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No. 37

## House of Representatives

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

### DESIGNATION OF SPEAKER PRO TEMPORE

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

WASHINGTON, DC,  
March 5, 2014.

I hereby appoint the Honorable CHARLES J. FLEISCHMANN 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 7, 2014, 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.

### UKRAINE

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

Mr. SHIMKUS. Mr. Speaker, last week I came down to the floor to ask the community of world democracies to provide immediate financial help to the country of Ukraine. I would like to report that the United States has committed a billion dollars, and the European Union has committed, as of the news reports today, another \$15 billion.

This is critical in the need to help them get their economy back strong after the incidences over the last cou-

ple of months. It is unlikely that Russia will pull back from the Crimea. Prime Minister Putin and Foreign Minister Lavrov have said that they cannot control these self-defense forces. Who are they kidding? Russian soldiers with no unit identification does not qualify them as self-defense forces.

If the world stands by and lets this happen, it will be like Neville Chamberlain in the Sudetenland, quoting "peace in our time" as Russia continues to gobble up sovereign states.

I want to applaud the Ukrainian commander who was the only calm man on the peninsula, Colonel Yuliy Mamchuk, when he marched his soldiers to the Belbek airbase to continue the job that they do in securing and fixing the facilities. It was a tough standoff, but Colonel Yuliy was astonished by the change of events in that he has had such a great working relationship with the Russian military over the years, and obviously, this relationship no longer resides in the relationship between Ukraine and Russia.

On September 4 through 5 of this year, the next NATO summit will be held in South Wales. I call upon members of NATO to now do what they should have done in the last summit. NATO now must offer membership action plans to those aspirational countries that are moving towards democracy, freedom, and the rule of law. In particular, they need to grant membership action plans to Ukraine, Georgia, and Moldova.

Now is also the time for us to continue to license LNG facilities so that we can export natural gas to our free and democratic countries around the world, to those who are signatories of the World Trade Organization and also to those who are members of NATO. It is difficult times as you know, Mr. Speaker, but the coalition of free democratic countries must stand united against totalitarianism.

### TRANSPORTATION NEEDS

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

Mr. BLUMENAUER. Mr. Speaker, this is the March Madness season on Capitol Hill, when we in Congress greet thousands of our constituents, many who are here to talk about transportation. It is something that every one of our constituents cares about.

Yesterday, I was able to greet hundreds of cyclists from around the country, and then leaders of America's counties; already this morning I've visited with people from the preservation community and a large delegation from Oregon.

Next week, I will start all over again with the American Public Transit Association. These people are all desperate for a 6-year, fully funded transportation bill, with stable, non-general funded money. They are standing on the edge of a cliff due to Congress' refusal—I almost said inability—to provide necessary funds, if not to do it right, at least to do it adequately.

I came to Congress shortly after the Clinton administration and Congress last raised the gas tax. That was 21 years ago, when gasoline was \$1.08 a gallon—and I wonder if Barack had even met Michelle—and there it has remained for 21 years.

Due to inflation and fuel economy increases, the average cost per mile that the American motorist pays to the Federal transportation program has been cut in half.

I went on the Budget, and the Ways and Means Committees for the last 8 years in order to deal with this issue. Frankly, I am tired of waiting. I introduced a gas tax increase, phased in over 3 years, to fully fund a 6-year reauthorization. I was pleased to be joined by friends supporting my bill's introduction—by the U.S. Chamber of Commerce, the AFL-CIO, American

□ 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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