

minute and to revise and extend his remarks.)

Mr. KATKO. Mr. Speaker, I rise today to recognize the courage and commitment of our policemen and women across this great country. Every day, individuals donning the police shield risk their lives to protect and serve our local communities.

Having served as a Federal organized crime prosecutor for 20 years, I have had the distinct pleasure and honor of working with countless police organizations across this country, including in my hometown, such as the Syracuse Police Department, the Syracuse Gang Violence Task Force, and the Onondaga County Sheriff's Department, among many others. Together, we worked to make Syracuse safer by going after drug and gang organizations that plague our community. While I now proudly represent New York's 24th Congressional District, their mission continues.

I am elated that this body will consider two bills, the Thin Blue Line Act and the Probation Officer Protection Act, that will help protect these individuals who protect us every day. Further, I have a bill that will be debated tomorrow. This bill will help fusion centers disseminate information to our policemen and women as they continue to tackle new and adapting threats across this country.

Again, I would like to thank all our Nation's police officers and honor them this day for their dutiful service.

POLICE WEEK

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

Mr. FITZPATRICK. Mr. Speaker, as a member of the law enforcement community, I rise today to recognize the service and the profound commitment of our police officers around our great Nation.

The dedication and sacrifice of our blue line deserves to be respected every day. National Police Week gives us all the opportunity to stand together in support for those in blue and to recommit ourselves to the ideals and laws of our Nation that they are tasked to uphold.

National Police Week is a special time to unite nationwide to honor those who sacrifice so much to protect our neighborhoods and our loved ones. To those who have made the ultimate sacrifice in the line of duty, we as a nation stand eternally grateful.

Mr. Speaker, I am honored to recognize National Police Week 2017 and to join with the millions of proud Americans throughout our country to thank our law enforcement members for their continued service and sacrifice.

POLICE WEEK

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

Mr. HIGGINS of Louisiana. Mr. Speaker, I rise unscripted and sober in respectful support for my brothers and sisters of the thin blue line from sea to shining sea. These men and women behind the badge rise each day and serve each night as we work and as we slumber, sure to face dangers unknown, certain to face enemies unseen, and sometimes to be completely unappreciated. This week, we recognize them and we celebrate them.

To my brothers and sisters of the thin blue line, please hear that your support within this body is unwavering and shall not falter.

God bless you, one and all.

MAKE IT IN AMERICA

The SPEAKER pro tempore (Mr. COMER). Under the Speaker's announced policy of January 3, 2017, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, this is Infrastructure Week.

Infrastructure. Can you imagine Congress actually talking about building things that America needs, like roads, high-speed internet, and maybe a few ports and ships and high-speed trains from here to there?

It is Infrastructure Week. Mr. President, you promised us a trillion-dollar infrastructure bill; however, you seem to be occupied on a few other things. So we will be understanding and just kind of take up the issue here and talk about it and see if we can move this issue forward since we really haven't heard from the administration on your trillion-dollar program.

Let's talk about some of the elements of it today. I am going to start with a really old placard that we have used now for 7 years. We call this the Make It In America agenda, and it has been something that Mr. HOYER of Maryland and I and many others on the Democratic side of the aisle have been talking about for some time. We talk about trade; tax policy; energy policy; and labor issues, such as the Davis-Bacon Act that guarantees that we are not going to have a rush to the bottom, but that we are going to hold up the working men and women that are making things in America, like roads and bridges; education; research; and not at the bottom, but always important, infrastructure.

So today we talk about infrastructure. As we do so, I want us to always keep in mind that infrastructure offers an incredible opportunity for America to do more than just lay down concrete, more than just putting asphalt on a road or a pipe in the ground. Infrastructure offers an opportunity for us to rebuild the American manufacturing sector. There are many different ways we can do that.

For example, if we are going to build locomotives for the eastern corridor of the Amtrak system here in the United

States, new electric locomotives. Way back when, some of us do remember the Great Recession and the effort of this Congress—then controlled by the Democrats—to jump-start, to rebuild the American economy. In what was the stimulus legislation there was a piece of it that called for, I think, \$700 million or \$800 million for about 80 new electric locomotives for Amtrak. Some brilliant staffer wrote into it: 100 percent American made.

Guess what. Siemens, a German company, said, Oh, a \$700 million, \$800 million contract to make a bunch of locomotives; we can do that. So, in Sacramento, California, they expanded their little trolley plant and made it into a locomotive plant. They have now built all of those 100 percent American made.

So when we talk about infrastructure—in this case, the Amtrak system—it can be made in America. Manufacturing matters.

To get down to the details here of what infrastructure is all about, international trade is critical to the American economy. Unfortunately, we are running a trade deficit. All of that trade—about 90 percent of it, actually—comes through the ports of America. So when you talk about infrastructure, you have got to talk about the ports.

Harbor maintenance is a particular program that has been in existence for a long time. It is a tax on every cargo container that arrives in the United States in ports and is basically used for dredging.

My colleague and I, who will joining me in a few moments from the Transportation and Infrastructure Committee, made a little change here. We said that money can't just go for the support of the Treasury and the deficit, but, rather, it must be used on harbor maintenance. We expanded the definition of harbor maintenance to include on the wharf and related issues.

But when we talk about infrastructure, much of that infrastructure will start at the great ports on the West Coast up in Seattle and the Puget Sound and San Francisco Bay. Don't let me forget about Oregon. They have got some great ports in Oregon. Then, of course, the busiest port in America—well, probably among the busiest ports—L.A.-Long Beach Port in California.

Infrastructure. Are the American ports ready for tomorrow's international commerce?

The answer is: Not really.

The Panama Canal has been expanded and now we have ships called Panamax ships and super Panamax ships, all of which require that our ports be upgraded. The channel has deepened. The wharf has expanded. The number of containers that can be handled at any one time increased.

So you have got the channel deepening, wharves that need to be made, docks, the rest, and all of the cranes and all of the movement necessary to