Ingle's office was the only Clerk's office in the state to meet every performance measure set by the Clerk of Court Operations Corporation.

Mr. Speaker, on behalf of the United States Congress, it is my privilege to recognize Ms. Martha Ingle for her dedication and thank her for her service to Northwest Florida. My wife Vicki and I wish Ms. Ingle, her daughters Donna and Melissa, and grandchildren Luke, Laura, Graham and Emma, all the best.

INTRODUCTION OF A BILL TO DIRECT THE SECRETARY TO ESTABLISH A ROAD USER FEE PILOT PROJECT

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. BLUMENAUER. Mr. Speaker, as vehicles become more fuel efficient, they increase the demand on our transportation system without contributing as much to its maintenance. The Congressional Budget Office analysis shows that the newest fuel economy standards for automobiles will result in a 21 percent reduction in Highway Trust Fund revenue by 2040, based on current driving patterns. Already, during the past four years, Congress has transferred over $48 billion from the General Fund into the Highway Trust Fund. Estimates suggest that when current transportation authorization expires, the Highway Trust Fund will require almost $15 billion a year in addition to current gas tax receipts, simply to maintain 2009 funding levels. Until we tie our transportation revenues to our transportation demands, this situation will worsen.

Failure to adequately fund transportation infrastructure imposes huge costs on American citizens and businesses:

Congestion costs urban Americans 4.2 billion hours and 2.8 billion unnecessary gallons of fuel each year; expressed in dollar terms this is $87.2 billion, or $750 per traveler. By 2015, this cost is expected to increase to more than $900 per traveler.

Roughly 40,000 people every year are killed on our streets and highways, with 2.5 million more injured, at a staggering annual economic cost to society.

Higher transportation costs and higher inventory carrying costs—partially attributable to an unreliable transportation system—have pushed logistics costs to nearly 10% of GDP.

Analysis by the American Society of Civil Engineers suggests that the cost of our failing transportation system could result in the loss of 876,000 jobs by 2020.

We must find innovative solutions to these challenging revenue problems.

A number of states, including Nevada, Minnesota, Iowa, Texas, and New York have tested small pilot projects where they charged drivers for the number of miles they traveled rather than the fuel they consumed. The tests have proved convenient for drivers, protected personal privacy, and been easily administrable. The Oregon Department of Transportation is now embarking on a second phase of their pilot project, which will expand the pool of users and test alternative different collection methods to address questions raised by their first pilot.

Two blue ribbon commissions established in the prior transportation authorization SAFETEA-LU, as well as numerous other policy experts, have suggested that transitioning to a vehicle miles travelled system, rather than a gas tax, will provide the most stability to the Highway Trust Fund, and will most accurately reflect the user fee concept it is based upon. The National Surface Transportation Policy and Revenue Study Commission noted that a vehicle miles traveled charge is the "the most promising alternative revenue measure" to our existing gas tax, while the National Surface Transportation Infrastructure Financing Commission reported that "a charge for each mile driven . . . has emerged as the consensus choice for the future." Both commissions found that this system was efficient at raising revenue, closely linked system demand to revenues, and could win broad public support.

The legislation I am introducing today calls on the Department of the Treasury to study the viability of this revenue source in every State. While evaluating mileage based revenue sources, Treasury will ensure the system protects privacy and is simple to administer. It will also convene working groups to address the most complex aspects of this transition, including road use, demand management, climate change, and technological needs. The bill also creates a grant program to ensure the necessary technology is available. I look forward to working with stakeholders to advance and refine this proposal.

The condition of our national highway and transit systems and the maintenance of our infrastructure, and the investments that we make in these systems, touches the life of every American. Improving those systems strengthens our economy, expands personal freedom and mobility, and can help protect our environment. I look forward to stakeholder feedback on this proposal, and am eager to work with my colleagues to support a vehicle miles travelled user fee, and explore other alternatives to ensure that the Highway Trust Fund is adequately funded.

COMMEMORATING THE CHARTER TOWNSHIP OF ROYAL OAK

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. LEVIN. Mr. Speaker, I rise to commemorate the Charter Township of Royal Oak, and express my gratitude to the residents who have provided me with the honor of representing them in Congress for 30 years. The Township represents an important place in the history of the racial and economic struggles our nation and state have confronted. It is not a history that should be forgotten.

I want to submit segments of this history from the Township's website.

"The Eight Mile segment of the Township is imprinted with the social history of the country. It reflects the social status and the physical segregation of African-Americans throughout the country's history.

"African-American families had settled in Detroit prior to 1763, when the British took possession of the city and found them in residence. Aided by the Underground Railroad, which used Detroit because of its proximity to Canada as a dispersal point, growth of the African-American population was fairly rapid. By 1860, the African-American population in Detroit had grown to 1,403 people, with a few of such families settling on scattered farm locations throughout the region. These farmland holdings later were sold to White families, with the exception of an area spanning Eight Mile, centered around Wyoming Road.

"Families in advance of Detroit's outward growth settled the Eight Mile area. Its initial development represented a hopeful "leapfrog" movement of African-American families from the inner city to outlying areas beyond the normal growth area of Detroit. Because of the effectiveness of restrictive covenants and other discriminatory practices, African-Americans seeking less dense areas were constrained from relocating to the immediate surrounding areas of city, as then defined. The Wyoming/Eight Mile Road area was a feasible and desirable option for African-American families seeking an escape from crowded areas of the City.

"The African-American population within the City increased dramatically in three different waves before World War I, with industrial expansion following both World Wars. Coming from the rural south, many African-American families seeking escape were attracted to the Eight Mile area because of their desire to replicate an open rural environment, which they had left. Many of the homes were built with sweat equity on a payday-to-payday basis, resulting in what might have been described as a "shack town." Many homes were constructed of makeshift materials. Around 1925, the portion of this area lying south of Eight Mile Road was annexed by the City of Detroit and became subject to the housing and building controls enforced by the City. The area north of 8 mile within the Township, subsequently felt the housing pressures exerted on African-American families seeking other residential options than those offered by the City of Detroit.

"With the need for emergency housing during World War II, the federal government for temporary wartime housing acquired much of the available land in this part of Royal Oak Township.

"The dramatic increase in population created burdens for the Township including burdens on the existing housing stock. Because of the war effort, many of the homes were overused with families doubling up. Garages, sheds and attics were also pressed into use as housing. In 1944, the population of this segment of the Township was only 2,989 persons. Temporary housing added 1,464 families by 1945 or an increase of 5,500 persons. In 1950, the population rose to 10,508 and a special census in 1956 indicated a population of 11,000, which appeared to be the saturation point for the one-half square mile area. By 1959, 1,708 or 75 percent of the approximately 2,300 units in the Township were adjudged dilapidated.

"Beginning in the 1940's while the Township was feeling the deterioration pressures, the surrounding areas were being built up by an affluent white population whose exodus from the City of Detroit had grown to the Township's border. The African-American segment of Royal Oak Township thereby effectively became an isolated and deteriorated community in the midst of an affluent white area.

"Taking advantage of the Housing Act of 1954, the Township in 1959, finally approved an urban renewal project covering most of the Eight Mile Segment. The project area, encompassed all of the area east and west of Wyoming, north of the north end, plus a couple of adjacent blocks. Activities were carried out over a 16-year period in accordance with the officially adopted urban renewal plan. The project (which had been officially amended for the seventh time by 1972) was

terminated under ''close-out procedures'', as a federally supported urban renewal project as of 1975. Project activities remaining to be completed now fall to the Township's community development department.

After the annexation of the north end of the Township to the City of Oak Park, the current population is approximately 2,840 people.''

This is not an easy history, but it is one that we must remember. The financial collapse and the economic recession have also been difficult for the Township and its residents. But I have always been struck by the fabric of community that exists in Royal Oak Township, the generations of families whom have called it home and the determination to maintain the identity of the Township and build a stronger future.

I have enjoyed participating in many activities and events in the community like the annual Dr. Martin Luther King Day commemoration and the ever popular Pearls of Wisdom luncheon, which honors citizens of 90+ whose lives represent the splendor of the American story.

Newly elected Township Supervisor, Donna Squalls, along with all of the dedicated Township Trustees and other local elected officials are poised to move the Charter Township of Royal Oak forward, and I look forward to following their success in the years to come.

As I close, I can say with confidence that Royal Oak Township and its residents are in good hands with Congressman GARY PETERS. My office will, of course, stay in close touch on issues that impact Oakland County and southeast Michigan as we all work together to revitalize our Michigan economy.

TRIBUTE TO PATRICIA HICKS, SATSUMA EDUCATOR AND HALL OF FAME COACH

HON. JO BONNER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. BONNER. Mr. Speaker, I rise to join with the citizens of Satsuma, Alabama in mourning the loss of one of their most distinguished and beloved citizens, Patricia Hicks, who passed away December 8, 2012, at the age of 71.

A native of Satsuma, Pat Hicks was a graduate of Satsuma High School and William Carey University in Hattiesburg, Mississippi.

She embarked on a life-long career of coaching in 1975 when she helped petition the Mobile County Board of School Commissioners for support of girls' sports activities in the city.

As coach of the Satsuma High School ''Lady Gators'' softball team, she led her players to state championships in 1986, 1987 and 1990. She also coached the Lady Gators to the 1994 title game. The 1986 championship team garnered the first state title won by any Satsuma High School team, boys or girls, earning a 43–1 record.

She was also an accomplished volleyball coach, totaling an impressive 476–175 record. She was named Mobile County softball coach of the year nine times and twice as Mobile County's volleyball coach of the year. She was also a member of the Mobile Bay Sports Authority.

In 2001, Pat's lifetime of contributions to sports were recognized on the state level when she was inducted into the Alabama High School Sports Hall of Fame. On December 2, 2012, Satsuma High School named the ''Pat Hicks Softball Field'' in her honor.

In addition to her distinguished teaching and coaching career, Pat was active in giving back to her community as a long-time member of the Satsuma City Council, serving for twelve years. She also was a member of the Satsuma City School Board since June 2011.

Pat has been described by many of her friends and former players as both a legend and an inspiration. She was a role model and advocate for our youth and her presence in Satsuma will be sorely missed.

On behalf of the people of South Alabama, I offer my personal condolences to her husband of 49 years, Neal; her son, Chris; mother Mary Piece; and many family and friends. You are all in our thoughts and prayers.

RECOGNIZING THE NORTHVIEW HIGH SCHOOL FOOTBALL TEAM AS CLASS 1A FLORIDA STATE CHAMPIONS

HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. MILLER of Florida. Mr. Speaker, I rise to recognize the Northview High School Football Team as Class 1A Florida State Champions.

No single component by itself renders a champion, but rather it requires a combination of discipline, desire, focus, and determination. The Northview High School Football Team found the perfect blend of each element, and these student athletes proved that this year was theirs by capturing the championship title after their 42–21 win over the Trenton Tigers at the Florida Citrus Bowl.

While the Northview Chiefs Football Team may have entered the championship as the underdog, under the leadership of Coach Sid Wheatly and with the help of over 1,500 fans who made the 450 mile journey to Orlando to cheer them on, the Chiefs came out on top and dominated the state's previously number one ranked team. After a scoreless first quarter, the Chiefs went on to have a 21-point run in the second quarter that helped propel them to victory. The win was a team effort with excellent defense that forced turnovers in the air and on the ground and with an offense that produced over 226 total yards. The Chiefs made school history on November 30, 2012, earning their first state championship.

Mr. Speaker, on behalf of the United States Congress, I am privileged to recognize the players, coaches, students, faculty and staff at Northview High School and their continuing commitment to excellence. My wife Vicki joins me in congratulating the Chiefs on this impressive victory, and we wish them all the best for continued success.

EPA'S FOOD RECOVERY CHALLENGE

HON. TED POE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. POE of Texas. Mr. Speaker, in the United States, more than 34 million tons of food waste is generated each year. Individuals, households, businesses, restaurants, hospitals, and schools are some of the many institutions that are contributing to this national dilemma. As a result, our landfills overflowing with food waste.

We are challenged daily by the economic impacts that food waste has on our society. Clearly, we need to take action.

The Environmental Protection Agency is confronting this issue with their Food Recovery Challenge. Specifically, the EPA is asking for participants to reduce their food waste through donation and recycling.

Among food that is thrown away, a majority of it is wholesome and unspoiled. This could be donated to help feed American people at soup kitchens or shelters. In other words, we should use food to feed people, not fill our landfills. Other food that is unfit for human consumption can be disposed of in an environmentally safe way, for example, composted.

Two major universities in Houston are currently participating in the Environmental Protection Agency's Food Recovery Challenge. The University of Houston and Rice University have committed their efforts to reducing food waste on their campus.

These Houston universities are setting a great example of how our country should be addressing issues at home. They are taking preventative action through the Food Recovery Challenge to fight our economic and environmental issues of tomorrow.

This is one EPA idea that I support.

And that's just the way it is.

HONORING ELIZABETH E. (LIZ) BASS

HON. JEFF DENHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. DENHAM. Mr. Speaker, I rise today to acknowledge and honor Tuolumne County Supervisor Elizabeth E. (Liz) Bass on her retirement from the Tuolumne County Board of Supervisors and to thank her for her dedicated public service.

Liz Bass has been a resident of Tuolumne County for 40 years, and her entire time in Tuolumne County has been spent serving in either public education or local government.

Liz began her local public service career in 1972, when she joined the faculty at Sonora High's ''Opportunity School,'' a continuation program, as a teacher. She continued her service in public education until her retirement as Principal of Cassina High School in 1996. Even before her retirement as a teacher and school administrator, Liz made time to run a successful election to the Sonora City Council in 1994, where she served for 10 years.

Also, unique to any other locally elected official, Liz hosted a radio show on KVML called