

Fudge  
Gabbard  
Gallego  
Garamendi  
Garcia  
Grayson  
Green, Al  
Green, Gene  
Grijalva  
Gutiérrez  
Hahn  
Hastings (FL)  
Heck (WA)  
Higgins  
Himes  
Hinojosa  
Holt  
Honda  
Horsford  
Hoyer  
Huffman  
Israel  
Jackson Lee  
Jeffries  
Johnson (GA)  
Kaptur  
Keating  
Kelly (IL)  
Kennedy  
Kildee  
Kilmer  
Kind  
Kirkpatrick  
Kuster  
Langevin  
Larsen (WA)  
Larson (CT)  
Lee (CA)  
Levin  
Lewis  
Lipinski  
Loebsock  
Lofgren  
Lowenthal

Lowey  
Lujan Grisham (NM)  
Luján, Ben Ray (NM)  
Lynch  
Maloney, Carolyn  
Maloney, Sean  
Matsui  
McCarthy (NY)  
McCollum  
McDermott  
McGovern  
McNerney  
Meeks  
Meng  
Michaud  
Miller, George  
Moore  
Moran  
Murphy (FL)  
Nadler  
Napolitano  
Neal  
Nolan  
O'Rourke  
Pallone  
Pascrell  
Pastor (AZ)  
Payne  
Pelosi  
Perlmutter  
Peters (CA)  
Peters (MI)  
Pingree (ME)  
Pocan  
Price (NC)  
Quigley  
Rahall  
Rangel  
Richmond  
Roybal-Allard  
Ruiz

Ruppersberger  
Rush  
Ryan (OH)  
Sánchez, Linda T.  
Sanchez, Loretta  
Sarbanes  
Schakowsky  
Schiff  
Schneider  
Schradler  
Schwartz  
Scott (VA)  
Scott, David  
Serrano  
Sewell (AL)  
Shea-Porter  
Sherman  
Sires  
Slaughter  
Smith (WA)  
Speier  
Swalwell (CA)  
Takano  
Thompson (CA)  
Thompson (MS)  
Tierney  
Titus  
Tonko  
Tsongas  
Van Hollen  
Vargas  
Veasey  
Vela  
Velázquez  
Visclosky  
Walz  
Wasserman  
Schultz  
Waters  
Waxman  
Welch  
Wilson (FL)  
Yarmuth

Perry  
Peterson  
Petri  
Pittenger  
Pitts  
Poe (TX)  
Polis  
Pompeo  
Posey  
Price (GA)  
Reed  
Reichert  
Renacci  
Ribble  
Rice (SC)  
Rigell  
Roby  
Roe (TN)  
Rogers (AL)  
Rogers (KY)  
Rogers (MI)  
Rohrabacher  
Rokita  
Rooney  
Ros-Lehtinen  
Roskam

Ross  
Rothfus  
Royce  
Runyan  
Ryan (WI)  
Salmon  
Sanford  
Scalise  
Schock  
Schweikert  
Scott, Austin  
Sensenbrenner  
Sessions  
Shimkus  
Shuster  
Simpson  
Smith (MO)  
Smith (NE)  
Smith (NJ)  
Smith (TX)  
Southerland  
Stewart  
Stivers  
Stockman  
Stutzman  
Terry

Thompson (PA)  
Thornberry  
Tiberi  
Tipton  
Turner  
Upton  
Valadao  
Wagner  
Walberg  
Walden  
Walorski  
Weber (TX)  
Webster (FL)  
Wenstrup  
Westmoreland  
Whitfield  
Wilson (SC)  
Wittman  
Wolf  
Womack  
Woodall  
Yoder  
Yoho  
Young (AK)  
Young (IN)

NOT VOTING—13

Byrne  
Campbell  
Cantor  
Carney  
Chu  
DesJarlais  
Eshoo  
Hanabusa  
Kingston  
Miller, Gary  
Nunnelee  
Sinema  
Williams

ANNOUNCEMENT BY THE ACTING CHAIR  
The Acting CHAIR (during the vote).  
There is 1 minute remaining.

□ 1503

So the amendment was rejected.  
The result of the vote was announced as above recorded.

Mr. CRENSHAW. Mr. Chairman, I move that the Committee do now rise. The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. YODER) having assumed the chair, Mr. BISHOP of Utah, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 5016) making appropriations for financial services and general government for the fiscal year ending September 30, 2015, and for other purposes, had come to no resolution thereon.

PERMISSION FOR MEMBER TO BE CONSIDERED AS FIRST SPONSOR OF H.R. 1810

Mr. CLAWSON. Mr. Speaker, I ask unanimous consent that I may hereafter be considered to be the first sponsor of H.R. 1810, a bill originally introduced by Representative Radel of Florida, for the purposes of adding cosponsors and requesting reprintings pursuant to clause 7 of rule XII.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?  
There was no objection.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO THE FORMER LIBERIAN REGIME OF CHARLES TAYLOR—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 113-135)

The SPEAKER pro tempore laid before the House the following message

from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to the former Liberian regime of Charles Taylor declared in Executive Order 13348 of July 22, 2004, is to continue in effect beyond July 22, 2014.

Although Liberia has made significant advances to promote democracy, and the Special Court for Sierra Leone convicted Charles Taylor for war crimes and crimes against humanity, the actions and policies of former Liberian President Charles Taylor and other persons, in particular their unlawful depletion of Liberian resources and their removal from Liberia and sequestering of Liberian funds and property, still challenge Liberia's efforts to strengthen its democracy and the orderly development of its political, administrative, and economic institutions. These actions and policies continue to pose an unusual and extraordinary threat to the foreign policy of the United States. For this reason, I have determined that it is necessary to continue the national emergency with respect to the former Liberian regime of Charles Taylor.

BARACK OBAMA.  
THE WHITE HOUSE, July 15, 2014.

HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous materials on H.R. 5021.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?  
There was no objection.

Mr. SHUSTER. Mr. Speaker, pursuant to House Resolution 669, 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, and ask for its immediate consideration.

The Clerk read the title of the bill.  
The SPEAKER pro tempore. Pursuant to House Resolution 669, the amendment in the nature of a substitute recommended by the Committee on Ways and Means, modified

NOES—235

Aderholt  
Amash  
Amodi  
Bachmann  
Barletta  
Barr  
Barrow (GA)  
Barton  
Benishek  
Bentivolio  
Bilirakis  
Bishop (UT)  
Black  
Blackburn  
Boustany  
Brady (TX)  
Bridenstine  
Brooks (AL)  
Brooks (IN)  
Broun (GA)  
Buchanan  
Bucshon  
Burgess  
Calvert  
Camp  
Capito  
Carter  
Cassidy  
Chabot  
Chaffetz  
Clawson (FL)  
Coble  
Coffman  
Cole  
Collins (GA)  
Collins (NY)  
Conaway  
Cook  
Costa  
Cotton  
Cramer  
Crawford  
Crenshaw  
Culberson  
Daines  
Davis, Rodney  
Denham  
Dent  
DeSantis  
Diaz-Balart  
Duffy  
Duncan (SC)  
Duncan (TN)

Ellmers  
Farenthold  
Farr  
Fincher  
Fitzpatrick  
Fleischmann  
Fleming  
Flores  
Forbes  
Fortenberry  
Foxy  
Franks (AZ)  
Frelinghuysen  
Gardner  
Garrett  
Gerlach  
Gibbs  
Gibson  
Gingrey (GA)  
Gohmert  
Goodlatte  
Gosar  
Gowdy  
Granger  
Graves (GA)  
Graves (MO)  
Griffin (AR)  
Griffith (VA)  
Grimm  
Guthrie  
Hall  
Hanna  
Harper  
Harris  
Hartzler  
Hastings (WA)  
Heck (NV)  
Hensarling  
Herrera Beutler  
Holding  
Hudson  
Huelskamp  
Huizenga (MI)  
Hultgren  
Hunter  
Hurt  
Issa  
Jenkins  
Johnson (OH)  
Johnson, E. B.  
Johnson, Sam  
Jolly  
Jones

Jordan  
Joyce  
Kelly (PA)  
King (IA)  
King (NY)  
Kinzinger (IL)  
Kline  
Labrador  
LaMalfa  
Lamborn  
Lance  
Lankford  
Latham  
Latta  
LoBiondo  
Long  
Lucas  
Luetkemeyer  
Lummis  
Maffei  
Marchant  
Marino  
Massie  
Matheson  
McAllister  
McCarthy (CA)  
McCaul  
McClintock  
McHenry  
McIntyre  
McKeon  
McKinley  
McMorris  
Rodgers  
Meadows  
Meehan  
Messer  
Mica  
Miller (FL)  
Miller (MI)  
Mullin  
Mulvaney  
Murphy (PA)  
Negrete McLeod  
Neugebauer  
Noem  
Nugent  
Nunes  
Olson  
Owens  
Palazzo  
Paulsen  
Pearce

by the amendments printed in House Report 113-521, are adopted, and the bill, as amended, is considered read.

The text of the bill, as amended, is as follows:

H.R. 5021

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**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 for this Act is as follows:

Sec. 1. Short title; table of contents.

**TITLE I—SURFACE TRANSPORTATION PROGRAM EXTENSION**

**Subtitle A—Federal-Aid Highways**

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

Sec. 1002. Administrative expenses.

**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. Formula grants for rural areas.

Sec. 1202. Apportionment of appropriations for formula grants.

Sec. 1203. Authorizations for public transportation.

Sec. 1204. Bus and bus facilities formula grants.

**Subtitle D—Hazardous Materials**

Sec. 1301. Authorization of appropriations.

**TITLE II—REVENUE PROVISIONS**

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

Sec. 2002. Funding of Highway Trust Fund.

Sec. 2003. Funding stabilization.

Sec. 2004. Extension of Customs user fees.

**SEC. 2. FINDINGS.**

Congress finds that—

(1) the existing Highway Trust Fund system is unsustainable and unable to meet our Nation’s 21st century transportation needs;

(2) MAP-21 included important reforms that must be built upon in the next reauthorization bill to increase the efficient and effective utilization of Federal funding;

(3) these reforms should include the elimination of duplicative Federal regulations and increase the authority and responsibility of the States to safely and efficiently build, operate, and fund transportation systems that best serve the needs of their citizens, including the ability of each State to implement innovative solutions, while also maintaining the appropriate Federal role in transportation; and

(4) Congress should enact and the President should sign a surface transportation reauthorization and reform bill prior to the expiration of this Act.

**TITLE I—SURFACE TRANSPORTATION PROGRAM EXTENSION**

**Subtitle A—Federal-Aid Highways**

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

(a) **IN GENERAL.**—Except as 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 (104-59), titles I and VI of the Intermodal Surface Transportation Act of 1991 (Public Law 102-240), and title 23, United States Code (excluding chapter 4 of that title), which would otherwise expire on or cease to apply after September 30, 2014, are incorporated by reference and shall continue in effect until May 31, 2015.

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

(1) **HIGHWAY TRUST FUND.**—Except as provided in section 1002, there is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for the period beginning on October 1, 2014, and ending on May 31, 2015, a sum equal to <sup>243</sup>/<sub>365</sub> of the total amount authorized to be appropriated out of the Highway Trust Fund for programs, projects, and activities for fiscal year 2014 under divisions A and E of MAP-21 (Public Law 112-141) and title 23, United States Code (excluding chapter 4 of that title).

(2) **GENERAL FUND.**—Section 1123(h)(1) of MAP-21 (23 U.S.C. 202 note) is amended by inserting “and \$19,972,603 out of the general fund of the Treasury to carry out the program for the period beginning on October 1, 2014, and ending on May 31, 2015” before the period at the end.

(c) **USE OF FUNDS.**—

(1) **IN GENERAL.**—Except as otherwise expressly provided in this subtitle, funds authorized to be appropriated under subsection (b)(1) for the period beginning on October 1, 2014, and ending on May 31, 2015, shall be distributed, administered, limited, and made available for obligation in the same manner and at the same levels as <sup>243</sup>/<sub>365</sub> of the amounts of 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 MAP-21 (Public Law 112-141), the SAFETEA-LU Technical Corrections Act of 2008 (Public Law 110-244), 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 (104-59), titles I and VI of the Intermodal Surface Transportation Act of 1991 (Public Law 102-240), and 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 such funds were apportioned under chapter 1 of title 23, United States Code; and

(B) subject to section 1102 of MAP-21 (23 U.S.C. 104 note), as amended by this subsection.

(3) **OBLIGATION CEILING.**—Section 1102 of MAP-21 (23 U.S.C. 104 note) is amended—

(A) in subsection (a)—

(i) by striking “and” at the end of paragraph (1);

(ii) by striking the period at the end of paragraph (2) and inserting “; and”; and

(iii) by adding at the end the following:

“(3) \$26,800,569,863 for the period beginning on October 1, 2014, and ending on May 31, 2015.”;

(B) in subsection (b)—

(i) in paragraph (10) by striking “2011” and inserting “2012”; and

(ii) in paragraph (12) by inserting “, and for the period beginning on October 1, 2014, and ending on May 31, 2015, only in an amount equal to \$639,000,000, less any reductions that would have otherwise been required for that

year by section 251A of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901a), then multiplied by <sup>243</sup>/<sub>365</sub> for that period” after “those fiscal years”;

(C) in subsection (c)—

(i) in the matter preceding paragraph (1) by inserting “and for the period beginning on October 1, 2014, and ending on May 31, 2015” after “2014”;

(ii) by striking paragraph (1)(A) and inserting the following:

“(A) amounts provided for administrative expenses and programs; and”;

(iii) in paragraph (2) in the matter preceding subparagraph (A) by inserting “or, for the period beginning on October 1, 2014, and ending May 31, 2015, that is equal to <sup>243</sup>/<sub>365</sub> of such unobligated balance” after “unobligated balance of amounts”;

(iv) in paragraph (5) by striking “section 204” and inserting “sections 202 and 204”; and

(v) by inserting “or period” after “the fiscal year” each place it appears;

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

(E) in subsection (f)—

(i) in paragraph (1)—

(I) in the matter preceding subparagraph (A) by inserting “and for the period beginning on October 1, 2014, and ending on May 31, 2015” after “2014”; and

(II) by inserting “or period” after “the fiscal year” each place it appears; and

(ii) in paragraph (3) by striking “section 133(c)” and inserting “section 133(b)”.

**SEC. 1002. ADMINISTRATIVE EXPENSES.**

(a) **AUTHORIZATION OF CONTRACT AUTHORITY.**—Notwithstanding any other provision of this Act or any other law, there is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account), from amounts provided under section 1001, for administrative expenses of the Federal-aid highway program \$292,931,507 for the period beginning on October 1, 2014, and ending on May 31, 2015.

(b) **CONTRACT AUTHORITY.**—Funds authorized to be appropriated by this section shall be—

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

(2) subject to the limitation on obligations for Federal-aid highways and highway safety construction programs for the period beginning on October 1, 2014, and ending on May 31, 2015, specified in section 1102 of MAP-21 (23 U.S.C. 104 note), as amended by this subtitle.

**Subtitle B—Extension of Highway Safety Programs**

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

(a) **EXTENSION OF PROGRAMS.**—

(1) **HIGHWAY SAFETY PROGRAMS.**—Section 31101(a)(1) of MAP-21 (126 Stat. 733) is amended—

(A) in subparagraph (A) by striking “and” at the end;

(B) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(C) \$156,452,055 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(2) **HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.**—Section 31101(a)(2) of MAP-21 (126 Stat. 733) is amended—

(A) in subparagraph (A) by striking “and” at the end;

(B) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(C) \$75,563,014 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(3) NATIONAL PRIORITY SAFETY PROGRAMS.—Section 31101(a)(3) of MAP–21 (126 Stat. 733) is amended—

(A) in subparagraph (A) by striking “and” at the end;

(B) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(C) \$181,084,932 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(4) NATIONAL DRIVER REGISTER.—Section 31101(a)(4) of MAP–21 (126 Stat. 733) is amended—

(A) in subparagraph (A) by striking “and” at the end;

(B) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(C) \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(5) HIGH VISIBILITY ENFORCEMENT PROGRAM.—

(A) AUTHORIZATION OF APPROPRIATIONS.—Section 31101(a)(5) of MAP–21 (126 Stat. 733) is amended—

(i) in subparagraph (A) by striking “and” at the end;

(ii) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(iii) by adding at the end the following:

“(C) \$19,306,849 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(B) LAW ENFORCEMENT CAMPAIGNS.—Section 2009(a) of SAFETEA–LU (23 U.S.C. 402 note) is amended—

(i) in the first sentence by inserting “and in the period beginning on October 1, 2014, and ending on May 31, 2015” after “fiscal years 2013 and 2014”; and

(ii) in the second sentence by inserting “and in the period beginning on October 1, 2014, and ending on May 31, 2015,” after “fiscal years 2013 and 2014”.

(6) ADMINISTRATIVE EXPENSES.—Section 31101(a)(6) of MAP–21 (126 Stat. 733) is amended—

(A) in subparagraph (A) by striking “and” at the end;

(B) in subparagraph (B) by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(C) \$16,976,712 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(b) COOPERATIVE RESEARCH AND EVALUATION.—Section 403(f)(1) of title 23, United States Code, is amended by inserting “ending before October 1, 2014, and \$1,664,384 of the total amount available for apportionment to the States for highway safety programs under section 402(c) in the period beginning on October 1, 2014, and ending on May 31, 2015,” after “each fiscal year”.

(c) APPLICABILITY OF TITLE 23.—Section 31101(c) of MAP–21 (126 Stat. 733) is amended by inserting “and for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “fiscal years 2013 and 2014”.

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

(a) MOTOR CARRIER SAFETY GRANTS.—Section 31104(a) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraph (8);

(2) by striking the period at the end of paragraph (9) and inserting “; and”; and

(3) by adding at the end the following:

“(10) \$145,134,247 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(b) ADMINISTRATIVE EXPENSES.—Section 31104(i)(1) of title 49, United States Code, is amended—

(1) by striking “and” at the end of subparagraph (H);

(2) by striking the period at the end of subparagraph (I) and inserting “; and”; and

(3) by adding at the end the following:

“(10) \$172,430,137 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(c) GRANT PROGRAMS.—

(1) COMMERCIAL DRIVER’S LICENSE PROGRAM IMPROVEMENT GRANTS.—Section 4101(c)(1) of SAFETEA–LU (119 Stat. 1715) is amended by inserting before the period at the end the following: “and \$19,972,603 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(2) BORDER ENFORCEMENT GRANTS.—Section 4101(c)(2) of SAFETEA–LU (119 Stat. 1715) is amended by inserting before the period at the end the following: “and \$21,304,110 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(3) PERFORMANCE AND REGISTRATION INFORMATION SYSTEM MANAGEMENT GRANT PROGRAM.—Section 4101(c)(3) of SAFETEA–LU (119 Stat. 1715) is amended by inserting before the period at the end the following: “and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(4) COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS DEPLOYMENT PROGRAM.—Section 4101(c)(4) of SAFETEA–LU (119 Stat. 1715) is amended by inserting before the period at the end the following: “and \$16,643,836 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(5) SAFETY DATA IMPROVEMENT GRANTS.—Section 4101(c)(5) of SAFETEA–LU (119 Stat. 1715) is amended by inserting before the period at the end the following: “and \$1,997,260 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(6) HIGH-PRIORITY ACTIVITIES.—Section 31104(k)(2) of title 49, United States Code, is amended by inserting “and up to \$9,986,301 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”.

(7) NEW ENTRANT AUDITS.—Section 31144(g)(5)(B) of title 49, United States Code, is amended by inserting “and up to \$21,304,110 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “per fiscal year”.

(8) OUTREACH AND EDUCATION.—Section 4127(e) of SAFETEA–LU (119 Stat. 1741) is amended by inserting “and \$2,663,014 to the Federal Motor Carrier Safety Administration for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$16,643,836 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be apportioned”.

**SEC. 1202. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.**

Section 5336(h)(1) of title 49, United States Code, is amended by inserting “for each fiscal year ending before October 1, 2014, and \$19,972,603 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be set aside”.

**SEC. 1203. AUTHORIZATIONS FOR PUBLIC TRANSPORTATION.**

(a) FORMULA GRANTS.—Section 5338(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and \$8,595,000,000 for fiscal year 2014” and inserting “, \$8,595,000,000 for fiscal year 2014, and \$5,722,150,685 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(2) in paragraph (2)—

(A) in subparagraph (A) by striking “and \$128,800,000 for fiscal year 2014” and inserting “, \$128,800,000 for fiscal year 2014, and \$85,749,041 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(B) in subparagraph (B) by inserting “and \$6,657,534 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”;

(C) in subparagraph (C) by striking “and \$4,458,650,000 for fiscal year 2014” and inserting “, \$4,458,650,000 for fiscal year 2014, and \$2,968,361,507 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(D) in subparagraph (D) by striking “and \$258,300,000 for fiscal year 2014” and inserting “, \$258,300,000 for fiscal year 2014, and \$171,964,110 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(E) in subparagraph (E)—

(i) by striking “and \$607,800,000 for fiscal year 2014” and inserting “, \$607,800,000 for fiscal year 2014, and \$404,644,932 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(ii) by striking “and \$30,000,000 for fiscal year 2014” and inserting “, \$30,000,000 for fiscal year 2014, and \$19,972,603 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(iii) by striking “and \$20,000,000 for fiscal year 2014” and inserting “, \$20,000,000 for fiscal year 2014, and \$13,315,068 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(F) in subparagraph (F) by inserting “and \$1,997,260 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”;

(G) in subparagraph (G) by inserting “and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”;

(H) in subparagraph (H) by inserting “and \$2,563,151 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”;

(I) in subparagraph (I) by striking “and \$2,165,900,000 for fiscal year 2014” and inserting “, \$2,165,900,000 for fiscal year 2014, and \$1,441,955,342 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(J) in subparagraph (J) by striking “and \$427,800,000 for fiscal year 2014” and inserting “, \$427,800,000 for fiscal year 2014, and \$284,809,315 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(K) in subparagraph (K) by striking “and \$525,900,000 for fiscal year 2014” and inserting “, \$525,900,000 for fiscal year 2014, and \$350,119,726 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(b) RESEARCH, DEVELOPMENT DEMONSTRATION AND DEPLOYMENT PROJECTS.—Section

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”; and

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

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(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

(2) in subparagraph (B) by inserting “for each fiscal year ending before October 1, 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be distributed”.

5338(b) of title 49, United States Code, is amended by striking “and \$70,000,000 for fiscal year 2014” and inserting “, \$70,000,000 for fiscal year 2014, and \$46,602,740 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(c) TRANSIT COOPERATIVE RESEARCH PROGRAM.—Section 5338(c) of title 49, United States Code, is amended by striking “and \$7,000,000 for fiscal year 2014” and inserting “, \$7,000,000 for fiscal year 2014, and \$4,660,274 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(d) TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT.—Section 5338(d) of title 49, United States Code, is amended by striking “and \$7,000,000 for fiscal year 2014” and inserting “, \$7,000,000 for fiscal year 2014, and \$4,660,274 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(e) HUMAN RESOURCES AND TRAINING.—Section 5338(e) of title 49, United States Code, is amended by striking “and \$5,000,000 for fiscal year 2014” and inserting “, \$5,000,000 for fiscal year 2014, and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(f) CAPITAL INVESTMENT GRANTS.—Section 5338(g) of title 49, United States Code, is amended by striking “and \$1,907,000,000 for fiscal year 2014” and inserting “, \$1,907,000,000 for fiscal year 2014, and \$1,269,591,781 for the period beginning on October 1, 2014, and ending on May 31, 2015”.

(g) ADMINISTRATION.—Section 5338(h) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and \$104,000,000 for fiscal year 2014” and inserting “, \$104,000,000 for fiscal year 2014, and \$69,238,356 for the period beginning on October 1, 2014, and ending on May 31, 2015”;

(2) in paragraph (2) by inserting “for each of fiscal years 2013 and 2014 and not less than \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be available”; and

(3) in paragraph (3) by inserting “for each of fiscal years 2013 and 2014 and not less than \$665,753 for the period beginning on October 1, 2014, and ending on May 31, 2015,” before “shall be available”.

**SEC. 1204. BUS AND BUS FACILITIES FORMULA GRANTS.**

Section 5339(d)(1) of title 49, United States Code, is amended—

(1) by inserting “for each of fiscal years 2013 and 2014 and \$43,606,849 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “\$65,500,000”;

(2) by inserting “for each such fiscal year and \$832,192 for such period” after “\$1,250,000”; and

(3) by inserting “for each such fiscal year and \$332,877 for such period” after “\$500,000”.

**Subtitle D—Hazardous Materials**

**SEC. 1301. AUTHORIZATION OF APPROPRIATIONS.**

(a) IN GENERAL.—Section 5128(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and” at the end;

(2) in paragraph (2) by striking the period at the end and inserting “; and”; and

(3) by adding at the end the following:

“(3) \$28,468,948 for the period beginning on October 1, 2014, and ending on May 31, 2015.”.

(b) HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS FUND.—Section 5128(b) of title 49, United States Code, is amended—

(1) by redesignating paragraphs (1) through (5) as subparagraphs (A) through (E), respectively, and by adjusting the margins accordingly;

(2) by striking “From the” and inserting the following:

“(1) FISCAL YEARS 2013 AND 2014.—From the”; and

(3) by adding at the end the following:

“(2) FISCAL YEAR 2015.—From the Hazardous Materials Emergency Preparedness Fund established under section 5116(i), the Secretary may expend for the period beginning on October 1, 2014, and ending on May 31, 2015—

“(A) \$125,162 to carry out section 5115;

“(B) \$14,513,425 to carry out subsections (a) and (b) of section 5116, of which not less than \$9,087,534 shall be available to carry out section 5116(b);

“(C) \$99,863 to carry out section 5116(f);

“(D) \$416,096 to publish and distribute the Emergency Response Guidebook under section 5116(i)(3); and

“(E) \$665,753 to carry out section 5116(j).”.

(c) HAZARDOUS MATERIALS TRAINING GRANTS.—Section 5128(c) of title 49, United States Code, is amended by inserting “and \$2,663,014 for the period beginning on October 1, 2014, and ending on May 31, 2015,” after “2014”.

**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 “June 1, 2015”, 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 “June 1, 2015”.

(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 “June 1, 2015”.

**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:

“(5) ADDITIONAL SUMS.—Out of money in the Treasury not otherwise appropriated, there is hereby appropriated—

“(A) \$7,765,000,000 to the Highway Account (as defined in subsection (e)(5)(B)) in the Highway Trust Fund; and

“(B) \$2,000,000,000 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. FUNDING STABILIZATION.**

(a) FUNDING STABILIZATION UNDER THE INTERNAL REVENUE CODE OF 1986.—The table in subclause (II) of section 430(h)(2)(C)(iv) of the Internal Revenue Code of 1986 is amended to read as follows:

“If the calendar year is:	The applicable minimum percentage is:	The applicable maximum percentage is:
2012, 2013, 2014, 2015, 2016, or 2017 .....	90% .....	110%
2018 .....	85% .....	115%
2019 .....	80% .....	120%
2020 .....	75% .....	125%
After 2020 .....	70% .....	130%”.

(b) FUNDING STABILIZATION UNDER EMPLOYEE RETIREMENT INCOME SECURITY ACT OF 1974.—

(1) IN GENERAL.—The table in subclause (II) of section 303(h)(2)(C)(iv) of the Employee Retirement Income Security Act of 1974 (29

U.S.C. 1083(h)(2)(C)(iv)) is amended to read as follows:

“If the calendar year is:	The applicable minimum percentage is:	The applicable maximum percentage is:
2012, 2013, 2014, 2015, 2016, or 2017 .....	90% .....	110%
2018 .....	85% .....	115%
2019 .....	80% .....	120%
2020 .....	75% .....	125%
After 2020 .....	70% .....	130%”.

(2) CONFORMING AMENDMENTS.—

(A) IN GENERAL.—Section 101(f)(2)(D) of such Act (29 U.S.C. 1021(f)(2)(D)) is amended—

(i) in clause (i) by inserting “and the Highway and Transportation Funding Act of

2014” after “MAP-21” both places it appears, and

(ii) in clause (ii) by striking “2015” and inserting “2020”.

(B) STATEMENTS.—The Secretary of Labor shall modify the statements required under

subclauses (I) and (II) of section 101(f)(2)(D)(i) of such Act to conform to the amendments made by this section.

(c) STABILIZATION NOT TO APPLY FOR PURPOSES OF CERTAIN ACCELERATED BENEFIT DISTRIBUTION RULES.—

(1) INTERNAL REVENUE CODE OF 1986.—The second sentence of paragraph (2) of section 436(d) of the Internal Revenue Code of 1986 is amended by striking “of such plan” and inserting “of such plan (determined by not taking into account any adjustment of segment rates under section 430(h)(2)(C)(iv))”.

(2) EMPLOYEE RETIREMENT INCOME SECURITY ACT OF 1974.—The second sentence of subparagraph (B) of section 206(g)(3) of the Employee Retirement Income Security Act of 1974 (29 U.S.C. 1056(g)(3)(B)) is amended by striking “of such plan” and inserting “of such plan (determined by not taking into account any adjustment of segment rates under section 303(h)(2)(C)(iv))”.

(3) EFFECTIVE DATE.—

(A) IN GENERAL.—Except as provided in subparagraph (B), the amendments made by this subsection shall apply to plan years beginning after December 31, 2014.

(B) COLLECTIVELY BARGAINED PLANS.—In the case of a plan maintained pursuant to 1 or more collective bargaining agreements, the amendments made by this subsection shall apply to plan years beginning after December 31, 2015.

(4) PROVISIONS RELATING TO PLAN AMENDMENTS.—

(A) IN GENERAL.—If this paragraph applies to any amendment to any plan or annuity contract, such plan or contract shall be treated as being operated in accordance with the terms of the plan during the period described in subparagraph (B)(ii).

(B) AMENDMENTS TO WHICH PARAGRAPH APPLIES.—

(i) IN GENERAL.—This paragraph shall apply to any amendment to any plan or annuity contract which is made—

(I) pursuant to the amendments made by this subsection, or pursuant to any regulation issued by the Secretary of the Treasury or the Secretary of Labor under any provision as so amended, and

(II) on or before the last day of the first plan year beginning on or after January 1, 2016, or such later date as the Secretary of the Treasury may prescribe.

(ii) CONDITIONS.—This subsection shall not apply to any amendment unless, during the period—

(I) beginning on the date that the amendments made by this subsection or the regulation described in clause (i)(I) takes effect (or in the case of a plan or contract amendment not required by such amendments or such regulation, the effective date specified by the plan), and

(II) ending on the date described in clause (i)(II) (or, if earlier, the date the plan or contract amendment is adopted),

the plan or contract is operated as if such plan or contract amendment were in effect, and such plan or contract amendment applies retroactively for such period.

(C) ANTI-CUTBACK RELIEF.—A plan shall not be treated as failing to meet the requirements of section 204(g) of the Employee Retirement Income Security Act of 1974 (29 U.S.C. 1054(g)) and section 411(d)(6) of the Internal Revenue Code of 1986 solely by reason of a plan amendment to which this paragraph applies.

(d) MODIFICATION OF FUNDING TARGET DETERMINATION PERIODS.—

(1) INTERNAL REVENUE CODE OF 1986.—Clause (i) of section 430(h)(2)(B) of the Internal Revenue Code of 1986 is amended by striking “the first day of the plan year” and inserting “the valuation date for the plan year”.

(2) EMPLOYEE RETIREMENT INCOME SECURITY ACT OF 1974.—Clause (i) of section 303(h)(2)(B) of the Employee Retirement Income Security Act of 1974 (29 U.S.C. 1083(h)(2)(B)(i)) is amended by striking “the first day of the plan year” and inserting “the valuation date for the plan year”.

(e) EFFECTIVE DATE.—

(1) IN GENERAL.—The amendments made by subsections (a), (b), and (d) shall apply with respect to plan years beginning after December 31, 2012.

(2) ELECTIONS.—A plan sponsor may elect not to have the amendments made by subsections (a), (b), and (d) apply to any plan year beginning before January 1, 2014, either (as specified in the election)—

(A) for all purposes for which such amendments apply, or

(B) solely for purposes of determining the adjusted funding target attainment percentage under sections 436 of the Internal Revenue Code of 1986 and 206(g) of the Employee Retirement Income Security Act of 1974 (29 U.S.C. 1054(g)) for such plan year.

A plan shall not be treated as failing to meet the requirements of section 204(g) of such Act and section 411(d)(6) of such Code solely by reason of an election under this paragraph.

#### SEC. 2004. 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 “September 30, 2024”; and

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

The SPEAKER pro tempore. The bill shall be debatable for 1 hour equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure and the Committee on Ways and Means.

The gentleman from Pennsylvania (Mr. SHUSTER), the gentleman from West Virginia (Mr. RAHALL), the gentleman from Michigan (Mr. CAMP), and the gentleman from Michigan (Mr. LEVIN) each will control 15 minutes.

The Chair recognizes the gentleman from Pennsylvania.

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

H.R. 5021, the Highway and Transportation Funding Act of 2014, extends Federal surface transportation programs and ensures the solvency of the highway trust fund through May 2015. H.R. 5021 is a clean extension of the surface transportation programs and continues the MAP-21 reforms.

We have an immediate, critical need to address the solvency of the trust fund and extend the current surface transportation law. This bill does that in a responsible way, with policies that have all previously received strong bipartisan and bicameral support. If Congress fails to act, thousands of transportation projects and hundreds of thousands of jobs across the country will be at risk. This legislation provides much-needed certainty and stability for the States.

This bill 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. However, this legislation is the responsible solution at this time, ensures that we don't play politics with these programs, and enables us to

continue making improvements to our surface transportation system.

With that, Mr. Speaker, I reserve the balance of my time.

COMMITTEE ON EDUCATION AND THE WORKFORCE, HOUSE OF REPRESENTATIVES,

Washington, DC, July 14, 2014.

Hon. BILL SHUSTER,  
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR MR. CHAIRMAN: I am writing to confirm our mutual understanding with respect to H.R. 5021, the Highway and Transportation Funding Act of 2014. Thank you for consulting with the Committee on Education and the Workforce with regard to H.R. 5021 on those matters within the committee's jurisdiction.

In the interest of expediting the House's consideration of H.R. 5021, the Committee on Education and the Workforce will forgo further consideration of this bill. However, I do so only with the understanding this procedural route will not be construed to prejudice my committee's jurisdictional interest and prerogatives on this bill, or any other similar legislation, and will not be considered as precedent for consideration of matters of jurisdictional interest to my committee in the future.

I respectfully request your support for the appointment of outside conferees from the Committee on Education and the Workforce should this bill or a similar bill be considered in a conference with the Senate. I also request you include our exchange of letters on this matter in the Congressional Record during consideration of this bill on the House floor. Thank you for your attention to these matters.

Sincerely,

JOHN KLINE,  
Chairman.

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE, HOUSE OF REPRESENTATIVES,

Washington, DC, July 15, 2014

Hon. JOHN KLINE,  
Chairman, Committee on Education and the Workforce, Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 5021, the Highway and Transportation Funding Act of 2014. I appreciate your willingness to support expediting the consideration of this legislation on the House floor.

I acknowledge that by forgoing action on this legislation, the Committee on Education and the Workforce is not waiving any of its jurisdiction and will not be prejudiced with respect to the appointment of conferees or its jurisdictional prerogatives on this or similar legislation.

I appreciate your cooperation regarding this legislation and I will include our letters on H.R. 5021 in the Congressional Record during consideration of this measure on the House floor.

Sincerely,

BILL SHUSTER,  
Chairman.

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

Mr. Speaker, passage of this bill today is absolutely necessary to keep our surface transportation programs up and running. In less than a month, the highway trust fund will go belly up and force-feed our States rationed payments for their transportation and infrastructure investments. This would starve our national economy, put States in a desperate situation, and

cost jobs. Congress must act now to avert this unnecessary crisis.

The bill under consideration today will help States get through the remainder of the construction season. It will also provide time for Congress to come together and pass a longer-term surface transportation law so that we don't find ourselves in this crisis mode again.

But this needs to happen sooner rather than later because this bill leaves our highway, transit, and safety programs on autopilot. While the driverless car may be the wave of the future, it is no way to run our transportation programs, and I know the chairman has driven those cars on autopilot.

Passing extension after extension only brings us more of the same, and our States have already said that the status quo isn't meeting their needs.

A long-term, robust surface transportation bill is the only way we are going to address our greatest infrastructure challenges. It is the only way we will be able to build on what works and reform what isn't. It is one of the few sure-fire ways to boost our economy, create jobs, and help us compete with our global rivals.

"Starving the beast" simply doesn't work when it comes to transportation and infrastructure policy. We need greater investment in our roads and bridges. We need an increased focus on moving freight across our borders and overseas.

We should grow regional collaborations to build significant projects, and we must bring every possible transportation job back to the U.S. to be done by American workers.

It is worth noting that this debate is about far more than accounting, dollar signs, and trust funds. It is about the men and women who work in these industries and have to face needless uncertainty about their futures. It is about those that rely on public transit systems. And it is about the driving public who must endure aging infrastructure and the car repair bills and safety concerns that come with it.

I am going to vote for this bill today not because it is the best solution, but because it does avert an immediate crisis and keeps the ball rolling forward.

I thank the members of the Ways and Means Committee for their work on this bill, and I look forward to working with our chairman, Mr. SHUSTER, to bring forward a robust, long-term surface transportation bill to vote on in the near future.

I reserve the balance of my time.

□ 1515

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Wisconsin (Mr. PETRI), chairman of the Subcommittee on Highways and Transit.

Mr. PETRI. Mr. Speaker, the debate we are having today is not really about the future of the highway trust fund. Unfortunately, today is about doing what Congress does too often—kicking

the can down the road, avoiding one crisis while setting up another.

I recognize that more time is often needed to craft a more robust bipartisan solution, the result of which is often well worth the delay, but, Mr. Speaker, we must come to our senses. We must realize that another short-term patch is not really what our State governments are calling for; this is not really what the American Trucking Association or the Chamber of Commerce is calling for; and this is not what the American people sent us here to accomplish.

For close to 50 years, the highway trust fund was self-sustaining. Those who used the roads paid for the roads. But we have been stalled in the 20th century. The fuel tax, which traditionally paid for highway improvements, hasn't been changed since 1993, while construction costs have grown more expensive, cars have become more fuel efficient or run on alternative fuels, and infrastructure needs have continued to rise.

In the Highways and Transit Subcommittee, we have had hearing after hearing where State transportation officials, mayors, Governors, truckers, transit operators, economists, and experts in transportation policy have testified with unwavering support for a long-term, fully funded surface transportation bill. That should be our goal.

But at the end of the day, we can't let the quest for the perfect stand in the way of the good or the acceptable. In this case, we have an obligation to keep our highway projects going, our transportation moving, and our economy growing. Since this is the only option we have today, this is what we will do.

We need to stop the patches and budget gimmicks and come up with a viable, real solution on how we fund the trust fund. History shows that it is hard to do before an election. Perhaps it will be easy to do after that.

So I ask my colleagues to consider this question: Which is the more responsible path, more budget gimmicks or raising revenue to actually pay for needed spending?

Mr. RAHALL. Mr. Speaker, I yield 2 minutes to the gentlewoman from the District of Columbia (Ms. NORTON), ranking member of the Highways and Transit Subcommittee.

Ms. NORTON. I thank my good friend from West Virginia for yielding, and I thank both the chairman and the ranking member for their hard work on this bill. I know that they both wanted a long-term bill and that they have worked for a long-term bill.

Mr. Speaker, I appreciate that we have a bipartisan, bicameral bill, but I think that for all concerned, it expresses bipartisan disappointment. We had 2 years to do a bill since MAP-21, and all we have been able to produce is an 8-month stopgap fix.

At the same time, the States and the localities we represent are probably grateful for small favors today. The ad-

ministration had already announced rationing because of the insolvency of the trust fund as of August 1, with only what little money would come in to replenish the trust fund for each State.

We were staring at both an insolvent trust fund and a loss of the construction season at the same time. That would have been an economic catastrophe, with the loss of hundreds of thousands of jobs. We must use this moment to face that we cannot rebuild our bridges, roads, and transit systems on pension-smoothing stopgap extensions.

The State backlog of projects will be left untouched by this bill. Because we have produced a climate of uncertainty, States won't dare start up the real work that needs to be done on their roads, bridges, and transit because they are getting a patchwork bill. Patchwork bills yield patched-up roads and bridges and deteriorating transit.

At the very least, we owe it to the country to revisit this bill as soon as possible and as early as October. The delay in MAP-21 got us today's stopgap measure. Congress needs a spur under its saddle to avoid another delay.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Arkansas (Mr. CRAWFORD), from a State in which a referendum arose that increased the user fee to fund the highway system.

Mr. CRAWFORD. Mr. Speaker, I thank the chairman for his work on H.R. 5021, which I rise in support of this afternoon, which provides greater certainty and sufficient funding for infrastructure projects across the Nation. Without an immediate solution for the highway trust fund, our State highway departments are left wondering if there will be adequate funding to continue any infrastructure improvement.

In March of this year, the Arkansas Highway and Transportation Department warned that, without congressional action to remedy the highway trust fund shortfall, continuing with highway and infrastructure contracts that were scheduled for April letting would have threatened the ability to pay contractors. As a result, 10 vital projects totaling over \$60 million were either put on hold or forced to find alternative methods of temporary financing.

My colleagues have described similar scenarios in their own States, meaning that across the Nation new infrastructure projects have already ground to a halt, threatening general contractors, their employees, suppliers, and putting at risk the jobs that are both directly and indirectly supported by these projects.

I think most lawmakers can agree that ensuring that we have a reliable and modern infrastructure on land, water, rail, and air is critical. With the Senate announcing last week an agreement with Chairman CAMP and House leaders to enact a short-term funding

solution, we can now turn our attention back to a multiyear transportation bill that will provide long-term assurance to States for financing infrastructure improvements.

In moving forward with a long-term bill, we can spend time with stakeholders and constituents—the ultimate users of the infrastructure—and allow them to weigh in on what is being considered. As we return our focus to long-term legislation, we must also examine how to reform the highway trust fund so that taxpayers will know how their dollars are being spent. With costs increasing and funds at a premium, we owe our constituents a more transparent system that demonstrates effective use of their money on infrastructure improvement.

I hope my colleagues will join me in supporting H.R. 5021, and I look forward to working on a long-term, comprehensive transportation bill to ensure our Nation's future growth. We can't continue to beat the drum to attract businesses, add jobs, and improve the economy if we are not willing to use our authority to invest in our Nation's infrastructure.

Mr. RAHALL. Mr. Speaker, I am happy to yield 2 minutes to the distinguished gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON).

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, allow me to thank Chairman SHUSTER and Ranking Member RAHALL and Subcommittee Chair PETRI and Ranking Member ELEANOR HOLMES NORTON.

I rise today in support of H.R. 5021, the Highway and Transportation Funding Act for 2014.

In particular, the bill before the House this afternoon would do two things: first, it would provide a total of \$35.3 billion for highway, public transit, and surface transportation programs; secondly, it would extend surface transportation programs authorized under MAP-21 through May 31, 2015.

I support this bill because it takes almost 60,000 construction jobs in Texas out of harm's way, and it ensures that over 3,500 active highway and transit projects in Texas will not be slowed or stopped by the highway trust fund's shortfall.

However, my support for this bill is reluctant, as I believe we have missed another opportunity to craft a long-term highway program yet again. While I am pleased that we have come together to address the impending highway crisis, we are also kicking the can down the road again.

Today, 65 percent of our Nation's roads are rated at less than good condition, and 25 percent of our bridges require significant repair. In Texas alone, we have over 300,000 miles of public roads, 8 percent of which are in poor condition.

The measure before us today all but ensures that we will be having this exact same debate again sometime in the next Congress; rather, what we

need to do is adopt a long-term plan that will provide certainty, increase transit investments, and keep workers in our construction industries on the job. When we return from the August recess, I urge my colleagues to work together and begin crafting a long-term surface transportation bill. We have seen again and again legislating by crisis is not effective.

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

Mr. RAHALL. Mr. Speaker, I yield the gentlewoman an additional 30 seconds.

Ms. EDDIE BERNICE JOHNSON of Texas. I thank the gentleman.

As our roads erode and our transit systems decay, we owe our constituents no less than acting in their best interest and enacting a long-term bill as soon as possible.

Mr. SHUSTER. Mr. Speaker, it is now my pleasure to yield 2 minutes to the gentleman from Pennsylvania (Mr. BARLETTA), one of the committee's true experts on infrastructure, a mayor of a small city, and a construction business owner.

Mr. BARLETTA. Mr. Speaker, I rise in support of this legislation that will keep our highway trust fund solvent until we agree on a long-term solution.

If we fail to act, the money to fund surface transportation projects will soon run dry. That could result in the stoppage of more than 7,000 projects. We would lose countless jobs across the country, and in my home State of Pennsylvania as well.

I have always supported a highway bill of a least 5 years or more, but in the absence of one, I support this proposal to give us time to work out a longer-term funding solution. We need a plan that will meet our transportation needs while also providing contractors and builders the guidance they need to invest in equipment and employees.

I urge my colleagues to vote "yes" on this important piece of legislation.

Mr. RAHALL. Mr. Speaker, I am happy to yield 2 minutes to the gentlewoman from California (Ms. HAHN), a very valued member of our Committee on Transportation and Infrastructure.

Ms. HAHN. Mr. Speaker, I thank Chairman SHUSTER and Ranking Member RAHALL for bringing this before us today.

This short-term highway trust fund fix is crucial for keeping our highway and transit systems solvent, and I intend to vote for it. Letting the highway trust fund become insolvent would be irresponsible and cut 700,000 jobs and increase congestion. But once our work is done here today, we do need a long-term, creative solution to fund our much-needed transportation projects in this country.

Over 64 percent of the roads in Los Angeles are in utter disrepair, costing each resident driver nearly \$832 a year. My own dad, who was a county supervisor in Los Angeles for 40 years, used to offer people a dollar for every pot-

hole they could find in his district. If he made that offer today, he would go broke.

To fill this funding gap, I support looking at different ways of funding our roads in addition to the gas tax, such as vehicle miles traveled, which charges drivers by the miles that they travel.

For our national economy, we need to focus on freight infrastructure. Freight bottlenecks cost us approximately \$200 billion a year. Yesterday, I introduced the National Freight Network Trust Fund Act for a long-term fix that creates dedicated funding for our freight infrastructure.

I urge all of my colleagues to support this short-term fix and join me in looking forward to solving this problem long term.

Mr. SHUSTER. Mr. Speaker, it is now my pleasure to yield 2 minutes to the gentleman from Indiana (Mr. BUCSHON), who is from one of the most innovative States in funding and moving projects forward at a very fast pace.

Mr. BUCSHON. Mr. Speaker, I rise today in support of this legislation.

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

We do need a long-term solution to fund our infrastructure. Today, however, we need to support this extension. This funding is critical for projects such as Interstate 69, which runs through my district.

With construction season underway, we need to ensure that every State can continue with the summer construction projects that are ongoing. This legislation is necessary to keep thousands of Americans working to rebuild our infrastructure—improving the flow of commerce and ensuring the safety of Americans as they travel.

I would like to thank Chairman CAMP and Chairman SHUSTER for their leadership, and I urge all of my colleagues to support this legislation.

□ 1530

Mr. RAHALL. Mr. Speaker, I am glad to yield 2 minutes to the gentleman from Oregon (Mr. DEFAZIO), a distinguished member of our Committee on Transportation and Infrastructure.

Mr. DEFAZIO. Mr. Speaker, we can pretend that we care about the future of America and its transportation system. We used to be number one in the world, widely recognized. We are now rated 26th, and we are moving down quickly.

The system is falling apart. There are 140,000 bridges that need repair or replacement, and 40 percent of the pavement on the National Highway System has failed to the point at which

you have to dig it up, not just resurface it. There is a \$70 billion backlog in our transit systems just to bring everything up to a state of good repair. That is not even to begin to think about building a 21st century transportation system to compete with the rest of the world. For the Chinese, 9 percent of their GDP goes to transportation. They want to be able to move people and goods more efficiently and to out-compete us. Even Brazil, 6 percent. India, 6 percent. The United States of America, 1 percent. We have got to get serious about this.

Today, we are going to do a little shuffling around of some money, and say, oh, we can pretend, by pension smoothing and this and that, that we are creating money so we get around not creating more debt or deficit here. Come on. Really, it is pretty phony stuff. Let's get real about how we are going to fund our transportation future.

We are fighting with people who believe in a theory called "devolution." That is, they want to devolve the duty of building a national transportation system to the 50 dispersed States and let them figure it out. We tried that. This is 1956. The brand new Kansas Turnpike ended in Emil Schweitzer's farm field for years because Oklahoma couldn't afford their part of that system until the Eisenhower bill passed, and we had a highway trust fund.

We know this works—user-fee based, a national system, coordinating among the States, not having roads that disconnect at the border, not tolling the heck out of everything, which some people would have us do, not fragmenting the system. What are you going to say to the Port of Los Angeles, where 40 percent of the freight comes into the country? Oh, you figure out how to get the freight out of L.A. to serve the rest of the country, and you pay for it. No. This is a national obligation. It is international and national competitiveness. We have to get serious, and this bill here today is not serious or long term.

Mr. SHUSTER. Mr. Speaker, it is now my pleasure to yield 2 minutes to the gentlewoman from West Virginia (Mrs. CAPITO), a long-term member of the Transportation and Infrastructure Committee, someone who fights every day for West Virginia.

Mrs. CAPITO. I want to thank Chairman SHUSTER and Ranking Member RAHALL for bringing this bill to the floor today.

Mr. Speaker, more than 700,000 jobs and 6,000 road and bridge projects could be in jeopardy if payments from the Federal highway trust fund are delayed. I rise today in support of the Highway and Transportation Funding Act, which would prevent this catastrophic scenario.

In my home State of West Virginia, more than 200 projects are currently receiving Federal funding. If we fail to act now, we risk layoffs at the height of the summer construction season. In-

action would cripple the efforts of our State highway department to maintain our roads and bridges after a particularly harsh winter and to build new projects like U.S. Route 35, Corridor H, and the King Coal Highway in West Virginia.

American motorists, construction workers, and small businesses deserve certainty that the Federal Government will continue to invest in our Nation's infrastructure. Today's bill provides that certainty for the remainder of this construction season, but I wait, as most of us do, to complete the work on the longer term bill. I ask my colleagues to join me in passing the Highway and Transportation Funding Act.

Mr. RAHALL. Mr. Speaker, I am very happy to yield 2 minutes to the gentleman from Maryland (Mr. HOYER), our distinguished minority whip and a strong supporter of our infrastructure in this country.

Mr. HOYER. Those were the good old days, I tell my friend Mr. RAHALL, when I got an unlimited 1 minute.

Mr. Speaker, there is some good news. The good news is this committee is chaired by someone who wants to invest in America, grow jobs, and expand our economy. I speak of my friend BILL SHUSTER, and I thank him for that. The other good news is that our ranking Democrat, NICK JOE RAHALL, has a history of making sure that America invests in its infrastructure.

The bad news is that this bill does not give what Mrs. CAPITO suggested it gives, and that is certainty. It gives a temporary, inadequate response to what is a long-term problem. I won't ask him the question, but I believe that Mr. SHUSTER absolutely agrees with me. We ought to find a fiscally sustainable funding source for our infrastructure and highway system.

Mr. Speaker, a well-maintained highway structure supports the growth of our economy and the creation of good jobs. That is why I have been advocating for a long-term, sustainable fix that makes investments in our roads and bridges and provides the certainty that needed repairs will be completed. I am for a big deal, not just for certainty in infrastructure but for certainty in the investment in our economy. I will continue to advocate that.

This bill, unfortunately, does not do that. It is better than doing nothing, but it does not do what we need to do. In fact, by implementing a short-term fix only until May, this bill promotes uncertainty for construction firms and other businesses that rely on projects paid for by the highway trust fund, which support American jobs. It also puts Congress in the position of having to deal with this issue next May, as next year's summer construction season is about to begin, without any certainty of what we will do.

Democrats would prefer to work with Republicans to pass a long-term fix now or, if we cannot do that, to reauthorize it for a few months so that we can return to this issue after the No-

ember elections and pass a long-term fix, but we cannot take the risk of allowing this fund to run dry this summer.

The highway trust fund supports the infrastructure improvements that enable manufacturers to move their products to market faster and help attract businesses and jobs from overseas. It helps us to Make It In America—manufacture it, grow it, sell it here and around the world. If we allow it to go broke, according to the Department of Transportation, our economy could lose as many as 700,000 jobs.

This bill, I think, will get some significant support from our side of the aisle but not because it is our choice, not because it is the right way to go. In my view, as I said, I don't want to hurt him with his party or with anybody outside of this Chamber, but I think Mr. SHUSTER agrees that we need a long-term solution. I urge my colleagues to work together in a bipartisan fashion to get a long-term, confidence-building resolution of this stop-and-jerk, or go-and-jerk, funding process that we are adopting.

Mr. SHUSTER. Mr. Speaker, I do agree with the distinguished minority whip that we need a long-term solution to the trust fund and a long-term bill to provide certainty to this Nation when it comes to our transportation system.

With that, I yield 1 minute to the gentleman from Illinois (Mr. RODNEY DAVIS), one of the newest members of the committee but one of the hardest-working members of the committee.

Mr. RODNEY DAVIS of Illinois. Thank you, Mr. Chairman.

Mr. Speaker, supporting H.R. 5021 means protecting hundreds of thousands of jobs throughout this great country. More specifically, in Illinois, it means saving nearly 30,000 jobs and 4,000 construction projects that are already underway. Supporting this bill means improving our crumbling roads and bridges—a constitutional responsibility of this body's. Supporting H.R. 5021 means governing responsibly instead of creating yet another manufactured crisis that would add even more uncertainty and instability to a still struggling economy.

By extending this highway trust fund, which is not my first choice—if we extend this bill and these programs through May, we can continue working on that long-term highway bill that both sides of the aisle stand here and say that we need, and we can create jobs and keep up with our 21st century transportation needs. The highway trust fund has fallen short for many years, and we need to come up with long-term solutions.

I look forward to working with my colleagues from the other side of the aisle and with Chairman SHUSTER and his continued leadership.

Mr. RAHALL. Mr. Speaker, may I have the time remaining, please.

The SPEAKER pro tempore. The gentleman from West Virginia has 1

minute remaining, and the gentleman from Pennsylvania has 6 minutes remaining.

Mr. RAHALL. Mr. Speaker, I continue to reserve the balance of my time.

Mr. SHUSTER. Mr. Speaker, it is now my pleasure to yield 2 minutes to the gentleman from Florida (Mr. MICA), the distinguished former chairman of the Transportation and Infrastructure Committee.

Mr. MICA. Thank you, Mr. Chairman and the distinguished ranking member. Thank you for your hard work in trying right now to put a Band-Aid on our bleeding transportation funding. Thank you for trying to get the transportation cart out of the ditch.

Mr. Speaker, we have reached the eleventh hour, and soon projects will be closing down across the country. It is unfortunate that we are at this juncture on the road to funding transportation responsibly. We had a chance for a 5-year bill, and we did not have the leadership, I believe, from the White House. In fact, President Obama was AWOL during that entire process. Now, today, we see the President has been at a bridge, and he is going to be at another site. He is out at a research thing, talking about transportation funding.

Where was the President when Mr. Oberstar—the distinguished gentleman who recently passed away and who was chair of the committee—offered a bill, and he came and cut his legs out from underneath the Democrat chairman? We would have had a longer term, fully funded bill. If it is to secure our borders, where has he been? He says he doesn't do photo ops, but he is doing them now, and he will do them on transportation. He doesn't need to be at the bridge. He needs to be here, working with these distinguished Members of Congress for a long-term solution. He was absent at the border, and he is absent as we need to secure our Nation's infrastructure. This is not acceptable.

I support this measure because it is an extension of what we did. It doesn't have deficit spending. It is responsible for paying for it, and it doesn't have earmarks. The last bill had 6,300 earmarks—not this bill. I support the measure.

Mr. RAHALL. Mr. Speaker, I continue to reserve the balance of my time.

Mr. SHUSTER. We have no more speakers on our side.

Mr. Speaker, I continue to reserve the balance of my time.

Mr. RAHALL. Mr. Speaker, I yield 1 minute to the gentlewoman from Florida (Ms. FRANKEL), a very distinguished member of our Transportation and Infrastructure Committee.

Ms. FRANKEL of Florida. Thank you, Mr. RAHALL.

Mr. Speaker, transportation moves our economy, and modern infrastructure is a path to jobs and prosperity. I will vote for this stopgap measure, but

I want to echo the words of my colleagues on both sides of the aisle who have called for a long-term, sustainable fix of our highway trust fund so that the United States of America can compete in the world's market.

Mr. RAHALL. Mr. Speaker, in closing, much has been said today in dislike of this temporary fix, and I could not agree more. It is not my preference. We all want to address this in a long-term, robust manner. That is also the opinion of the Transportation Trades Department of the AFL-CIO, who say that further delay will only maintain the status quo in keeping workers off the job, undercutting long-term planning and hindering the country in advancing to a 21st century transportation system.

There are very similar views, like views, expressed by the U.S. Chamber of Commerce when they say in a letter to Members of Congress that, in the Chamber's view, the longer the pass, the easier it will be for Congress to kick the can down the road and avoid the tough question of how we will maintain Federal investment in highway public transportation and highway safety.

I hope we come back before next May and address this issue.

I yield back the balance of my time.

Mr. SHUSTER. Mr. Speaker, how much time is left?

The SPEAKER pro tempore. The gentleman from Pennsylvania has 4 minutes remaining.

Mr. SHUSTER. Mr. Speaker, I yield myself the balance of my time.

First, I want to start off by expressing my condolences to a former chairman of the Transportation and Infrastructure Committee. I guess, back then, it was Public Works and Transportation. Chairman Bob Roe, who chaired the committee in the eighties, passed away this morning, at 9:30, at the age of 90. I just want to say that my thoughts and prayers are with his family at this time.

□ 1545

I want to start in closing by thanking Chairman CAMP and Ranking Member LEVIN and the entire Ways and Means Committee for passing out, on a voice vote, H.R. 5021.

I would like to reiterate that H.R. 5021 is a clean extension of the surface transportation programs that continues the MAP-21 reforms. This extension is necessary to provide much-needed certainty and stability for States while we continue to work on addressing a long-term funding solution and a long-term reauthorization bill.

I am committed to that. I know that the Transportation Committee is going to work diligently with the Ways and Means Committee on funding a long-term solution to the funding and also to passing a strong long-term reauthorization bill.

Mr. Speaker, I encourage all Members to support this bill, and I yield back the balance of my time.

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

At the end of this month, States across the country will be forced to put road construction on hold if Congress cannot address the highway trust fund. At risk are hundreds of thousands of jobs in the construction industry.

A strong infrastructure is central to commerce, and at a time when millions of Americans are packing their bags to take a vacation or just traveling to work, we must ensure that projects can be completed so that the roads, bridges, and highways they travel on are modernized and safe.

The bill before us today, H.R. 5021, will provide enough funding to get us through May 21, 2015, giving States the ability to complete projects.

This bill is the only package with all provisions having a proven history of getting big bipartisan votes in both the House and the Senate. The three provisions—pension smoothing, custom user fees, and leaking underground storage tanks—have all been used previously in bills that received strong bipartisan votes.

Pension smoothing and LUST were included in the last bipartisan highway trust fund legislation. These are policies everyone is familiar with. They are policies that will provide the funding we need, and they are the only policies that will pass both the House and Senate in time to fund our highways after the end of this month.

A long-term solution would be my preference, and an important feature of my tax reform discussion draft would provide enough revenue to maintain the solvency of the highway trust fund for 8 years.

In the meantime, I hope all Members of Congress can work on a longer-term solution by the end of May next year. This won't be an easy task, so it is important that Congress has time to have a deliberative, open debate about bipartisan solutions, rather than trying to hit Americans who are already paying more for gas with a gas tax hike.

It is time to act now. State transportation departments have already started delaying or stopping certain highway projects to prepare for the fact that funding may fall short. Americans across the country deserve to see less gridlock on the roads and from their elected representatives.

These policies are straightforward and have a history of bipartisan, bicameral support.

I am encouraged that the White House issued their support for the House highway bill, so we have an opportunity to solve this problem today.

Mr. Speaker, I will enter into the RECORD the administration's statement of support.

STATEMENT OF ADMINISTRATION POLICY  
H.R. 5021—HIGHWAY AND TRANSPORTATION  
FUNDING ACT OF 2014

(Rep. Camp, R-Michigan, and Rep. Shuster, R-Pennsylvania, July 14, 2014)

With surface transportation funding running out and hundreds of thousands of jobs

at risk later this summer, the Administration supports House passage of H.R. 5021. This legislation would provide for continuity of funding for the Highway Trust Fund during the height of the summer construction season and keep Americans at work repairing the Nation's crumbling roads, bridges, and transit systems.

However, this legislation only provides a short-term fix to the Highway Trust Fund. It does not address the continued need to pass a long-term authorization bill that creates jobs and provides certainty for cities, States, and businesses. Congress should work to pass a long-term authorization bill well before the expiration date set forth in H.R. 5021. The President has been very clear that increasing investment in the Nation's infrastructure is a top priority. That is why the President laid out a vision for a 21st century surface transportation infrastructure, the GROW AMERICA Act, which would streamline project approval processes and implement innovative transportation policies that will make better use of taxpayer dollars while supporting millions of jobs and positioning the Nation's economy for lasting growth. That proposal is fully paid for through existing revenues and by reforming business taxes to help create jobs and spur investment while eliminating loopholes that reward companies for moving profits overseas.

The Administration is focused every day on what can be done to expand opportunity for every American. In today's economy, that means building a first-class infrastructure that attracts first-class jobs and takes American businesses' goods all across the world.

Mr. CAMP. We also have strong industry support in a letter to Congress from 62 organizations, including the U.S. Chamber of Commerce, American Road and Transportation Builders Association, the American Trucking Association, and the National Association of Manufacturers, which stated, "A long-term Federal commitment to prioritize and invest in our aging infrastructure and safety needs is essential to achieve this goal. Keeping the highway trust fund solvent is the first step."

Mr. Speaker, I will enter their statement of support into the RECORD as well.

JULY 14, 2014

TO MEMBERS OF THE U.S. CONGRESS:

The undersigned organizations representing every sector of the economy urge the House of Representatives and Senate to pass bipartisan legislation that will stabilize the Highway Trust Fund and prevent a shut-down of federal highway and public transportation investments across the country.

Our transportation infrastructure network is the foundation on which the nation's economy functions. American manufacturers, industries and businesses depend on this complex system to move people, products and services every day of the year.

As the World Economic Forum (WEF) noted in its 2013-2014 Global Competitiveness Report, infrastructure connects regions, integrates markets and provides access to markets and services. While this latest report places the U.S. economy fifth in its "Global Competitiveness Index," America's infrastructure network now ranks 15th globally.

Shortchanging the Highway Trust Fund is not the path to future economic growth, jobs and increased competitiveness. The possibility of a deficient Highway Trust Fund that shuts 100,000 construction projects

that support 700,000 jobs and puts all new highway, bridge and public transportation investments on hold will further harm an already fragile economy.

The U.S. economy requires a surface transportation infrastructure network that can keep pace with growing demands. A long-term federal commitment to prioritize and invest in our aging infrastructure and safety needs is essential to achieve this goal. Keeping the Highway Trust Fund solvent is the first step.

We urge Congress to avoid the immediate transportation cliff and improve the long-term fiscal condition of the Highway Trust Fund during 2014.

Sincerely,

National Association of Manufacturers, U.S. Chamber of Commerce, American Road & Transportation Builders Association, Associated General Contractors of America, National Retail Federation, American Trucking Association, U.S. Travel Association, American Farm Bureau Federation, Mothers Against Drunk Driving, NAACP, American Association of State Highway and Transportation Officials, International Union of Operating Engineers, American Society of Civil Engineers, Laborers International Union of North America, National Association of Development Organizations, NAIOP, the Commercial Real Estate Development Association, American Public Transportation Association, Airports Council International—North America, Transportation for America, Building America's Future.

Smart Growth America, Commercial Vehicle Safety Alliance, The American Association of Motor Vehicle Administrators, Governors Highway Safety Association, American Highway Users Alliance, American Public Works Association, American Council of Engineering Companies, National Stone Sand and Gravel Association, Transportation Intermediaries Association, The American Society of Landscape Architects, American Iron and Steel Institute, National Utility Contractors Association, American Concrete Pipe Association, American Concrete Pavement Association, National Ready Mixed Concrete Association, National Asphalt Pavement Association, Truckload Carriers Association, American Association of Airport Executives, International Bridge, Tunnel and Turnpike Association, Intelligent Transportation Society of America (ITS America).

Safe Routes to School National Partnership, League of American Bicyclists, Alliance for Biking & Walking, Association of Pedestrian and Bicycle Professionals, National Tank Truck Carriers, American Moving & Storage Association, NATSO, representing America's Truckstops and Travel Plazas, National Recreation and Park Association, Metropolitan Planning Council (Chicago, IL), American Traffic Safety Services Association, SMART—Transportation Division, Safe Kids Worldwide, PeopleForBikes—Business Network, PolicyLink, International Warehouse Logistics Association, The National Industrial Transportation League, The Coalition for America's Gateways and Trade Corridors, Association of Equipment Manufacturers, Portland Cement Association, Associated Equipment Distributors, National Electrical Contractors Association National Electrical Manufacturers Association (NEMA).

Mr. CAMP. A "yes" vote will avoid a last-minute crisis. We also need to fund important highway projects and ensure that thousands of jobs are not at risk.

Mr. Speaker, I reserve the balance of my time.

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

I will support this bill because we are at the eleventh hour. No, it is not the eleventh hour; it is a few minutes before midnight.

Unless Congress acts by the end of this month, more than 100,000 transportation projects could be delayed and as many as 700,000 jobs put at risk, but this legislation is a patch when what our Nation's infrastructure needs is major repair. Doing nothing is not an option, but we should be doing much better.

The Republicans, I must say, in this House, talk a lot about the need for certainty, but they have riddled infrastructure funding with uncertainty. The fact that we are in this position illustrates just how little House Republicans have done, since they assumed the majority in 2011, to address the long-term problems facing the trust fund and our infrastructure.

Every Democrat on Ways and Means urged our chairman, Mr. CAMP, to hold a series of hearings on long-term financing options for the trust fund, yet the committee has not held a single hearing on this topic in the 3 years and 6 months the Republicans have been in the majority.

Since 2011, the committee has had nearly two dozen hearings on repealing or dismantling the ACA and, in the last 14 months, a half-dozen hearings on the IRS. Those are not the priorities that are going to lead to a long-term solution of the trust fund. The Nation, in a word, deserves better than this short shrift. It needs a long-term solution.

Democrats on Ways and Means proposed an extension until December 31 in order to pressure a long-term solution this year. All of us on the Democratic side voted "yes," and all of the Republicans voted "no."

Let me end with a word on unemployment insurance. Senate Democrats and Republicans passed a bill to extend unemployment insurance that included an almost identical set of offsets as those included in today's legislation.

The House Republicans refused to take up that measure, at the same time calling some of them—the offsets—pie in the sky and opposing the plan.

Well, here we are today on the floor of the House, and 3 million Americans are still waiting for House Republicans to allow just one vote on a bipartisan plan to extend unemployment benefits. It is time that House Republicans get priorities straight.

Mr. Speaker, I ask unanimous consent that the balance of my time now be given to the gentleman from Oregon (Mr. BLUMENAUER), a distinguished member of our committee who has worked so hard with the rest of us on highway issues, to control.

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

There was no objection.

Mr. CAMP. Mr. Speaker, I reserve the balance of my time.

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

I am pleased that Congress is finally acting today, not with a looming crisis, but one that is already upon us. This is entirely predictable.

I have been arguing for months that Congress needs to act because the stop-gap measure we did last Congress was designed to create precisely this Congress at precisely this time.

Sixty-two groups may have signed on a letter of support, but they prefer us to act meaningfully for long-term funding. They accept this because it is the only alternative to shutting down activities this summer.

My Republican friends are unwilling—not unable—but unwilling to resolve the funding contradictions. Revenues have failed to keep pace with the demands of an aging growing Nation, making no change for 21 years, as our infrastructure ages and falls apart, our Nation continues to grow and transportation patterns change. It is guaranteed that we should change as well.

This Congress has refused to address its responsibilities. The House Ways and Means Committee has not had a single hearing on transportation finance. One of our most important responsibilities, uniquely ours, one that is unlike so many other items we deal with, it is possible to resolve. We haven't had a hearing in the 43 months that the Republicans have been in charge of Congress.

Now, I understand there are conflicts within the Republican Caucus. There are some that appear satisfied with locking us into a slow, steady decline called for in the Republican budget—no new projects until October of 2015 and a 30 percent reduction over the next decade, at exactly the time the Federal partnership should be enhanced, not reduced.

There are others in the Republicans whose answer is to just abandon ship, to give up on the Federal partnership, slash the Federal gas tax, and abandon any hope of a national transportation policy and partnership to help States with projects that are multistate in nature or that need to be done whether economic times are bad.

That would be tragic and wrong to abandon the partnership that has meant so much, but it is part of what is driving some of our Republican Tea Party friends. Just because there may not be a majority in the Republican ranks for either approach does not mean that we should continue to dither.

Because Republican friends are unwilling or unable to resolve this, we have frozen the Transportation Committee in place. They don't have a bill. They are not going to have a bill unless we resolve what the budget number is: increase, continue the downward slide, or abandon it altogether.

We will be no better off next May to resolve this question. In fact, we will be worse off because we will be in the middle of a Presidential campaign, with a new Congress, maybe new committee lineups.

So as one of the stakeholders told me as we filed out of the hearing room last week, May 2015 is really May 2017 and, I might add, at the earliest.

We should reject this approach to hand off our responsibilities. We should resolve the resource question, and we should commit that this Congress is not going to recess for August vacation, not going to recess to campaign in October, until we have worked to give the American people a transportation bill they need—deserve—to jump-start the economy, create hundreds of thousands of family-wage jobs, and strengthen communities and families across the Nation.

American infrastructure used to be the best in the world and a point of pride bringing Americans together. It is now a source of embarrassment and deep concern as we fall further and further behind global leaders.

Mr. Speaker, I reserve the balance of my time.

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

In addition to the Statement of Administration Policy in support of the legislation which has been entered into the record, as well as a letter from 62 organizations in support of the legislation—including the American Trucking Association, American Farm Bureau, National Association of Manufacturers—I also have a letter from the U.S. Chamber of Commerce, which is the world's largest business federation, which represents more than 3 million businesses of all sizes, sectors, and regions, is key voting this legislation and has written a separate letter in support of this bill.

I would enter into the RECORD the Chamber of Commerce letter regarding H.R. 5021.

CHAMBER OF COMMERCE  
OF THE UNITED STATES OF AMERICA.

Washington, DC, July 15, 2014.

TO THE MEMBERS OF THE U.S. HOUSE OF REPRESENTATIVES: The U.S. Chamber of Commerce, the world's largest business federation representing the interests of more than three million businesses of all sizes, sectors, and regions, as well as state and local chambers and industry associations, and dedicated to promoting, protecting and defending America's free enterprise system, strongly urges you to vote for H.R. 5021, the "Highway and Transportation Funding Act of 2014," which would extend federal surface transportation programs and provide for a short-term solution for the Highway Trust Fund (HTF) shortfall. By the end of July, Congress must send to the President a measure that generates the necessary cash flows to support continued outlays from the HTF and affords much-needed continuity in the short-term for economic development, international trade, and job creation.

Then, it is imperative to immediately turn to identifying and advancing a bipartisan, sustainable, and long-term solution to the HTF that can achieve bicameral success. The Chamber urges leaders of both parties to put politics aside and come together on a shared solution to the HTF's structural deficiencies. The user-supported HTF has been a bipartisan compromise from its beginning. It is the offspring of a Democratic-controlled House and Senate in the 84th Congress and the Republican Eisenhower Administration.

For 58 years the HTF has served America's transportation infrastructure well and helped to create the world's largest economy; however, its long-term solvency has been compromised by a lack of action in both the legislative and executive branches.

The Chamber recognizes action on a short-term HTF fix as an important step and looks forward to working with you in the months ahead on a long-lasting remedy for the Highway Trust Fund. The Chamber urges the House to pass H.R. 5021, and may include votes on, or in relation to, this bill in our annual How They Voted Scorecard.

Sincerely,

R. BRUCE JOSTEN.

Mr. CAMP. Mr. Speaker, I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, I yield 1½ minutes to the gentleman from New Jersey (Mr. PASCARELL), one of the champions on our committee for infrastructure in America.

Mr. PASCARELL. I thank the ranking member, Mr. Speaker, and I want to thank our chairman, our ranking member who was just here a few moments ago.

It is ironic, as I said earlier today, when we take up the transportation and infrastructure legislation that, just a few hours ago, the champion of transportation and infrastructure passed away. He was the chairman of the Transportation Committee. At that time, it was the Public Works Committee. He left the Congress in 1992, so it is ironic.

Mr. Chairman, through the Speaker, you have to understand the frustration that exists on both sides of the aisle on this legislation. We know what is needed. We know what is going to happen by the end of August. Many projects throughout the United States of America will just shut down or begin to shut down. Bills will not be paid. That is not good. That is not acceptable.

On the other hand, when the dust settles, the very committee that we represent, where everything goes through—the Ways and Means Committee—will have voted for close to \$1 trillion when the dust settles, unpaid for, permanent tax cuts, many of which are never meant to be permanent. Check the RECORD.

So we can do this and add \$1 trillion to the deficit, and we can't come up with a bipartisan 5-year or 6-year transportation plan for our roads?

Let's wait until the bridges fall down. Then we will do something about it.

□ 1600

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

Mr. BLUMENAUER. I yield the gentleman an additional 15 seconds.

Mr. PASCARELL. Mr. Speaker, estimates as to how much we need to invest simply to maintain and repair our existing surface transportation system run as high as \$177 billion per year. The actual capital spending in 2012 was only \$103 billion.

Mr. CAMP. I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, I yield 1½ minutes to the gentleman

from Pennsylvania (Ms. SCHWARTZ), who has been a valued member of our committee, and we are going to miss her.

Ms. SCHWARTZ. Mr. Speaker, our manufacturers, small business owners, and everyday commuters require a modern transportation system. Simply put, our daily lives, our safety, and our economy all require a first-rate transportation system. But our Nation's infrastructure is crumbling, endangering travelers, lengthening commutes, and holding back economic growth.

In their latest report card, the American Society of Civil Engineers gave my own home State's roads and transit a D-minus. Sadly, Pennsylvania has the largest number of crumbling bridges in our Nation, at over 5,000. This is simply unacceptable.

With the highway trust fund running out of funds, we must act to ensure that important projects continue, that workers stay on the job, and that we do not fall further behind. But the bill before us is a temporary fix. Instead, this Congress should act on a robust transportation bill—not for a few months, but for years—a plan that will not only create jobs now but will help ensure our economic competitiveness and economic growth locally and nationally for years to come. We should do our job and pass a fully funded 6-year Federal transportation and infrastructure bill this year.

Putting this off does not make it easier. It does not build a stronger economy. While necessary, this bill is another missed opportunity by House Republicans who are short on vision, too willing to rely on fiscal gimmicks, and unable to find common ground to get the bill done—and done right.

Mr. CAMP. I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, may I inquire as to the remaining time?

The SPEAKER pro tempore (Mr. LATHAM). The gentleman from Oregon has 5¼ minutes remaining, and the gentleman from Michigan has 11 minutes remaining.

Mr. BLUMENAUER. Mr. Speaker, I yield 1½ minutes to the gentleman from Illinois (Mr. DANNY K. DAVIS), a valued member of our Ways and Means Committee.

Mr. DANNY K. DAVIS of Illinois. I thank the gentleman from Oregon for yielding.

Mr. Speaker, I had hoped that we would be here passing a long-term transportation plan. Unfortunately, that is not the case.

However, I support H.R. 5021 as an initial step in strengthening the American infrastructure. This bill obviously provides immediate help to prevent default of the highway trust fund and prevents impending delays in transportation. Mr. Speaker, 30,000 people will continue to work in my State as a result of this bill and its passage.

So I commend us for at least reaching this agreement, keeping things moving, and I urge its passage.

Mr. CAMP. I yield myself such time as I may consume.

Mr. Speaker, I would like to submit for the RECORD a letter from the Associated General Contractors of America in support of H.R. 5021 and urging its passage.

THE ASSOCIATED GENERAL  
CONTRACTORS OF AMERICA,  
Arlington, VA, July 15, 2014.

Re Support H.R. 5021, the Highway and Transportation Funding Act of 2014

Hon. JOHN BOEHNER,  
House of Representatives,  
Washington, DC.

DEAR REPRESENTATIVE BOEHNER: On behalf of the Associated General Contractors of America (AGC), I urge you to support H.R. 5021, the Highway and Transportation Funding Act of 2014.

The Highway Trust Fund is running on fumes. The United States Department of Transportation (DOT) recently announced they will initiate cash management procedures for programs funded out of the Highway Account of the trust fund on August 1, 2014. This will force DOT to delay reimbursements to state departments of transportation for projects under construction or, in some cases, already completed. Further, if no additional revenue is found, the trust fund will not be able to support any new projects in 2015.

Bipartisan action is required to give states the funding certainty they need to issue highway construction contracts and to give the 10,000 construction firms engaged in highway, road and bridge construction the confidence they need to make hiring and capital investment decisions at the peak of the summer highway construction season. Providing revenue for the Highway Trust Fund will also guarantee the federal government can meet its obligations to reimburse states for highway and bridge construction projects already underway.

The looming insolvency of the Highway Trust Fund and the lack of long-term authorization stifles the economic impact of road construction. It undermines states' ability to best plan and manage their highway, bridge and transit construction programs. It also stretches state budgets and may increase their borrowing costs.

To that end, AGC urges the House to pass bipartisan legislation that can provide the certainty states need to make investment decisions and the industry needs to make critical business decisions. Focus must then turn to finding a bipartisan, bicameral solution this year to fund a multi-year reauthorization of MAP-21.

Sincerely,

JEFFREY D. SHOAF,  
Senior Executive Director,  
Government Affairs.

Mr. CAMP. I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. DOGGETT), an eloquent spokesperson for rebuilding and renewing America.

Mr. DOGGETT. I thank the gentleman for yielding.

Mr. Speaker, today really demonstrates the House Republican fear of even trying. Their guiding strategic principle in this Congress is to do nothing and to be sure that no one else can do anything; and when they are eventually overwhelmed by a self-created crisis, as they have done with our transportation system, then to do next to nothing.

Bridges can literally fall down, highways crumble, public transportation systems are hobbled, but the House Republicans continue to reject a normal reauthorization of the Transportation Act of the type that, for decades, had broad bipartisan support in this House.

The only thing bipartisan about this last-gasp desperate effort to prevent a stoppage of transportation projects and the various groups that have endorsed it is that, after having had presented as a purported serious proposal by House Republicans that the way to stop the traffic slowdown was to have a mail or postal slowdown to finance it, they see this as a chance finally to at least prevent temporarily a total shutdown of our transportation project system. And so they are going along with it. I am not.

I realize that to have a sound transportation system, you can't do it week to week or month to month. There has to be some long-term planning. These bridges cannot repair themselves. These potholes don't fill themselves. We often hear that freedom is not free. Well, neither are freeways.

We have to have the revenue to have the kind of responsible national transportation system of the type that Dwight Eisenhower once provided the lead on when there was bipartisan support for reasonable public investment. Our competitors understand this. They are out there designing a 21st century transportation system that will be competitive, and we are being left in the potholes.

It is essential that we have a long-term bill, not this type of stopgap measure.

Mr. CAMP. Mr. Speaker, I reserve the balance of my time.

Mr. BLUMENAUER. I yield myself the remainder of the time.

I appreciate my friend from Michigan putting into the RECORD what can only be regarded as reluctant letters of support. I wish that some of my colleagues would have had time to look at it. It is not a ringing endorsement of what is before us. It is a reluctant acknowledgement that that is all we have time for, that is all the Republicans will allow.

I have worked with those groups, with the road builders, with the Chamber, with the AFL-CIO, with the contractors, with elements large and small, local governments, transit. They are unanimous in their effort, in their regard that we should deal with this in the big picture. A number of them had letters before the Ways and Means Committee that it should be done this year, not kicked forward. That is why I asked our Republican chairman to allow us to hear from these people.

If we would have heard from Peter Ruane from the Road Builders in person; Tom Donohue from the Chamber; Rich Trumka from the AFL-CIO; Terence O'Sullivan, the eloquent leader of the Laborers'; from the AAA and the truckers, Bill Graves, they wouldn't endorse this approach. They would be

talking about our getting down to business. But the Republicans would not allow us a hearing, not for 43 months. So they are reduced to offering tepid letters of support so the whole system doesn't fall apart.

Mr. Speaker, I would respectfully suggest that those are not a reason to move forward with this legislation and be happy. It is a sad commentary that this is the best that the Republicans think they can give us.

Those road groups who depend on moving freight, maintaining roads, who care about the health and well-being of our communities deserve better. Our families deserve better. The economy deserves better.

I hope that we will, in a moment, have a motion to recommit that will shorten the amount of time that we let this Congress off the hook and make sure that we don't adjourn this Congress without doing our job.

I yield back the balance of my time.

Mr. CAMP. Mr. Speaker, I yield such time as he may consume to the distinguished gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. I thank the gentleman for yielding.

Mr. Speaker, I would like to go through history. The former chairman of the Infrastructure Committee on the last large highway bill, SAFETEA-LU, that was passed, I had a dear friend from Minnesota named Jim Oberstar who served beside me and worked with me to write that piece of legislation. Finally, he became the chairman. What is impressive about that, this gentleman had more knowledge about transportation probably than anyone in this House has ever had, including myself.

I will tell you what was the biggest disappointment of his life is he wanted to write a transportation bill, a long-term transportation bill, and fund it. And guess who said no. Our President, Mr. Obama. His Secretary, a dear friend of mine, came down and said there is no way we are going to pass a long-term bill with full funding. He did not support Jim Oberstar.

What I wanted to do was to fully fund it, and I was opposed then by the seated President, George W. Bush.

In fact, if Mr. Oberstar had the opportunity, with the Senate being in the control of the President's party and the House being in the control of the President's party, we would not be here today. We would have infrastructure, bar none. We wouldn't be discussing what we are doing today.

This measure today is a stopgap measure. But this Congress has to wake up, and the President should have woken up then when he had control to pass legislation for the infrastructure of this country.

So, when we get accused on this side of not doing anything and making a stopgap measure, go back through history. This President has failed to recognize the importance. And for those interest groups, they should have been

on him at that time in support of Mr. Oberstar.

So, Mr. Speaker, I say respectfully, this is a two-way street. We have to understand this is a really important piece of legislation to keep us going, but then we have to solve it permanently. Let's be leaders on infrastructure, which we do not have down on Pennsylvania Avenue right now at this time.

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

I would add to the gentleman from Alaska's remarks by saying the Ways and Means Committee proposed a tax reform discussion draft that actually funded the highway trust fund for 8 years. Now my friends on the other side would like to shorten this temporary measure, which goes through the end of May, to just go through the end of December, and that is wrong for a couple of reasons.

First, the Senate bill that is being considered has the same length of time as the current House bill, so that would be out of step with the direction that the Senate is trying to go. We are obviously trying to form a bipartisan, bicameral piece of legislation here.

The second is that, if we only were to pass this along for a few months, all of the problems that the Members on the other side talked about would only be made worse, that is, there would not be the ability to plan over the winter, for example, for spring construction projects. To just extend it for a few months, again, makes it so temporary and so short that you would immediately have companies, States, employers hedging their bets on whether funding is going to continue after that time.

The construction season isn't just in the good months of the year, it also goes through the winter, and that is why it is so important that we get through the end of May to June 1 to give the Congress time to really come up with a long-term solution, which clearly everyone prefers on both sides.

So with that, I urge support for the legislation and yield back the balance of my time.

Mr. RYAN of Wisconsin. Mr. Speaker, the Department of Transportation reports that the Highway Trust Fund will be unable to fully fund critical, ongoing highway programs as soon as August. This crisis stems from a fundamental mismatch between trust fund revenues and highway program spending that pre-dates enactment of the last surface transportation reauthorization that Congress enacted. Since 2008, Congress has bailed out the Highway Trust Fund with more than \$54 billion in transfers.

H.R. 5021 provides the necessary funds to keep the federal highway and transit programs running while Congress develops legislation to set these programs on a sound financial footing for the long term. I look forward to working with my colleagues to address the systematic factors that have been driving the Highway Trust Fund's bankruptcy.

Importantly, this bill follows a House budget rule that requires general fund transfers to the

trust fund to be fully offset. It should not become a recurring practice for taxpayers to bail out the highway and transit programs because Congress and the President are unable to make the changes necessary to avoid future trust fund insolvency.

My primary concern is with using pension smoothing as an offset. Based on CBO scoring, the bill produces ten-year savings through changing pension law, but these changes will likely be more than offset by greater federal obligations in the future. Ultimately, allowing additional smoothing now increases future liabilities for the taxpayer guarantee of private-sector pensions. In addition, we are increasingly using 10 years of savings to offset one year of costs as this bill does. It is progress to offset these costs, but we need to be reducing spending and deficits and when we increase spending, we should be offsetting the cost in as short a timeframe as possible.

Again, I look forward to working with my colleagues on legislation that will set the Highway Trust Fund on a sustainable path going forward, so that we can avoid the kind of stopgap legislation we are considering today.

Ms. BROWN of Florida. Mr. Speaker, I'm glad that the House is restoring a little sanity to this body by bringing up a clean extension of our nation's Surface Transportation Programs. These 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 county 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.

Mr. DINGELL. Mr. Speaker, I rise in reluctant support of H.R. 5021, the Highway and Transportation Funding Act of 2014. Once again, Congress has failed to lead on a critical issue that impacts the lives of every American. We need to make bold investments in our transportation infrastructure, which is currently in a state of disrepair. It should be embarrassing to every member of Congress that the American Society of Civil Engineers recently gave our nation's infrastructure a grade of "D+."

Instead of working towards a multi-year reauthorization of our surface transportation programs, which expire on September 30, 2014, Congress is once again kicking the can down the road. If Congress does not act to replenish the Highway Trust Fund, payments to states for transportation projects would be cut drastically. This would have detrimental impacts on our already modest efforts to improve our infrastructure and we must not allow this to occur. While I am disappointed in the lack of progress made on a permanent solution to this problem, I support this measure as a way to avoid catastrophe.

While Congress plays an important role in funding transportation infrastructure projects, states have an obligation in this area as well. I'm extremely disappointed that the Michigan State Legislature adjourned for the summer without reaching agreement on funding ongoing road projects in Michigan. All of our leaders, from Congress down to states, cities, and municipalities, need to make infrastructure spending a top priority rather than continuing to play politics with this issue.

While I urge adoption of this measure, I also hope my colleagues will join me in having a serious discussion about how to provide a long-term fix to our nation's infrastructure problems. Our constituents demand action on this critical issue.

Mrs. NEGRETE McLEOD. Mr. Speaker, I support efforts by Congress to continue funding the Highway Trust Fund. This fund provides \$3.2 billion of necessary resources for building and maintaining California's transportation system and growing the state's economy. With the passage of H.R. 5021, San Bernardino County's Omnitrans will be able to move forward with the purchase of 15 new transit buses to link the cities of Fontana, Ontario, Montclair, and Pomona. Projects like this are crucial to the local economy and construction projects across California's 35th Congressional District will continue through spring of next year.

This short term investment is an important first step, but it is time we make significant long term investments in the country's infrastructure and Congress must now take up The GROW AMERICA Act. This legislation is a four year reauthorization proposal that provides increased and stable funding for our nation's highways, bridges, mass transits, and

rail systems. This will provide critical investments to fix our failing roads and crumbling bridges to ensure the safety of our transportation systems. Sixty five percent of America's infrastructure is rated in less than good condition and one in four bridges requires significant repair. Congress must act now by investing in our infrastructure to increase safety, build our nation's transportation workforce, and increase opportunity for the middle class.

This legislation will provide \$5 billion in funding over four years for the Transportation Investment Generating Economic Recovery Act. The TIGER grant program will continue to be available for another four years, extending successful transportation projects that serve the diverse travel and goods movement to meet the needs of the residents and businesses of California.

The GROW AMERICA Act will also empower regional and local communities to make transportation investments that support the growth of the economy and quality of life of the residents of California's 35th Congressional District. According to the Department of Transportation only 8 percent of federal highway dollars are now controlled by regional and local interests and additional authority over resources at the local level would increase the success of our transportation investments. This will ensure the public and interested parties can participate in the early development of transportation plans and review alternative development scenarios. Lastly, The GROW AMERICA Act will adopt local performance-based decision making to ensure regional priorities drive investment decisions and by implementing measures to reduce the amount of time to break ground on local projects.

This input from local stakeholders is very important for the communities I represent in the 35th Congressional District of California. As a major freight corridor for Burlington Northern-Santa Fe and Union Pacific Railroads, San Bernardino County needs additional investment in grade separation projects to reduce traffic congestion. It often loses out on infrastructure grants to larger metropolitan areas. The GROW AMERICA Act will take our role as a freight corridor into account when determining funding for the Inland Empire.

Again, I commend today's efforts to continue funding the Highway Trust Fund, but it is clear that the success of our economy relies on the strength of our infrastructure. I urge Congress take up the GROW AMERICA Act and make the critical transportation investments needed to create jobs and increase opportunity in California.

The SPEAKER pro tempore. Pursuant to House Resolution 669, the previous question is ordered on the bill, as amended.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

□ 1615

MOTION TO RECOMMIT

Mr. BLUMENAUER. Mr. Speaker, I have a motion to recommit at the desk.

The SPEAKER pro tempore. Is the gentleman opposed to the bill?

Mr. BLUMENAUER. I am, in its current form.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mr. Blumenauer moves to recommit the bill H.R. 5021 to the Committee on Transportation and Infrastructure with instructions to report the same back to the House forthwith with the following amendment:

At the end of title I, add the following:

**Subtitle E—Modification of Extension Period**  
**SEC. 1401. EXTENSION OF PROGRAMS THROUGH DECEMBER 31, 2014.**

In this title, including the amendments made by this title any reference to "May 31, 2015" shall be treated as a reference to "December 31, 2014".

Add at the end of the bill the following:

**TITLE III—SENSE OF HOUSE OF REPRESENTATIVES**

**SEC. 3001. SENSE OF HOUSE OF REPRESENTATIVES REGARDING NEED TO PASS LONG-TERM TRANSPORTATION FUNDING BILL.**

(a) FINDINGS.—The House of Representatives finds the following:

(1) The Highway Trust Fund is projected to become insolvent before the end of the fiscal year.

(2) The user-fee principle upon which the Highway Trust Fund was established is eroding.

(3) Since 2008, Congress has transferred \$54 billion from the general fund to the Highway Trust Fund.

(4) The primary funding mechanisms for the Highway Trust Fund have not been fundamentally addressed since 1993.

(5) Due to a decline in per capita miles driven, a decline in the purchasing power of highway excise taxes, and increased fuel efficiency, Highway Trust Fund revenues have not kept pace with the needs of United States infrastructure.

(6) United States infrastructure is falling behind the rest of the world.

(7) In 2013, the United States was ranked 25th globally in overall infrastructure quality.

(8) Short-term surface transportation extensions increase costs of transportation projects, limit the ability of state and local governments to plan infrastructure improvement, and ultimately have resulted in the degradation of United States infrastructure.

(b) SENSE OF HOUSE.—It is the sense of the House of Representatives that—

(1) any long-term transportation reauthorization bill should, at a minimum, fund infrastructure spending at least to current levels plus inflation through fiscal year 2020, and

(2) by the end of calendar year 2014, the Committee on Ways and Means and Committee on Transportation and Infrastructure of the House of Representatives should each report legislation reauthorizing the surface transportation programs within their respective jurisdictions, and the House of Representatives should pass a long-term surface reauthorization bill to ensure the sustainability of the Highway Trust Fund and improve United States infrastructure.

In section 2001, strike "June 1, 2015" each place it appears and insert "January 1, 2015".

In the quoted matter proposed to be inserted by section 2002(a), strike the first dollar amount and insert "\$5,550,000,000".

In the quoted matter proposed to be inserted by section 2002(a), strike the second dollar amount and insert "\$1,450,000,000".

Strike section 2003 and insert the following (and redesignate the succeeding section accordingly):

**SEC. 2003. 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”.

(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. 2004. 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,

“(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, and

“(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), and (F) 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. 2005. 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.

At the end of title I, as amended, add the following:

**SEC. 1402. CONFORMING AMENDMENTS.**

(a) IN GENERAL.—In this title, including the amendments made by this title—

(1) any reference to a dollar amount relating to the period beginning on October 1, 2014, and ending on May 31, 2015, shall be treated as a reference to that dollar amount multiplied by 0.3786008230453; and

(2) any reference to “<sup>24</sup>/<sub>365</sub>” shall be treated as a reference to “<sup>92</sup>/<sub>365</sub>”.

(b) EXCEPTION.—Subsection (a)(1) shall not apply to the dollar amount referred to in the matter proposed to be inserted by section 1001(c)(3)(B)(ii).

Mr. BLUMENAUER (during the reading). Mr. Speaker, I ask unanimous consent to suspend the reading.

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

Mr. SHUSTER. I object.

The SPEAKER pro tempore. Objection is heard.

Mr. SHUSTER. Mr. Speaker, I reserve a point of order against the motion to recommit.

The SPEAKER pro tempore. A point of order is reserved.

The Clerk will read.

The Clerk continued to read.

Mr. SHUSTER (during the reading). Mr. Speaker, I ask unanimous consent to dispense with the reading.

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

There was no objection.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon is recognized for 5 minutes in support of his motion.

Mr. BLUMENAUER. Mr. Speaker, this may be the last chance Congress has to honor our commitments to provide answers about transportation funding and develop a framework that will guide the Federal partnership that has meant so much. The motion won't kill the bill, and it won't delay the bill. It simply reduces the funding to the amount necessary for Congress to do its job before we adjourn for the year. It is so that we cannot duck our responsibilities and hand this off not to the next Congress but to the Congress after that.

Make no mistake, Mr. Speaker, in May of next year there will be no transportation bill, there will be no funding, and Congress will be even more nervous and confused with a transportation problem that will be more complex. It will be more expensive, and the politics, I am sad to say, will be harder, not easier.

My good friend, the chair of the Ways and Means Committee, does have a proposal. He has never had a hearing on it. And it was dismissed when it was announced by his own Speaker, if I quote: “Blah, blah, blah.”

This is a sad moment for me. But it is not too late for us to do something about it. We need to move forward and have a tighter timetable. Let's finally have a hearing in Ways and Means. Let's have a proposal going forward. I am perfectly willing to work in August to do this. I would be happy for us to

add days in September. We shouldn't recess in October to campaign and leave a big question mark. It is true that it takes time to put these things together, but we won't be putting it together next spring, mark my words.

The Republicans need to enable us to find out where they stand. Will they finally have a hearing on my friend Mr. CAMP's proposal? Will they slash the highway trust fund and abandon the responsibilities? Or will they just use the Ryan budget and reduce transportation 30 percent over the next 10 years and no new projects for 15 months?

Those are all legitimate issues. They deserve to have a day in court, and if we get down to work, we could resolve it. I am confident we can do it, and it will be just as easy, if not easier, to do now than waiting until next year when the clock will be ticking, when half the United States Senate will be running for President, and we will have a new lineup, other than the Speaker, who may be happy to have avoided it. It is not going to be any easier.

I respectfully suggest that we honor those 62 groups that want us to move. Look, they would much rather have us do it this year.

We had infrastructure that was once the envy of the world. Now it is a source of embarrassment. We are 27th in the world and sinking. Our problems are getting more expensive, and they are getting harder. I know how hard the job that the chair of the T&I Committee has. I respect him, I respect the committee, but they need to know exactly how much money they have got so they can fashion a bill, and if they did that, they would be able to crank one out, I am confident, in a month or two. But right now, after an entire Congress, they don't have a bill. We don't have a bill.

Those 62 groups and organizations don't have a path. What they have is a great big question mark next May when we start this all over again. This shouldn't be a partisan argument. I disagreed when President Bush shut it down. I disagreed that President Obama didn't move forward, but it is not Republicans versus Democrats. It is not House versus Senate. It is time for us to all come together and work as the stakeholders would have us do.

In fact, we don't even have to have any courage. We can just follow what those experts who represent truckers, AAA, local government, and contractors have offered as guidance. Read the special commissions that have reported to President Bush. This is not rocket science. It is will, it is action, it is deciding exactly how much we are going to spend and when.

Mr. Speaker, I would respectfully request that the House approve this motion to recommit, give us enough time and money to avoid the summer shutdown but not enough to let this Congress off the hook and hand it off to the 115th or the 120th Congress, but we do our job so America can do its.

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



NOT VOTING—12

Byrne	DesJarlais	Nunnelee
Campbell	Hanabusa	Rush
Carney	Kingston	Southerland
Davis, Rodney	Miller, Gary	Williams

□ 1652

Messrs. **FORTENBERRY, REICHERT, FINCHER, and DUNCAN** of South Carolina changed their vote from “yea” to “nay.”

Mrs. **KIRKPATRICK, Ms. ROYBAL-ALLARD, Messrs. YARMUTH and CLEAVER** changed their vote from “nay” to “yea.”

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The **SPEAKER** pro tempore. The question is on the passage of the bill.

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

RECORDED VOTE

Mr. **BLUMENAUER**. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The **SPEAKER** pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 367, noes 55, not voting 10, as follows:

[Roll No. 414]

AYES—367

Aderholt	Coffman	Foster
Amodio	Cohen	Frankel (FL)
Bachmann	Cole	Frelinghuysen
Bachus	Collins (NY)	Fudge
Barber	Conaway	Gabbard
Barletta	Connolly	Gallego
Barr	Conyers	Garamendi
Barrow (GA)	Cook	Garcia
Barton	Cooper	Gardner
Bass	Costa	Gerlach
Beatty	Cotton	Gibbs
Becerra	Courtney	Gibson
Benishek	Cramer	Gingrey (GA)
Bentivolio	Crawford	Goodlatte
Bera (CA)	Crenshaw	Granger
Bilirakis	Crowley	Graves (GA)
Bishop (GA)	Cuellar	Graves (MO)
Bishop (NY)	Culberson	Grayson
Bishop (UT)	Cummings	Green, Al
Black	Daines	Green, Gene
Blackburn	Davis (CA)	Griffin (AR)
Bonamici	Davis, Danny	Griffith (VA)
Boustany	Davis, Rodney	Grijalva
Brady (PA)	DeFazio	Grimm
Brady (TX)	DeGette	Guthrie
Bralley (IA)	Delaney	Hahn
Brooks (IN)	DeLauro	Hanna
Brown (FL)	DelBene	Harper
Brownley (CA)	Denham	Hartzler
Buchanan	Dent	Hastings (FL)
Bucshon	Deutch	Hastings (WA)
Burgess	Diaz-Balart	Heck (NV)
Bustos	Dingell	Heck (WA)
Butterfield	Doyle	Hensarling
Calvert	Duckworth	Herrera Beutler
Camp	Duffy	Higgins
Cantor	Duncan (TN)	Himes
Capito	Edwards	Hinojosa
Capps	Ellison	Holding
Capuano	Ellmers	Honda
Cárdenas	Engel	Horsford
Carson (IN)	Enyart	Hoyer
Cartwright	Eshoo	Hudson
Cassidy	Esty	Huffman
Castor (FL)	Farenthold	Huizenga (MI)
Castro (TX)	Farr	Hunter
Chaffetz	Fattah	Hurt
Chu	Fincher	Israel
Cicilline	Fitzpatrick	Issa
Clark (MA)	Fleischmann	Jackson Lee
Clarke (NY)	Fleming	Jeffries
Cleaver	Flores	Jenkins
Clyburn	Forbes	Johnson (GA)
Coble	Fortenberry	Johnson (OH)

Johnson, E. B.	Moran	Schneider
Johnson, Sam	Mullin	Schock
Jolly	Murphy (FL)	Schrader
Joyce	Murphy (PA)	Schwartz
Kaptur	Nadler	Scott (VA)
Keating	Napolitano	Scott, David
Kelly (IL)	Neal	Serrano
Kelly (PA)	Negrete McLeod	Sessions
Kennedy	Neugebauer	Sewell (AL)
Kildee	Noem	Shea-Porter
Kilmer	Nolan	Sherman
Kind	Nunes	Shimkus
King (IA)	O'Rourke	Shuster
King (NY)	Owens	Simpson
Kinzinger (IL)	Palazzo	Sinema
Kirkpatrick	Pallone	Sires
Kline	Pascrell	Slaughter
Kuster	Pastor (AZ)	Smith (MO)
LaMalfa	Paulsen	Smith (NE)
Lance	Payne	Smith (NJ)
Langevin	Pearce	Smith (TX)
Larsen (WA)	Pelosi	Smith (WA)
Larson (CT)	Perlmutter	Southerland
Latham	Perry	Speier
Latta	Peters (MI)	Stewart
Lee (CA)	Peterson	Stivers
Levin	Petri	Swalwell (CA)
Lewis	Pingree (ME)	Takano
Lipinski	Pittenger	Terry
LoBiondo	Pitts	Thompson (CA)
Loeb	Pocan	Thompson (MS)
Loeb	Poe (TX)	Thompson (PA)
Lofgren	Polis	Thornberry
Long	Price (GA)	Tiberi
Lowenthal	Price (NC)	Tierney
Lowe	Quigley	Tipton
Lucas	Rahall	Titus
Luetkemeyer	Rangel	Tonko
Lujan Grisham	Reed	Tsongas
(NM)	Reichert	Turner
Luján, Ben Ray	Renacci	Upton
(NM)	Rice (SC)	Valadao
Lynch	Richmond	Van Hollen
Maffei	Rigell	Vargas
Maloney,	Roby	Veasey
Carolyn	Roe (TN)	Vela
Maloney, Sean	Rogers (AL)	Velázquez
Marchant	Rogers (KY)	Visclosky
Marino	Rogers (MI)	Wagner
Masse	Rohrabacher	Walberg
Matsui	Rokita	Walden
McAllister	Rooney	Walorski
McCarthy (CA)	Ros-Lehtinen	Walz
McCarthy (NY)	Roskam	Wasserman
McCaul	Ross	Schultz
McCollum	Rothfus	Waxman
McGovern	Roybal-Allard	Webster (FL)
McHenry	Royce	Wenstrup
McIntyre	Ruiz	Whitfield
McKeon	Runyan	Wilson (FL)
McKinley	Ruppersberger	Wilson (SC)
McMorris	Rush	Wittman
Rodgers	Ryan (OH)	Wolf
McNerney	Ryan (WI)	Womack
Meehan	Sánchez, Linda	Woodall
Meeks	T.	Yarmuth
Meng	Sanchez, Loretta	Yoder
Mica	Sarbanes	Young (AK)
Michaud	Scalise	Young (IN)
Miller (FL)	Schakowsky	
Miller (MI)	Schiff	
Moore		

NOES—55

Amash	Hall
Blumenauer	Harris
Bridenstine	Holt
Brooks (AL)	Huelskamp
Broun (GA)	Hultgren
Carter	Jones
Chabot	Jordan
Clawson (FL)	Labrador
Clay	Lamborn
Collins (GA)	Lankford
DeSantis	Lummis
Doggett	Matheson
Duncan (SC)	McClintock
Foxx	McDermott
Franks (AZ)	Meadows
Garrett	Messer
Gohmert	Miller, George
Gosar	Mulvaney
Gowdy	Nugent

NOT VOTING—10

Byrne	Gutiérrez
Campbell	Hanabusa
Carney	Kingston
DesJarlais	Miller, Gary

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The **SPEAKER** pro tempore (during the vote). There are 2 minutes remaining.

□ 1659

Mr. **RUSH** changed his vote from “no” to “aye.”

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 4719, FIGHTING HUNGER INCENTIVE ACT OF 2014

Mr. **BISHOP** of Utah, from the Committee on Rules, submitted a privileged report (Rept. No. 113-522) on the resolution (H. Res. 670) providing for consideration of the bill (H.R. 4719) to amend the Internal Revenue Code of 1986 to permanently extend and expand the charitable deduction for contributions of food inventory, which was referred to the House Calendar and ordered to be printed.

NOTICE OF INTENTION TO OFFER MOTION TO INSTRUCT CONFEREES ON H.R. 3230, PAY OUR GUARD AND RESERVE ACT

Mr. **GALLEGO**. Mr. Speaker, pursuant to clause 7(c) of rule XXII, I hereby give notice of my intention to offer a motion to instruct conferees on H.R. 3230, the conference report on Veterans Access and Accountability.

The form of the motion is as follows:

Mr. Gallego moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the House amendment to the Senate amendment to the bill H.R. 3230 (an Act to improve the access of veterans to medical services from the Department of Veterans Affairs, and for other purposes) be instructed to recede from disagreement with section 601 of the Senate amendment (relating to authorization of major medical facility leases).

The **SPEAKER** pro tempore. The gentleman's notice will appear in the RECORD.

FINANCIAL SERVICES AND GENERAL GOVERNMENT APPROPRIATIONS ACT, 2015

The **SPEAKER** pro tempore. Pursuant to House Resolution 661 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 5016.

Will the gentleman from Pennsylvania (Mr. **THOMPSON**) kindly take the chair.

□ 1703

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole