

AMERICAN RESEARCH AND  
COMPETITIVENESS ACT OF 2014

SPEECH OF

**HON. RUSH HOLT**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Thursday, May 8, 2014*

Mr. HOLT. Mr. Speaker, I rise in support of this legislation, which is especially important to New Jersey, one of America's most research-intensive states. Yet I must ask how my Republican colleagues can support this tax expenditure while opposing all other forms of government spending.

Republicans say America can't afford to pass unemployment insurance for 2.5 million Americans struggling to find work. NIH is at the lowest funding in three years, distributing fewer and fewer grants, but we can't afford to fund scientific and health research. There is a \$2 trillion transportation backlog, but we can't afford to repair and upgrade our roads, bridges, tunnels, and dams. Yet somehow, they say we can afford special tax cuts?

That's nonsense. To quote Martin Feldstein, the former chief economic advisor to Ronald Reagan, "These tax rules . . . are equivalent to direct government expenditures."

The distinction between tax expenditures and direct spending is one that only Grover Norquist could love. If America can afford this tax cut—and indeed we can—then we can afford to do so much more.

So I thank Republican leaders for correctly acknowledging the role of government investment in our economy. And I call on them to use this same logic to find more ways to invest in America. Let us pass a transportation bill that funds our roads and bridges. Let's meet the funding goals for scientific research that we set in the 2007 and 2010 COMPETES Act. Let's help the millions of Americans looking for work with the support they need. We can do better. The American people deserve better.

LEGISLATION THAT WOULD  
ALLOW FAA TO CONTINUE WITH  
ADOPTION OF OEI CRITERIA**HON. JAMES P. MORAN**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, May 9, 2014*

Mr. MORAN. Mr. Speaker, I rise today to bring attention to a proposed policy that could have a significant adverse effect on jobs, private property, tax revenues, and economic development in several major American cities that host airports, and their surrounding communities.

The proposed change seeks to significantly alter current criteria used to evaluate structure heights around airports by changing the way a single engine failure at the moment of takeoff scenario is considered. This more rigorous standard would effectively lower the maximum permissible structure height around airports, affecting nearly 4,000 existing buildings in 48 States that would exceed the new criteria, not to mention a number of planned developments.

No one disputes aviation safety must be the top priority when considering these proposals.

However, every air carrier is already currently required to individually plan for a single engine failure scenario. These contingency plans may result in costly measures for the carriers such as greater fuel burn, reduced cargo, or reduced numbers of passengers. For this reason, FAA has historically considered OEI as an economic issue.

Given the potential far-reaching economic impact of this change and the competing economic interest at stake, we believe that this action should only be accomplished in accordance with standard rulemaking procedures, requiring a cost-benefit analysis with input from OMB and other agencies, and taking into consideration the real-world effects of such a change. A bipartisan, bicameral group of legislators wrote to Secretary Foxx and Administrator Huerta earlier this year asking for this very thing.

Last month, FAA posted a notice of policy change to the Federal Register announcing their intention to proceed with consideration of OEI via a change to policy, thus bypassing the rigors of a formal rulemaking. This action allows FAA to circumvent the rigors of cost-benefit and federalism analysis under Executive Order 12866 by calling this significant change to Part 77 a policy change, when it is, in fact, a rule change.

I, along with a bipartisan group of my colleagues, have introduced legislation today that would allow FAA to continue with adoption of OEI criteria only if the policy is adopted via a formal rulemaking, requiring input from OMB, OIRA, and other agencies, as well as a comprehensive cost-benefit analysis weighing competing economic interest and proposed practices versus current ones. This bill applies only to OEI consideration, and would not preempt the agency's ability to act in the event of an emergency situation.

I urge my colleagues to support this legislation.

CELEBRATING NATIONAL  
SEERSUCKER DAY**HON. BILL CASSIDY**

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

*Friday, May 9, 2014*

Mr. CASSIDY. Mr. Speaker, I submit the following Proclamation:

In celebration and appreciation of seersucker manufacturers and admirers around the country, I extend a Happy Seersucker Day. With a rich history dating back to 1909, seersucker clothing is a unique American fashion. The original seersucker suit was designed by Joseph Haspel at his Broad Street facility in New Orleans and has been enjoyed since by many Americans. The lightweight cotton fabric with its signature "pucker" has provided comfortable fashion ware during the hot summer months. As Mr. Haspel said, "hot is hot, no matter what you do for a living", seersucker clothing is now enjoyed by Americans across the country in all walks of life. In the late 1990s, Seersucker Day was established to honor this unique American fashion. I wish to restart this tradition by designating Wednesday, June 11th as National Seersucker Day. I encourage everyone to wear seersucker to commemorate this iconic American clothing.

In witness whereof, I have hereunto set my hand this 9th day of May, in the year of our

Lord two thousand fourteen, and of the Independence of the United States of America the two hundred and thirty-eighth.

RECOGNIZING AWANA CO-FOUNDERS  
ART & WINNIE ROHRHEIM'S  
75TH WEDDING ANNIVERSARY**HON. MICHELE BACHMANN**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Friday, May 9, 2014*

Mrs. BACHMANN. Mr. Speaker, I rise today to recognize Art and Winnie Rohrheim's 75th wedding anniversary.

When the couple married in 1939, little did anyone know the impact that they would have on the world. What began as a personal passion for working with children in Chicago, Illinois, grew quickly into a successful program driven by their love and dedication to God and the kids.

By 1950, the Rohrheims founded Awana, the now-internationally renowned program, which stands for "Approved Workers Are Not Ashamed." Today Awana Clubs International reaches more than 2 million children in more than 100 countries on a weekly basis, encouraging young people everywhere to grow in their faith and learn more about the Bible's teachings.

At the heart of Awana is the Gospel. Art and Winnie have devoted a lifetime to their Lord and Savior. Not a day goes by that they aren't sharing with those they meet the truth of Jesus dying for our sins.

For three quarters of a century, Art and Winnie's strength of love and commitment has been a testimony for their children, grandchildren, great-grandchildren, and all those who have had the honor of knowing them.

Mr. Speaker, I ask this body join with me in honoring Art and Winnie Rohrheim for their milestone wedding anniversary, and their exemplary contributions to this nation and the lives of millions around the world.

HONORING THE BRAVE AND TALENTED  
LAKE FOREST COUNTRY  
DAY SCHOOL STUDENT PARTICIPANTS  
IN THE 39TH ANNUAL  
ROBBIE BIRMINGHAM SPEAKING  
CONTEST**HON. BRADLEY S. SCHNEIDER**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Friday, May 9, 2014*

Mr. SCHNEIDER. Mr. Speaker, I rise to recognize 13 exceptional students at Lake Forest Country Day School (LFCDS) in the suburban Chicago district I represent.

These fifth through eighth grade students honored a 39-year tradition born out of a moment of pure courage, when Robbie Birmingham, recently diagnosed with multiple sclerosis, rose to his feet, delivered a speech from his heart and moved all those in attendance.

This year's 13 finalists spoke with poise, passion, pride and great courage themselves. They elucidated universal topics, big and small, and brought them to life with personal experiences.