

HISTORICAL PRESERVATION AND HERITAGE COMMISSION

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

Mr. CICILLINE. Mr. Speaker, I rise today to recognize the Rhode Island Historical Preservation and Heritage Commission.

Rhode Island has more than 16,000 historic buildings—more per square mile than any other State in the country. The First District, which I am proud to represent, is home to some of Rhode Island's most cherished places, such as the International Tennis Hall of Fame and the Touro Synagogue in Newport, Slater Mill in Pawtucket, and the Beavertail Lighthouse in Jamestown.

These sites also provide an economic boost to our local economy by attracting tourists from across New England, the country, and the entire world.

Led by Executive Director Ted Sanderson, the talented and dedicated staff of Rhode Island Historical Preservation and Heritage Commission has worked hard to protect and preserve our national historic treasures.

Just last week, I joined Executive Director Sanderson in celebrating more than \$2.5 million in Federal funds that were awarded to restore historic properties across the State that were damaged by Hurricane Sandy.

I am proud to support their efforts, which in turn support jobs in Rhode Island's construction and tourism industries, and thank their staff for working to preserve our State's rich history for future generations to enjoy.

WORKFORCE INNOVATION AND OPPORTUNITY ACT

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Mr. Speaker, today, the House will vote on H.R. 803, the Workforce Innovation and Opportunity Act, a bill to reform our Nation's mishmash of workforce development programs.

Today is the culmination of an 18-month bipartisan and bicameral process. The House passed H.R. 803, the SKILLS Act, over a year ago. The Senate passed an amended version of H.R. 803 two weeks ago and renamed it the Workforce Innovation and Opportunity Act.

This bill turns the bipartisan consensus that our workforce development system is broken into action and will provide a long overdue reauthorization of the Workforce Investment Act.

In short, this legislation will increase access, eliminate waste, promote accountability, and empower job creators. Most importantly, the Workforce Innovation and Opportunity Act will give Americans access to the resources needed to fill in-demand jobs.

COMPREHENSIVE DOT RAIL REGULATIONS

(Mr. TONKO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. TONKO. Mr. Speaker, on Sunday, I attended a vigil in remembrance of the 47 people that lost their lives in the Lac-Mégantic railway tragedy in Quebec last July. This event drew a tremendous crowd, particularly from Albany's South End residents, who see dozens of oil tank cars move and idle outside their homes on a daily basis before entering the Port of Albany.

My constituents are concerned about the potential for another fatal accident in one of our communities, as the trail of oil cars crosses over many communities that I represent. That is why I have been urging DOT all year to implement comprehensive regulations to address these safety concerns.

We need a higher safety standard on new tank car orders and an aggressive phaseout of the old DOT-111s, which have no business transporting hazardous materials. The rail industry has taken voluntary steps to account for the DOT-111's inadequacies, but higher Federal standards are still needed.

We also need to make sure shippers and oil producers are properly handling, degasifying, and classifying hazardous materials, particularly volatile Bakken crude, before it is even loaded into a tank car.

I continue to urge DOT to make these much-needed, commonsense, and meaningful steps as quickly as possible. Inaction is inexcusable.

EPA OVERREACH

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

Mr. LAMALFA. Mr. Speaker, a couple of weeks ago, I mentioned how the EPA has overreached on making every drop of water that basically falls in the United States under its jurisdiction. Whether it falls on your field, on your driveway, or on your roof and is collected in a rain barrel or in a puddle, they seem to want to be in control of it.

Before our Independence Day holiday, they added another rule into the Federal Register where they seek to be the judge, jury, and executioner on deciding what the fines are going to be and how they are going to carry them out without jurisprudence or oversight by an independent party. They seek to, instead, be the ones that collect the fines after finding somebody guilty of a possible alleged violation.

EPA has already nearly tripled the amount of fines it has taken in since 2009, so is this really about the environment or is it about revenue generation and putting the people that are out there trying to make a living and make things happen in the United States on the defensive?

I think they need to pull back this rule and hear from the American people, Mr. Speaker, about how devastating this is for the economy and for the well-being of Americans.

NATIONAL FREIGHT NETWORK TRUST ACT

(Ms. HAHN asked and was given permission to address the House for 1 minute.)

Ms. HAHN. Mr. Speaker, our Nation suffers from an infrastructure crisis, but if we want to remain globally competitive, goods movement is the ticket to our Nation's economic success.

Although I understand we are going to do a short-term fix for the highway trust fund, I have come up with an idea for a long-term fix that creates a dedicated funding source to better serve our roads and railways that connect the freight network to the ports of entry into this country.

This dedicated freight network trust fund will help fund critical infrastructure like dedicated truck lanes on the highways, better bridges, and on-dock rail.

The trust fund will be made up of existing fees that we already collect at our Nation's ports and will be at no new cost to businesses or taxpayers.

This fund will infuse nearly \$2 billion back into the economy every year. It will help create good-paying American jobs, keep our Nation's ports strong and globally competitive.

I believe this idea is a win-win for our ports, our small businesses, and for our Nation's economy. I urge my colleagues to support the National Freight Network Trust Act.

WELCOMING REVEREND DR. GEORGE DILLARD

(Mr. WESTMORELAND asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WESTMORELAND. Mr. Speaker, I would like to welcome today Pastor George Dillard to the U.S. House floor. I am proud that he hails from Georgia's Third Congressional District.

I have known Pastor Dillard; his wife, Renee; and their three children, Tiffany, Alexis, and Stewart, for many years. They are very good friends. He is a godly man, serving as senior minister at the Peachtree City Christian Church, and has touched many souls and hearts through his ministry and his book, "Seven Things that God Desires for Us."

This morning, I had a chance to visit with George and his son. I am thankful that they traveled all the way from the Third District of Georgia to share God's message with us today in the U.S. House of Representatives.

I hope the faithful message that he gave today will remind us of our true purpose here in Washington and that it helps carry our Nation through the week because Lord only knows that we need it.

Thank you again, Pastor Dillard. We appreciate your friendship and your sermon this morning.

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INFRASTRUCTURE

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

Mr. CARNEY. Mr. Speaker, if you drive down Interstate 95 in my home State of Delaware right now, you will see license plates from up and down the Northeast corridor that are crawling at a snail's pace. As a result of structural damage, a bridge that carries 90,000 cars a day is closed until after Labor Day.

In Delaware, we are feeling the importance of investing in our Nation's infrastructure firsthand. It is critical for public safety, but it is also important for commerce, tourism, and our quality of life. Just as important, building roads and bridges creates jobs for workers right here in America.

If Congress does nothing, the highway trust fund won't have enough money to pay its bills come the end of the summer. That is the source of money that pays for building and repairing roads and bridges all throughout the country. Finding the funds to fix our Nation's crumbling infrastructure will not be easy, but putting it off is not an option.

I urge my colleagues to find the political will to fund the highway trust fund and ensure that our Nation's infrastructure reflects our 21st century needs.

WORKFORCE INNOVATION AND OPPORTUNITY ACT

(Mr. YODER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. YODER. Mr. Speaker, the House is back in session to continue our work, but millions of hardworking Americans still find it difficult to get those good-paying jobs to keep their American Dreams alive.

Small businesses, responsible for two-thirds of all new jobs created in our economy, continue to struggle to stay afloat. That is why the House must pass pro-jobs legislation to provide economic opportunities for all Americans to succeed.

As you know, Mr. Speaker, we have passed 40 bills that reduce red tape for businesses, lower electric bills for American families, cut regulatory burdens, and reform the Tax Code. Sadly, these bills are held up in the Senate.

Now, we can continue to help hardworking Americans by passing the Workforce Innovation and Opportunity Act—bipartisan legislation that promotes needed job skills training for high-demand jobs, streamlines burdensome Federal mandates, reduces administrative costs and unnecessary bu-

reaucracy, and provides more accountability when spending tax dollars.

Mr. Speaker, I encourage my colleagues on both sides of the aisle to support this commonsense legislation. These are the kinds of pro-growth, pro-jobs bills the American people expect from their Congress.

ECONOMY

(Mrs. DAVIS of California asked and was given permission to address the House for 1 minute.)

Mrs. DAVIS of California. Mr. Speaker, last week, we learned that employers added 1.4 million jobs in the first 6 months of this year. That is the strongest 6 months for growth since 2006, and it is great news for many American families, but there is more we can and that we should be doing.

The other day, I was fortunate enough to attend the White House Summit on Working Families, where business leaders, advocates, legislators, and Americans from all walks of life all came together to discuss issues facing working parents.

Mr. Speaker, the American workforce has changed dramatically in recent decades, and the workplace must change with it. More and more women are now the primary breadwinners for their families, but they still lack the support they need to balance work with their responsibilities at home.

Sadly, instead of considering initiatives to improve the lives of working families and of strengthening the middle class, this House is stuck playing politics. This week, the House majority announced plans for a 3-week process to sue President Obama—no word yet on what they plan to sue him for.

The American people deserve better. We need to move ahead on the issues that concern the American people.

BRING BACK OUR GIRLS

(Ms. WILSON of Florida asked and was given permission to address the House for 1 minute.)

Ms. WILSON of Florida. Mr. Speaker, I am asking the world to join together, as we refuse to let the abducted Nigerian girls vanish from the international headlines, by tweeting every day from 9 a.m. to 12 p.m., eastern standard time, using #bringbackourgirls and #joinrepwilson.

We have heard President Goodluck Jonathan of Nigeria speak about the resources his country used to try to find the girls, and we have read about your role in developing a concealed rescue plan.

Mr. Speaker, we know that these are excuses from Nigeria. We have seen unconscionable acts of terror committed almost daily. We have seen the military officially wrap up its investigation into the kidnapping, without locating the girls.

We have seen President Jonathan spend over \$1 million in a public relations campaign in an attempt to reshape his image.

President Jonathan, we are still waiting to see you bring home those kidnapped girls.

Tweet, tweet, tweet. Tweet, tweet, tweet. Bring back our girls.

LET THIS HOUSE WORK ITS WILL

(Mr. HIMES asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. HIMES. Mr. Speaker, like so many of us, I was home last week, listening to my constituents talk and be concerned about dysfunction, and I discovered that there is a great deal of confusion about what dysfunction is.

My friend from the other side of the aisle just said they have sent all kinds of bills over to the Senate where they are held up—held up in the Senate. This is not dysfunction.

It may not be happy for my friends on the other side of the aisle, but the Senate is held by the Democrats. If you send them legislation that is inspired by the Tea Party, they are not going to pass that. That is not dysfunction. That is a refusal to govern.

Meanwhile, Mr. Speaker, over here, there are five bills, and if they were brought to the floor today, they would pass with significant majorities. Each and every one of them would help the economy and create jobs.

The reauthorization of the Ex-Im Bank, comprehensive immigration reform, topping up the highway trust fund, extending unemployment insurance, and terrorism risk insurance are five bills that we could pass today.

The American people need to understand, as they think about dysfunction, that those bills will not be brought up. This House will not work its will. It will not be allowed to work its will.

Mr. Speaker, let this House work its will.

HIGHWAY TRUST FUND

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

Ms. TITUS. Mr. Speaker, in just a few days, the highway trust fund will become insolvent. Now, that sounds shocking, but it is really not news. In fact, we were warned of this possibility in a GAO report issued in March of 2012; yet here we are, with just a few weeks to go before we fall off yet another manmade cliff, and still no solution has been brought to the floor for a vote.

This irresponsible inaction by my colleagues from across the aisle is inflicting damage on the Nation's economy and on States across the country. In Nevada alone, over 100 projects are in danger of being delayed or canceled, affecting some 6,000 construction workers, their families, and ancillary businesses that are associated with them.

This includes six multimillion-dollar improvements to I-15, which is the