguished award.

#### RECOGNIZING MS. FRANKIE QUIMBY AND THE ASSOCIATION FOR CULTURAL EQUITY

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize Ms. Frankie Quimby and the Association for Cultural Equity.

Ms. Quimby, the oldest of 13 children, was born and raised on the Georgia Sea Islands and descended from slaves of the Hopeton and Altama Plantations in Glynn County. She, along with her family, make up the Georgia Sea Island Singers, who have continued to preserve the rich traditions of African American culture, customs, and the songs of the Gullah language. In fact, the Quimby family is one of only a few families who can trace their ancestry back to a specific spot in Africa on the Niger River.

□ 1045

In fact, the Quimby family is one of only a few families who can trace their ancestry back to a specific spot in Africa on the Niger River.

Along with the Association for Cultural Equity, whose mission is to facilitate cultural equity through preservation, publication, and repatriation of music, dance, and spoken word, the Quimby family has been able to continue to preserve the rich heritage of their African American culture throughout the Georgia Sea Islands because people living in the area have been able to retain pure versions of games and songs brought over from Africa centuries ago.

I commend Ms. Frankie Quimby, the Quimby family, and the Association for Cultural Equity for preserving this rich history of Georgia's heritage.

STEPHEN ELMO WEEKS

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize the life of Stephen Elmo Weeks, who passed away on January 17, 2016.

Born on December 6, 1919, Elmo, as his friends called him, graduated from Savannah High School in 1940. Upon graduation, Elmo attended the Georgia Institute of Technology before heading off to war in 1942, where he was stationed at a German POW camp in Opelika, Alabama.

Upon his return to Savannah, he joined the family business, Fox & Weeks funeral home, and soon became actively involved as a founding board member for the Savannah Christian Preparatory School.

Mr. Weeks was actively engaged with numerous organizations in the Savannah area, including the Savannah Junior Chamber of Commerce, the Kiwanis Club, and his church and my church, Wesley Monumental United Methodist Church.

He was also a man who recognized and enjoyed the great outdoors. As an avid boater, he spent a significant amount of time on the water, teaching his children, his grandchildren, and his great-grandchildren about life's lessons.

Whether it was having lunch at the Oglethorpe Club with his close friends or his continued involvement with the funeral home into his late eighties, Elmo was a committed and devoted man who always put his friends and family first.

Elmo, your love and service to your family and community will be missed.

REMEMBERING THE LIFE OF JIM MONAGHAN

Mr. CARTER of Georgia. Mr. Speaker, I rise today to remember the life of Jim Monaghan and his dedication to Tybee Island, Georgia.

Born in New York City in 1927, Mr. Monaghan arrived in Savannah by sailboat in 1982 with his wife, Anne Merchant Monaghan. Soon after their arrival in Savannah, they moved to Tybee Island.

Over the years, Mr. Monaghan served Tybee Island with enthusiasm. He served on the Tybee Island City Council, volunteered at the Tybee light-house, and delivered stuffed animals to nursing home residents.

He was a board member and former president of the Tybee Island Repub-

lican Club. A true gentleman with an uplifting spirit and a warm smile, Mr. Monaghan rarely missed the club's dinner meetings, always enjoying the social atmosphere and meeting new guests.

Mr. Monaghan passed away last week at the age of 88. He is survived by his two children, Mr. James C. "Tripp" Monaghan III, and Mrs. Shane Sturm.

I am honored to celebrate the life, the generosity, and the character of Jim Monaghan. He will truly be missed.

## RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until noon today.

Accordingly (at 10 o'clock and 48 minutes a.m.), the House stood in recess.

□ 1200

## AFTER RECESS

The recess having expired, the House was called to order by the Speaker at noon.

## PRAYER

The Chaplain, the Reverend Patrick J. Conroy, offered the following prayer: God of mercy, we give You thanks for giving us another day.

We thank You that we are a nation fashioned out of diverse peoples and cultures, brought forth on this continent in a way not unlike the ancient people of Israel. As out of a desert, You led our American ancestors to this promised land, where they declared their independence and constituted a new nation founded upon inalienable rights given to us by You, our Creator.

Bless our Nation with wisdom, knowledge, and understanding, and bless the Members of this people's House. Renew in us Your Spirit that we may affirm our freedoms by actions proven beyond words.

Bless us this day and every day. May all that is done be for Your greater honor and glory.

Amen.

## THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

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

## PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from Florida (Ms. ROS-LEHTINEN) come forward and lead the House in the Pledge of Allegiance.

Ms. ROS-LEHTINEN led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

## ANNOUNCEMENT BY THE SPEAKER

The SPEAKER. The Chair will entertain up to 15 requests for 1-minute speeches on each side of the aisle.

## CELEBRATING THE CENTENNIAL OF THE FARM CREDIT SYSTEM

(Ms. STEFANIK asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. STEFANIK. Mr. Speaker, I rise today to celebrate the centennial of the Farm Credit System.

One hundred years ago, the Farm Credit System began its mission to provide American agriculture with a steady hand and dependability, which they needed to provide for our Nation.

Throughout its history, the Farm Credit System has helped our farmers through the Great Depression, the agriculture crisis of the 1980s, and even the market collapse of 2008.

This deep-rooted understanding of our Nation's complex agribusiness industry and the people who work tirelessly to send products to market is what makes the Farm Credit System so critical to our producers and their future success.

This dedication to my district in upstate New York and to American agriculture across this great Nation is why I am proud to stand on the House floor today and honor the Farm Credit System on its centennial.

## WE MUST NOT WEAKEN AVIATION SAFETY STANDARDS

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

Mr. HIGGINS. Madam Speaker, in 2010 Congress passed landmark aviation safety legislation. The provisions of this law reflected the recommendations of the National Transportation Safety Board, which tragically were given urgency after the crash of Continental flight 3407 near Buffalo, New York.

The families of those who were lost in the crash turned their grief into purpose and led a relentless and heroic campaign to pass this law.

Years later—at this very moment, in fact—the families are across the street at a committee markup of the FAA authorization bill, amid rumors that regional airlines might encourage amendments to water down these safety reforms.

I want the families to know that they are not alone. The western New York congressional delegation will fight alongside them and against any attempt to weaken aviation safety standards.

Tomorrow marks the seventh anniversary of the crash. I call on this House not to forget it.