

Mr. THOMPSON of Pennsylvania. Mr. Speaker, last week was National Small Business Week; and, while back in Pennsylvania's Fifth Congressional District, I attended a ceremony honoring Jim and Colleen Small for receiving the 2015 Western Pennsylvania District Small Business Persons of the Year Awards.

For Jim and Colleen, pursuing a second career as businessowners trumped an early retirement, so they decided to open UPS Store #5642 in State College, Pennsylvania.

Like many small-business owners starting out, Jim and Colleen faced challenges, but through community outreach, a dedicated staff, and lots of hard work, the Smalls now run a very successful small business.

Mr. Speaker, small businesses are the backbone of our economy, and I couldn't think of a better way to celebrate National Small Business Week than by recognizing two outstanding local small-business leaders.

I ask my colleagues to join me in congratulating Mr. and Mrs. Small on receiving this well-deserved award, and I thank them for all that they do for our community.

UCR BOURNS COLLEGE 25TH ANNIVERSARY

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

Mr. TAKANO. Mr. Speaker, I rise today to commemorate the 25th anniversary of the University of California, Riverside's Bourns College of Engineering. In 1990, UCR opened its new public engineering college to educate the next generation of engineering leaders. Since then, the college has produced over 5,600 engineering graduates and is ranked first among public universities of the same size.

Not only does the UCR Bourns College of Engineering offer a quality engineering education, it is committed to recruiting students who are a true reflection of the ethnic and cultural diversity of the world in which we live.

The college is also home to world-class engineering researchers who are leveraging Federal dollars to improve air quality, predicting wildfires, discovering alternative energy fuels, and developing new materials that will change our lives.

I want to applaud UCR's chancellor, Kim Wilcox, and dean of engineering, Reza Abbaschian. I know they will lead the Bourns College of Engineering down an even more successful path over the next 25 years.

THANKING UNNAMED GARLAND POLICEMEN

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

Mr. BURGESS. Mr. Speaker, this is National Police Week, and I did want

to rise in recognition of the brave law enforcement officers of the police department in Garland, Texas.

Mr. Speaker, just a little over a week ago, May 3, two heavily armed assailants opened fire outside an event at the Curtis Culwell Center in Garland, Texas. Thankfully, some of Texas' finest police officers were on hand to protect the innocent lives inside.

Traffic police and SWAT officers from the Garland Police Department did their job. They subdued these two would-be mass murderers before they were able to take a life.

To date, these heroes remain unnamed, but we cannot overlook their bravery and their willingness to put their lives on the line to protect ours. They kept this crisis from becoming a tragedy, and they averted what likely could have been the largest mass casualty situation north Texas has ever seen.

Mr. Speaker, I extend to the Garland Police Department my sincerest appreciation for their service and their bravery. These heroes deserve our deepest appreciation for their selfless preservation of human life.

TRANS-PACIFIC PARTNERSHIP

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

Ms. KAPTUR. Mr. Speaker, I rise tonight to bring light to the secretive, job-killing global trade pact called the Trans-Pacific Partnership, the TPP. Supporters want to rush it through Congress using a procedure called fast-track authority, which forces a vote with no opportunity to amend the deal. This should alarm all Americans.

In its current form, this deal would outsource even more of America's good jobs out from under our working families, degrade global environmental and working standards, and cause investor rights to override worker rights. It propels a global race to the bottom.

The trade ambassador and the administration assert that the TPP has strong and enforceable labor standards and environmental commitments. The TPP includes four nations—Mexico, Brunei, Vietnam, and Malaysia—that are notorious labor and human rights violators.

They are already out of compliance with the standards supposedly in TPP. Frankly, our U.S. Trade Representative has had a bad habit of sweeping trade violations right under the rug.

Our history of trade agreements in Guatemala, Honduras, and Colombia show the need for stronger obligations and a rigorous plan for implementing and overseeing them.

Including commitments in the final agreement is not enough. These nations have to change their laws and practices, and we have to enforce them.

Mr. Speaker, we should vote against TPP because what is going to happen is more American workers will be cashed out, and exploited workers around the world will find life gets harder.

NEED FOR LONG-TERM HIGHWAY BILL

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

Mrs. BUSTOS. Mr. Speaker, I rise today to urge my colleagues to act swiftly to prevent the highway transit trust fund from expiring. If we do not act, this critical program will expire in just 7 legislative days.

I am proud to be a member of the House Transportation and Infrastructure Committee, and my district in Illinois is a central hub for the shipment of goods and people over road, rail, water, and air.

I truly believe that, by investing in our infrastructure, we are making a down payment on our Nation's long-term economic well-being. These investments not only create jobs, but they create jobs that cannot be outsourced. By investing in our infrastructure now, as opposed to punting the ball down the field, we are saving money in the long term.

Over half a million good-paying construction jobs hang in the balance, and construction on 6,000 critical projects across the country could be put on hold. This is unacceptable and why we must act now to provide certainty that our local communities, businesses, and hard-working families deserve.

HIGHWAY TRUST FUND

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Hello, America. Do you know what is going to happen in just a few days? In 7 legislative days, the United States highway trust fund runs out of money—kaput, it is over—a fund established by President Eisenhower in the 1950s, out of money.

What is the House of Representatives doing? What is your Representative and your Senator doing? Well, I suspect debating the Trans-Pacific Partnership—the TPA—when, in fact, this is the big jobs issue.

The trade negotiations, you can debate it forever; but if you really want to create jobs in America, pay attention to this, America. Pay attention to the fact that the Federal highway trust fund expires in 7 legislative days. We have got work to do here; we have got a lot of work to do, and it is not happening.

I am a Californian. I represent the State of California. We have a pretty high opinion of ourselves in California, maybe deserved or not; but what it means to us when the highway trust fund shuts down, what it means is a lot of jobs. 73,572 jobs will be jeopardized at the end of this month of May. We are looking at 5,692 active highway and transit projects will stop, red light stop, don't go forward.

For California, in just 7 legislative days, a very, very important thing happens—actually, far, far more important than the Trans-Pacific Partnership or the trade promotion authority. This is where the big jobs are in America. Building the infrastructure of America is how you create jobs today and on into the future because you lay the foundation for economic growth.

If you couple those transportation programs with another long, long-standing American law, which is Buy America, Make It In America, you not only create the foundation, but you also create immediate manufacturing jobs of all kinds. From the bulldozers, to the tractors and the backhoes, to the steel and the concrete, you buy it in America; you build the infrastructure in America, and you create immediate jobs.

How many? Well, I think we all know Duke University. It is more than a basketball school. It also happens to be one of the more thoughtful research institutions in the United States. They produced a little book that about 535 of the Representatives of the American people ought to be reading.

This ought to be the bedtime reading for the Senators and the Members of Congress: "Infrastructure Investment Creates American Jobs," Duke University Center on Globalization, Governance, and Competitiveness.

I am going to read just a few things here just to drive this point home.

Old and broken transportation infrastructure makes the United States less competitive than 15 of our major trading partners and makes manufacturers less efficient in getting goods to market.

You want to get goods to market, build the infrastructure.

Underinvestment costs the United States over 900,000 jobs, including more than 97,000 American manufacturing jobs.

You want to Make It In America, build the infrastructure.

Maximizing American-made materials when rebuilding infrastructure has the potential to create even more jobs. Relying on American-made inputs can also mitigate safety concerns related to large-scale outsourcing.

It is our Make It In America policy. It is the agenda that we have been driving for the last 5 years here. Build the infrastructure, Buy America, Make It In America.

Competitiveness, a lot of talk, everybody wants to talk about the Trans-Pacific Partnership, or the TPA. You want to be competitive; you build the American infrastructure—again, Duke University.

The United States boasts the world's largest stock of transportation infrastructure as measured by combined bridges, airports, seaports, and miles of road, rail, pipeline, and inland waterways.

It is a very good start, foundation.

The United States is not well positioned compared to its major trading partners in terms of quality of transportation infrastructure. Global assessments of transportation infrastructure place the United States in 16th place out of 144 nations.

You want to improve our competitiveness, you want to create jobs, build the infrastructure.

□ 2015

The quality of transportation infrastructure affects the United States' competitiveness, point No. 6, and here is what we can do about it.

Instead of the administration's spending all of its energy and all of its time talking about how we are going to deal with international trade that, in all likelihood, will create fewer jobs in America—so much so that they have to put into that Trans-Pacific Partnership a provision that would actually pay American workers who have lost their jobs—why don't they talk about their own GROW AMERICA Act?

This is the Department of Transportation. This is the President's program, the GROW AMERICA Act. It is, really, a good piece of legislation. It is not yet introduced, unfortunately, but it calls for \$7.6 billion to fix our highway system—this is all annual—\$6.8 billion to improve public transportation, \$3.4 billion to strengthen our rail systems—Amtrak and other kinds of rail systems—and \$1 billion to accelerate our freight support system. If you really want to do international trade, you really have to build the freight management system in this Nation. It has got to go out, not just in, and you can't do it with the antiquated freight systems that we have in the United States. This is \$476 billion over a 4-year period of time. It is a good project—it is fully paid for—but we are not even talking about it here.

We have got work to do. The purpose of this 1 hour, which will, actually, be significantly less than an hour, is to say, "Hello, America. Wake up. Ask your Members of Congress: 'What are you doing about transportation? What are you doing in 7 legislative days to fix the transportation system? Are you paying attention? Are you paying attention to your State? to your community that you represent? to the jobs that you are going to see and the highway projects and the transit projects? Are you paying attention?'" In 7 legislative days, at the end of this month, the Federal highway trust fund terminates along with the projects that are supported by it. It is a problem. It is our problem. We need the courage to act, and we need to pay attention to what is really important, which happens to be the transportation infrastructure of this great Nation. We need to rebuild it.

Joining me this hour is the gentlewoman representing the Capital of the United States, Washington, D.C., Delegate ELEANOR HOLMES NORTON, the ranking member of the Highways and Transit Subcommittee of the Transportation and Infrastructure Committee.

Delegate NORTON, thank you for joining us tonight. I am looking forward to your presentation.

Ms. NORTON. I want to thank my good friend from California because it

is you who have done a great service to the Nation's infrastructure and transportation by taking out this hour virtually every week. Sometimes it is a lonely hour, but I want you to know that some of us notice.

Mr. GARAMENDI. I am not lonely tonight with you. I am glad you have joined us.

Ms. NORTON. I will say that the way in which you have persisted is really a model for how Members get things done in this House, so I have come down, first, to thank and honor you for what you have done.

Mr. GARAMENDI. Thank you.

Ms. NORTON. I have to say, in listening to you, I simply can't figure it out, as your one-man show alone should have been enough to get this bill reauthorized. It is a very unusual way for one Member to take one issue and just not let it rest. Our committee and this Congress owe you a great debt of thanks particularly when you consider, Mr. GARAMENDI, that you are talking about a bill that has strong bipartisan support in a Congress that is not known for bipartisanship. So I thank you from the bottom of my heart for what you have done.

Mr. GARAMENDI. Thank you. Thank you for your leadership on the Highways and Transit Subcommittee, because you are carrying the weight of this particular piece of legislation.

Ms. NORTON. And it is weighing us down. I am afraid we are not getting anywhere, but if we keep trying and if we keep following your leadership and the leadership of Mr. SHUSTER on that side of the aisle and of Mr. DEFazio on this side of the aisle, you couldn't have a better partnership in this Congress. I can't believe we won't be able to get something done, but May 31, my friend, looms, as you said in 7 days—or is it 6? The fact is that we are counting down, and there are some of us coming on the floor with you each day to count down. I was here on a 1-minute earlier today, and I think Members are beginning to understand the obligation that they have to take on, the obligation that you have taken on as a lonely Member for months now.

Mr. GARAMENDI. It has to be done. We absolutely have to do this with your leadership on the subcommittee in trying to find a path to build the infrastructure and in looking for ways to pay for it.

Actually, the administration in the GROW AMERICA Act found a way to pay for it—with the earnings of American corporations that are overseas. Bring those back; tax them; and we would have enough money, together with the existing excise tax, to build our infrastructure over the next 4 to 5 years, so we have got to do it.

Ms. NORTON. And that would give us a long-term bill. The administration admits that it, too, is not the answer because, after that, we still have to come up with a new way to pay for transportation and infrastructure. You, yourself, talked about when this

all started, which was in the Eisenhower administration. We have gotten so efficient now. I drive a hybrid car, which doesn't use much gas. So we have got to be prepared to really think through an entirely new way of funding transportation and infrastructure.

You mentioned the GROW AMERICA Act. I will be introducing that act soon.

Mr. GARAMENDI. Good.

Ms. NORTON. The administration does want it introduced. Mr. GARAMENDI, we need it, if for nothing else but as a marker. What are we talking about? If nothing has been introduced, I am not sure the American people will recognize just how far we have to go.

Mr. GARAMENDI. You have to lay down the marker. You laid down the first proposal, and it is really good. I said 4 years. Actually, it is a 6-year bill—\$478 billion—and it covers all of the elements. All of the elements are there. If somebody has got a better idea, we haven't heard it.

I am delighted. When you introduce that bill, count me as one of the co-authors of it, and I look forward to working with your leadership to push it along.

Ms. NORTON. Oh, you would be the very first one given what you have done on this floor, and I am glad you mentioned some parts of the bill and its cost. Yes. Guess what? It costs money; it costs something to do transportation and infrastructure; but the administration has had many Members' support of bringing back untaxed funds abroad that want to come back and of using it for something that everybody is for.

I understand that our ranking member, Mr. DEFAZIO, has written Mr. RYAN of Ways and Means to ask for a joint hearing of our committee with the Ways and Means Committee so that we can work together, and there are rumors, because that is all we hear about of this bill these days, that there may be one in June. You will notice that that is after May 31.

Mr. GARAMENDI. This is a major concern in that it seems as though the most common thing that happens here in Congress is a game that we used to play as children. It is called "kick the can." You would get an old No. 16 can, and you would kick it around the yard. We kick the can down the road here so often instead of really gripping the issue and saying, "Okay. Let us do something that lays out a long-term, 6-year plan where the States and the counties and the cities can actually project projects and know that the funding is going to be there so they can be efficient and effective and prioritize." Instead of doing that, we just kind of kick the can down the road.

They are talking about a 6-month, until the end of September, with the same level of funding. We are going to lose a lot of jobs, and the opportunity to build the systems that we absolutely

have to have in order to grow our economy is not going to happen. I just go, "Why would we do that? We have a good model."

I am looking forward to the introduction of the GROW AMERICA Act that you are going to introduce. Tell us what is wrong with this. Tell us where it doesn't meet the needs.

My Republican colleagues and Democratic colleagues, what is missing? What improvements should there be? Tell us what it is. We will deal with it.

The funding source, as you said, makes sense. American corporations—Apple and others—have billions of dollars—almost \$1 trillion—of profits overseas that are not taxed. Bring it home. Use that to invest in America. Bring the capital home so that you can put labor and capital together, starting with infrastructure, and build this Nation. Mr. DELANEY, our colleague from Maryland, has a good proposal, a bipartisan proposal, that does that.

Run with it, Congress. Run with it, Senate. Let's do something.

Ms. NORTON. Oh, you have made such an important point because you say, if not this, what?

The Democrats—we on this side of the aisle—are willing to sit down with you to come up with whatever bill we can compromise on. We just have to be shown a bill. The reason I am going to introduce the GROW AMERICA Act is so that we can begin there. Maybe they don't want that. Okay. Let's bargain down from there, but we can't do nothing. We can't go home and say, "Well, we did nothing," and we certainly can't simply wait for our friends on the other side of the aisle.

Now, I want my friend from California to know that representatives of the states were in the House today and I went to say a few words to them. They were in one of our committee rooms—a group that calls itself the "Big Seven." They were the leaders in the States. They were the Governors, the National Conference of State Legislatures, the National League of Cities, the United States Conference of Mayors. They were begging for this bill, so they had their own meeting here.

I think that it behooves us to ramp up the pressure, we who are on the inside. When you see that those who represent the infrastructure we are talking about are on the Hill, pleading, without an answer from either side, well, our side is trying to answer; and because there is so much bipartisanship, there is just no reason that we shouldn't be sitting down and trying to figure this out.

Mr. GARAMENDI. We really must do that.

Yesterday, I was in the Central Valley—Modesto, California—for a meeting, and I had to drive to San Francisco for a speech over Interstate 580, the Altamont Pass, and it is so broken up. There is the fast lane on the Altamont Pass, as you go up over the mountain, that actually has about a 6-

inch crack in the fast lane. As you drive down, you are driving down on one side of the crack. You have one wheel on one side and the other wheel on the other side of this crack, and you say, "Whoa, I hope I can make it through here." That is a major transportation route with tens of thousands of cars traveling on it every day. So the state of good repair? Not in California.

What does it mean? If we were to take the GROW AMERICA Act that you are going to introduce, it would mean that, compared to this year, 2015, we would have \$7.6 billion more across the Nation to repair the highways in our Nation. The Altamont Pass, it is downright dangerous—I was shocked—but they don't have any money to fix it. There would be \$7.6 billion for all of this Nation to do it.

Then the buses, the transit agency in San Francisco. I was parked in San Francisco, waiting for a stoplight. A bus pulls up, and it had to be a 1950 bus. It was rusted out, and I am sure the seats were torn apart. All good credit to San Francisco for trying, but across the Nation, it is the same way—here in Washington, D.C., with the transit agencies, Amtrak.

By the way, Amtrak came to Congress. They wanted money—this is some good news—and we actually passed an Amtrak bill out of the House of Representatives a couple of months ago. Yet do you know what they wanted to do? They wanted to get a waiver on the Buy America provisions. They have to build, I think, 28 locomotives and train sets—high-speed—and they didn't want to buy it in America. I am going, no, no way. If we are going to spend American taxpayer money, spend it on American-made equipment, on American jobs. Make It In America. No way are you going to get out of that.

□ 2030

I also want to talk about this, but you have got a bridge behind you.

Ms. NORTON. I do. You talked about the project in your district, and that project with the crack in the road is emblematic of what is happening in the United States.

Mr. GARAMENDI, they can't even start on that repair because that is a major project. So another patch, as we call it, or short-term funding, means that the backlog of major projects remains. You can't start what America needs, which are major projects. If we could put them all here in this Chamber, they would pile up to the ceiling. They simply have to sit there with 6-month patches or even a 1-year patch. Yours is a major Federal highway, and California can't do anything about it.

I went to such a highway in my own city, and that is why I brought this poster. The Washington Post picked it up and says, "Norton Uses Bridge to Make a Point." It is interesting. Although this bridge also has real defects, I was using it to make another point, that every form of transportation depends upon this bridge in the

Nation's Capital: the intercity buses; the intracity buses; the street car, if you are going to a major highway; the Metro—all of it comes to a head there.

A point that you touched upon, which is seldom made here, is a point I tried to make when I went to the H Street—or Hopscotch—Bridge, and that is that the failure to rebuild that bridge is keeping a complete overhaul of Union Station from occurring, not to mention a whole new community that would be built over it, because they can't move on those major economic development projects until the bridge is done, and it will take 5 years to rebuild that bridge.

So you see, Mr. GARAMENDI, we are not just holding up obvious infrastructure projects; we are holding up major economic development projects that simply can't get started until the roads and bridges are fixed.

Mr. GARAMENDI. Well, you couldn't be more accurate, and you certainly did make the point. I was looking at the picture there. You have got the Northeast corridor, the entire Amtrak system underneath that bridge into Union Station, which I think is probably just to what I would say stage left, and the rail system goes through there, and then the highway system. I didn't realize that this is holding up the reconstruction of Union Station.

Ms. NORTON. So that we can get high-speed rail. So you can't get high-speed rail unless you dig down. You can't do that unless people can get over this bridge. You talked about billions of dollars of highway bridge and transit that is being held up. I don't even want to begin to try to calculate how much economic development that depends upon our fixing those major road projects is not getting done.

Mr. GARAMENDI. Well, also, the lives of our citizens. I don't have the placards with me, but in previous presentations I have shown pictures of the Interstate 5 bridge that collapsed in Washington State near the Canadian border. It shut down commerce going north. You were not going north on that bridge because it collapsed. And then there was the bridge over the Mississippi River in the Twin Cities, in Minneapolis. That bridge collapsed. I think five people lost their lives there. This is an ongoing issue, one that we need to deal with.

The solution is at hand. The solution is at hand. Every community in this Nation has a transportation issue of one sort. It might be a transit, a bus, a train, or a bridge, or a highway, but we all have it.

I am going to make one more point, and this will be my last, and then I will let you wrap it up. I am going to go back to what is the discussion of the day here in Washington, the Trans-Pacific Partnership and the TPA, the authorization of the fast track legislation. Ninety-nine percent of our trade goes through the ports, and this is part of the GROW AMERICA Act. It is part of the freight system. I don't think this

trade bill should pass, but should it become law, you have to have the infrastructure that goes with it, and you cannot have a robust trade program unless you have a well-built port system.

By the way, one of the things that is going to happen is, because of our energy boom, the United States is creating an enormous amount of natural gas. That natural gas is in the process of being transported, shipped overseas in what is known as liquefied natural gas. You supercool, you supercompress the natural gas; you put it into a tanker, a big ship, and you transport it.

A new facility will go online in Louisiana, and it is called the Cheniere facility at Sabine Pass. It will take 100 tankers, ships, to handle the volume of that one export facility, and there are five others that are in the permitting process. I am saying, Wait a minute, that is a strategic national asset; that is part of our infrastructure. Why don't we ship that strategic asset on American-built ships with American sailors? If we passed a simple law here, which actually replicates the North Slope oil law back in the 1960s, we could replicate that and simply say: If we are going to export liquefied natural gas, do it on American-built ships with American sailors. We would build over the next two decades more than a hundred ships in American shipyards with American-built equipment and Americans doing the welding and building those ships, probably well over 100,000 jobs; and the seamen, the merchant marine, they would be American.

It all fits together. It is part of our transportation infrastructure. It is using our great national assets, improving them, the transportation system, and then using those assets to create American jobs. Buy America, make it in America, transport that natural gas on American-built ships with American mariners, and take what will be your legislation, the GROW AMERICA Act, and build the infrastructure.

I am looking forward to the introduction of your legislation. I am looking forward to your leadership in making this happen. We have got to talk about this every single day until we wake up, until America wakes up, and says: Wait a minute, guys, do something for our Nation; build the foundation of economic growth.

Thank you so very much for joining us, Delegate. I will let you close.

Ms. NORTON. Well, again, Mr. GARAMENDI, you have my thanks, and you should have the thanks of this entire House. I am glad you closed with the program you did—you talked about the ports—because in the GROW AMERICA Act is a multimodal freight program. This is the first time it has ever been in the transportation bill.

Now, you gave an example: multimodal, because we are trying to make sure that rail and highway and port projects are coordinated together. That is the efficient use of all modes of

transportation together. Here on the East Coast, The Panama Canal is coming and now you have every single port trying to get that business, and you have the private sector investing like mad in railroads because they want that business, and the buses want that business.

The private sector, Mr. GARAMENDI, is doing its job, but you can't, in fact, in the States do the ports and the freight all by yourself or with the private sector alone. And so this bill, the GROW AMERICA Act, brings it all together, gives us for the first time something that we have had in ground transportation, multimodal, but we have not had it in freight transportation so that those ports you are focusing on would grow, and we grow them here, just as you said, buying American.

I thank you once again for all you have done.

Mr. GARAMENDI. I thank you so very much. I thank you for your leadership. I am looking forward to the introduction of the bill and to push that through. Whether we can do it in 7 days or not—we could. It is possible. All the language is written. You will introduce it. The way of paying for it is known. We have just got work to do.

I am just thinking about the greatness of this Nation and the enormous potential that we have, and how we just let that slip away, for lack of solid programs that really build this Nation. I think about Eisenhower and what he did with the great highway system that we have, the Interstate Highway System. There is much to be done. I look forward to your leadership.

Mr. Speaker, I notice that our Republican colleagues have been listening to our debate and have decided to come and take the next hour and carry forth to Make It in America, build the infrastructure and the foundation for economic growth. I look forward to hearing the gentlemen.

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

The SPEAKER pro tempore (Mr. RUSSELL). The gentleman yields back the balance of his time.

Mr. GARAMENDI. Do you have more you wish to say?

Ms. NORTON. Yes, I certainly do.

Mr. GARAMENDI. I thought we had completed, but I guess I am not yielding back quite yet.

The SPEAKER pro tempore. The gentleman is recognized.

Ms. NORTON. Again, I thank the gentleman for the leadership he has taken on not only this bill but on infrastructure in our country. I did want to say a few more words because in these last 6 days we can't leave words unsaid.

I want to say that what my chief frustration is—there is really no serious thinking going on in this House about ways to replace the highway trust fund except what is in the GROW AMERICA Act, and that, of course, would be for one 6-year period. The reason I bring this up is because I want

the American people to help us think about what has happened to the highway trust fund. We have got to bring it together this time and grow America with repatriated taxes that would otherwise not be there.

But let's think of why we have to do that. The efficiency that we now have and we ought to be proud of that, but it means that that 1950s approach, which worked so magically, is now entirely out of date, and there have got to be other ways to fund transportation and infrastructure. I was very frustrated that in the last bill, we call it MAP-21, there were not even pilots to guide us, like the so-called VMT miles driven that all of us, even those of us who are in hybrid cars, those who therefore don't contribute as much on the present highway fund, would play our part.

We need to sit around a table right here in the House and figure out what to do in the long run because we didn't do that last July when this bill was extended. There are even some people talking about, well, it can go to July because it runs out in July. Yeah, it runs out in July, and then look what happens. Treasury funds will have to be transferred just to make sure that we keep level funding going, and that level funding, meaning just base funding, will mean that no new major projects will be started in the States because of what has come to be called lack of certainty. I know of no major project that can be finished in 6 months. If it takes you 2 or 3 years, leave alone the 5 years like my H St Bridge project I spoke about, then you don't start it at all. So the money just lies fallow. It goes to no good major need.

So who is to blame? They are going to look to us and say, What are you doing? That is why we are coming on this floor. They are going to look to us to stop doing the same thing over and over again and think of something that we didn't do the last time. These short term patches are what we did the last time.

Mr. GARAMENDI. Well, we have done it over and over again, and the general talk around this building is that we are going to kick the can down the road yet again, probably for another 6 months, just like we extended the last one for 9 months. It is not the way to do it, and the result is bad public policy and an inability to really build the foundation for our economic future.

You mentioned the funding, the notion of a joint committee hearing between the Committee on Transportation and Infrastructure and the Committee on Ways and Means to discuss the funding options that you just described, and so we should talk about what the options are, and then select the one that makes the most sense for this Nation's well-being.

□ 2045

We can do that. That is what we were hired to do and what the voters put us here for.

Ms. NORTON. Meanwhile, as you indicated, GROW AMERICA would be a way to do it for at least 6 years.

I went to speak with the various organizations representing the States that were here today. I had my staff look at what the States are doing. Frankly, I found the States in a desperate position. There are States that have already done gas tax increases or reforms of their own. You have got to be pretty desperate to raise your own tax and leave ours where it was 20 years ago.

Iowa, Wyoming, Maryland, Massachusetts, New Hampshire, Pennsylvania, Rhode Island, Virginia, Vermont, the District of Columbia, South Dakota, these State have nothing in common, except that they couldn't continue to go on without funding.

Six States are making progress on trying to raise their own gas tax in the absence of our doing something. Those States, in the same way, don't have anything in common. When I say "making progress," it generally means one House has at least done it, and they are trying to get the other House to raise the gas tax. They are Georgia, Michigan, North Carolina, Utah, and Washington State.

Then there are another seven States which are considering changes because they just can't wait any longer to get long-term projects going: Idaho, Kentucky, Missouri, Nebraska, New Jersey, South Carolina, and Vermont.

When I came into the meeting today, there was someone from the South Dakota Department of Transportation speaking, and it was interesting because they raised the gas tax in South Dakota, a very red State, and it included an amendment also to raise the speed limit by 5 miles an hour. I think that would make it something like 80 miles an hour out there.

He said—and he just laughed at this—that, although they had raised the gas tax on the residents in the legislature, nobody talked about anything except the increase the speed limit. That is how little the notion that you shouldn't raise your gas tax had become in a State like South Dakota.

The States are way ahead of us and looking to us for leadership. These 6-month increments are the exact opposite of leadership—delaying, as I indicated before, Mr. GARAMENDI, billions of dollars of other infrastructure that the Federal Government wouldn't have to pay for often, that can't get done, like a road or a bridge. That is why I went to such an example in my own district.

Mr. Speaker, I ask unanimous consent to submit for the RECORD a list of the top five critical infrastructure projects in my own district, the Nation's Capital. The National Capital Region Transportation Planning Board has also written to this region's bipartisan delegation, and I would like to have its resolution also included in the RECORD.

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

TOP FIVE CRITICAL INFRASTRUCTURE PROJECTS IN THE DISTRICT OF COLUMBIA STALLED UNTIL THERE IS A LONG-TERM SURFACE TRANSPORTATION REAUTHORIZATION

1. Rehab of 14th St NW, Thomas Circle to FL Ave.
2. Safety & Geometric Improvements to I-295/DC295
3. 11th St. SE Bridge (various components)
4. Improved Signal System and Communication Network
5. Intersection of PA Ave. and Potomac Ave. SE

NATIONAL CAPITAL REGION,
TRANSPORTATION PLANNING BOARD,
April 27, 2015.

Hon. JAMES INHOFE,
Chairman, Senate Committee on Environment and Public Works, Washington DC.

Hon. BARBARA BOXER,
Ranking Member, Senate Committee on Environment and Public Works, Washington DC

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

Hon. PETER DEFAZIO,
Ranking Member, House Committee on Transportation and Infrastructure, Washington DC.

DEAR CHAIRMEN INHOFE AND SHUSTER, AND RANKING MEMBERS BOXER AND DEFAZIO: On behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (MWCOG), I transmit the attached board resolution and policy principles for the reauthorization of the federal transportation programs.

Our policy principles represent a common-sense approach to reauthorization. We urge Congress to enact legislation that will fund priority needs and promote effective planning and project development.

As we face the expiration of MAP-21, this moment offers an opportunity to demonstrate that our nation is still capable of taking care of its most basic needs as we plan for future generations. We urge Congress to act decisively and comprehensively.

Sincerely yours,

PHIL MENDELSON,
Chairman.

NATIONAL CAPITAL REGION CONGRESSIONAL
DELEGATION

The Honorable Ben Cardin, United States Senate, Maryland.

The Honorable Barbara Mikulski, United States Senate, Maryland.

The Honorable Don Beyer, United States House of Representatives, 8th District, Virginia.

The Honorable Barbara Comstock, United States House of Representatives, 10th District, Virginia.

The Honorable Gerald Connolly, United States House of Representatives, 11th District, Virginia.

The Honorable Robert Wittman, United States House of Representatives, 1st District, Virginia.

The Honorable Tim Kaine, United States Senate, Virginia.

The Honorable Mark Warner, United States Senate, Virginia.

The Honorable John Delaney, United States House of Representatives, 6th District, Maryland.

The Honorable Donna Edwards, United States House of Representatives, 4th District, Maryland.

The Honorable Steny Hoyer, United States House of Representatives, 5th District, Maryland.

The Honorable Christopher Van Hollen, United States House of Representatives, 8th District, Maryland.

The Honorable Eleanor Holmes Norton, United States House of Representatives, District of Columbia.

NATIONAL CAPITAL REGION,
TRANSPORTATION PLANNING BOARD,
Washington, DC, April 15, 2015.

RESOLUTION TO APPROVE POLICY PRINCIPLES
FOR THE 2015 REAUTHORIZATION OF FEDERAL
SURFACE TRANSPORTATION PROGRAMS

Whereas, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

Whereas, since 2000 the TPB has been calling attention to the region's long-term transportation funding shortfall, and has documented its unmet preservation, rehabilitation and capacity expansion needs for the region's highway and transit systems; and

Whereas, federal funding for transportation infrastructure plays a significant role in the National Capital Region; projects such as the interstate system and the Metro system could never have been built without the leadership, long-standing commitment, and financial support of the federal government; and

Whereas, the Washington region continues to face the challenges of accommodating growth in people and employment, more pervasive congestion on highways and transit systems, and delays in completing critical rehabilitation needs and key expansion projects; and

Whereas, MAP-21 was enacted on July 6, 2012 as a two-year bill, and was extended on August 8, 2014 through May 31, 2015, which was the ninth time in the last decade that Congress has enacted a short-term extension of the federal highway and transit programs.

Whereas, it is anticipated that Congress will likely again enact a short-term extension prior to the May 31st expiration of MAP-21, but the need for sustained and long-term federal funding could remain unaddressed; and

Whereas, the lack of predictability in federal funding programs has undermined the ability of state and local implementing agencies to effectively plan and build transportation facilities that are vital to meet the challenges of the future; and

Whereas, the lack of sustained and adequate federal funding for transportation undermines economic growth in our region and across the nation and hinders our global competitiveness; and

Whereas, both Maryland and Virginia took historic steps in 2013 to address their transportation funding shortfalls by raising new revenues, and the District of Columbia took similar steps five years ago, but nonetheless, the inadequacy of sustainable federal funding remains a critical concern; and

Whereas, the TPB has regularly communicated its positions regarding federal transportation legislation to Congress, including policy principles in 2002 and 2008, and a letter on May 21, 2014 calling upon Congress to protect the Highway Trust Fund from insolvency; and

Whereas, at the November 19, 2014 meeting, the TPB directed staff to develop a set of policy principles for the reauthorization of

the federal surface transportation program that the Board might communicate to the U.S. Congress; and

Whereas, on April 3, 2015, the TPB Technical Committee received a briefing and commented on draft proposed policy principles: Now, therefore, be it

Resolved that the National Capital Region Transportation Planning Board approves the attached 2015 Policy Principles for the Reauthorization of Federal Surface Transportation Programs" and further, be it

Resolved that the National Capital Region Transportation Planning Board calls on the United States Congress to reauthorize an enhanced federal surface transportation program for a full six-year period, consistent with the attached Policy Principles.

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD,
April 15, 2015.

2015 POLICY PRINCIPLES FOR THE REAUTHORIZATION OF FEDERAL SURFACE TRANSPORTATION PROGRAMS

The federal government has an historic interest in transportation. The benefits of federal investment in a balanced, multimodal transportation system have long been recognized as critical to our national interest, promoting economic growth and providing access to opportunities for all individuals. In addition, the federal government has a unique obligation to support interstate commerce and to meet critical emergency and security requirements, and thus should provide an equitable contribution towards the cost of maintaining, operating and building our transportation infrastructure.

The National Capital Region Transportation Planning Board supports the following policy principles as a common-sense approach for reauthorization of the federal surface transportation programs.

1. Increase Federal Transportation Funding

A substantial increase in federal surface transportation funding levels is needed to address the current under-investment in the maintenance, operations and expansion of the nation's transportation system.

All reasonable and predictable strategies for sustained long-term funding should be pursued, including:

Increases in federal fuel taxes or other user-based taxes and fees;

Indexing fuel taxes and user fees to inflation so as to maintain the buying power of transportation funds;

Implementing pricing strategies enabled by emerging technology for all modes of travel, including rates that vary by time of day, type of vehicle, level of emissions, and specific infrastructure segments used;

Incentivizing federal support and coordination of innovative financing techniques, including public/private partnerships;

Utilizing savings from tax reform legislation; and

Creation of national infrastructure banks or bonding programs.

2. Fund Priority Needs

An explicit program focus, with enhanced funding, is needed to put and keep the nation's transportation infrastructure in a state of good repair.

Federal transportation policy should provide for increased federal funding focused on metropolitan congestion and other metropolitan transportation challenges, with stronger partnerships between federal, state, regional and local transportation officials.

The federal commitment to balanced multi-modal transportation systems must be reaffirmed including by restoring parity between the transit commuter benefit and the parking commuter benefit. As communities

seek to reduce dependency on driving and serve non-drivers, alternatives must be developed and supported. In particular, federal funding for public transit and safe pedestrian and bicycle infrastructure should be enhanced.

3. Promote Effective Planning and Project Development

More timely, detailed, and flexible requirements to comply with MAP-21's mandate for performance based planning and programming should be promulgated. Adequate and timely federal support, including funding, should be provided to the states and metropolitan areas to adopt and implement the program requirements.

The current set of performance measures outlined in MAP-21 should be allowed time to take effect and be evaluated before enhancements are considered.

Streamlining federal planning and environmental review processes, outlined in MAP-21, that are aimed at ensuring timely delivery of transportation projects, should be supported.

Given the critical role of goods movement in our economy and the demands of freight on our infrastructure, a national freight program should be a key component of a long-term reauthorization act.

Ms. NORTON. I want to emphasize, as we approach the end, how little of a partisan problem we are talking about this evening. Republican Governors have signed the laws that I have referred to.

The committee—Mr. GARAMENDI will remember this—had Republican Governors, State department of transportation executives, cities, counties, regional councils, and the rest before us, and the notion of devolution came up.

This hearing was interesting because when devolution has come up, and devolution simply means that if States are raising their gas tax. Well, let's stop doing a Federal highway or surface transportation bill.

These States are raising their gas tax, and they are waiting for us to raise ours so that the partnership that is represented by State gas taxes and Federal gas taxes will remain whole until we find some other way to do this.

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

PASS A SURFACE
TRANSPORTATION BILL

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentlewoman from the District of Columbia (Ms. NORTON) is recognized for the remainder of the hour as the designee of the minority leader.

Ms. NORTON. Mr. Speaker, may I ask how much time is remaining in the hour?

The SPEAKER pro tempore. The gentlewoman from the District of Columbia has 16 minutes remaining.

Ms. NORTON. Mr. GARAMENDI spoke about the Eisenhower years, which gave us the present highway trust fund. Its lasting effects make it a monumental contribution to American law. Our generation has the obligation to move on, now that we have become so efficient that the highway trust fund, as set up 50 years ago, is obsolete.