

servant's heart. Ed remained active and provided unmatched support for businesses, historic societies, civics projects, the Columbia Springs Foundation, the Fort Vancouver National Trust, and the PeaceHealth Southwest Medical Center up until his last days.

Ed's vibrant personality made him one of the most beloved individuals of our entire region. Whether it was something as simple as remembering your name or giving you a book from his collection, he did more for our community than almost anyone, yet he was never more than just "one of us." I honor his memory today.

HIGHWAY TRUST FUND

(Mrs. CAROLYN B. MALONEY of New York asked and was given permission to address the House for 1 minute.)

Mrs. CAROLYN B. MALONEY of New York. Mr. Speaker, when it comes to the highway trust fund, this Congress has kicked the can down the road so many times that pretty soon we will not even have a road.

In just 5 legislative days—in 5 legislative days—the fund will expire, and with it, 660,000 good-paying jobs will be on the chopping block.

America cannot lead the next century with broken roads and bridges collapsing. We are spending barely enough to repair the infrastructure of yesterday, as China and Europe build a transit system worthy of the 21st century.

In my district alone, we have two large infrastructure projects—the Second Avenue Subway and the East Side Access—and both of them depend, as do large infrastructure projects, on Federal funding. They create thousands of jobs, and they will cut commute times. They are investments in productivity and economic growth for our country.

After a dozen short-term extensions, it is time for a long-term highway bill. Our future depends on it. Our economic growth depends on it.

KEEP THE PROMISE ACT

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

Mr. GOSAR. Mr. Speaker, I rise today to draw attention to the serious issue facing my home State of Arizona.

For several years, I have been actively involved in a troubling off-reservation gaming issue in my home State of Arizona involving the Tohono O'odham Nation. The tribe has been attempting to move from their ancestral lands in Tucson into another tribe's former reservation in the Phoenix metropolitan area for the sole purpose of building a Las Vegas-style casino.

Tohono's dismissal of their promise of a voter-approved compact and their dismissal of a promise to build no additional casinos in Phoenix is not something that Congress can ignore when the result will be so harmful to what has been a national model.

Furthermore, Tohono has falsely been claiming a victory in court. This sentiment is factually wrong. The Tohono won nothing based on the merits. Rather, the case was dismissed on the draconian doctrine of sovereign immunity, which we, Congress, have jurisdiction and oversight of, rather than the courts.

I urge immediate adoption of this commonsense legislation that has passed this same body last Congress and has already passed committee by unanimous consent.

EXPORT-IMPORT BANK

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

Mr. PAYNE. Mr. Speaker, once again, we are seeing a dose of demagoguery from the Republican leadership, who continue to threaten the elimination of the Export-Import Bank.

The Ex-Im Bank ensures that American companies of all sizes have access to financing for the export of American goods, from electronics, to medical equipment, to smartphones and cases of soap. These exports contribute to the strength of the economy and support millions of American jobs. In fact, since 2009, the bank has supported 1.3 million private sector jobs.

Republican threats to eliminate the bank are threats to American workers, manufacturers, and our economy. Last year, New Jersey exported \$36.8 billion in merchandise. Failure to reauthorize the Ex-Im Bank would put billions of dollars in New Jersey exports at risk.

I urge my colleagues to reauthorize the Ex-Im Bank.

HIGHWAY TRUST FUND

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

Ms. ESTY. Mr. Speaker, there are only 5 legislative days until the highway trust fund expires. Once again, this House is governing by crisis and needlessly endangering 660,000 good-paying jobs. This needs to stop.

The American Society of Civil Engineers gives America's infrastructure an overall grade of D-minus. Mr. Speaker, 35 percent of my State of Connecticut's bridges are structurally deficient, functionally obsolete, or both.

We shouldn't wait until the trains derail, the bridges collapse, or projects shut down before we fund our infrastructure in this Nation. A great nation does not respond to crisis with duct tape. A great nation leads by bold action.

I join Democrats and Republicans who are ready to work together to pass a long-term, sustainable, robust highway and infrastructure bill. The time is act is now.

POSITIVE TRAIN CONTROL

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

Ms. HAHN. Mr. Speaker, Americans are still shaken by this week's Amtrak derailment that took the lives of seven people and left more than 200 injured. Our thoughts and prayers are with the families who have suffered a loss.

The NTSB said that this tragedy could have been prevented if the corridor had been outfitted with positive train control technology, PTC. All of us in southern California have known the importance of PTC since the horrible train accident in Chatsworth in 2008 that killed 25 people. Congress mandated that year that PTC be installed on all our Nation's rail lines.

Across the country, rail lines are in the process of installing this lifesaving technology, but many are behind schedule. There was no PTC in place where this recent crash occurred.

Yesterday, former Republican Transportation Secretary Ray LaHood said, "The idea that Amtrak doesn't need more money to implement positive train control . . . is nonsense." And yet yesterday, Republicans in the House Appropriations Committee voted to cut the Amtrak budget by \$252 million.

This Congress' policy of starving our infrastructure system is endangering Americans. Enough is enough.

HIGHWAY TRUST FUND

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

Mr. NORCROSS. Mr. Speaker, I rise today to talk with my colleagues about passing a long-term reauthorization of the highway trust fund. If we don't do it now, it is about kicking the can down the road once again.

It is because of this dysfunction that we have here in Congress that we can't get something done. People talk to us day in and day out about how disgusted they are. We can't do things. They are crying out for predictability.

If you were only going to get two paychecks, would you be thinking about buying a house? Of course not. Industries that rely on our roads and bridges to move goods and services need that predictability, that funding, to make good business decisions. Otherwise, it would be foolish for them to do that.

We all say we want to help our economy grow, and certainly I do. Let's give the job creators a reason to create jobs. Let's reauthorize the highway trust fund for the long term.

□ 1230

WHEN WOMEN SUCCEED, AMERICA SUCCEEDS: AN ECONOMIC AGENDA FOR WOMEN AND FAMILIES

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