

handle these ships that have thousands upon thousands of containers, all of which have to be unloaded quickly.

I want to begin with the infrastructure issue at the ports, but there is more to it than that. It is the ships that arrive at the ports.

The United States used to have a great maritime industry. At the end of World War II, there were more than 1,500 American-flagged and American-built ships. Over the years, we have seen a continuing decline in that. We had 500 about 20 years ago, and today, less than 80 ships are American-flagged.

We do have the Jones Act, which is extremely important. That is for the domestic shipping. Those are American-flagged and American-built ships, but those are all domestic. The intercontinental ships—what they call the Blue Ocean Ships—are not made in America anymore, but they could be.

This is where I want to take this discussion. I want to take this discussion back to another part of the infrastructure. Remember, I was talking to you about the trains, the locomotives made in America and really rebuilding the American locomotive industry in California with a German company, Siemens, building those locomotives.

Now, guess what. America is not energy independent yet, but we are on our way to that. We would expect to be the third largest exporter of natural gas in the form of liquefied natural gas by 2020 and one of the world's largest exporters of crude oil by 2025. As of today, none, nada, not any of that liquefied natural gas or oil will be on American-built ships.

Don't you think it ought to be the American policy that some of it should be on American-built ships with American flags and American mariners?

If you care about the national security, you should care about blue water shipbuilding in the United States. There are two bills that I am introducing that go directly to this.

The fundamental question is this: Will the LNG ships be made in China, Korea, Japan, or will they be made in America?

American national security depends upon the U.S. Navy and the ability to build ships in the United States.

Right now, the great oceangoing ships on the commercial side are not built in the United States and our shipyards are losing the trained men and women, from naval architects to welders and steamfitters, and on and on, that can build these ships.

What we need to do is to reenergize the American shipbuilding industry and the infrastructure that goes with it by passing legislation that we call the Energizing American Maritime Act and energizing the American shipbuilding industry, all part of an infrastructure package that includes the ports, the docks, the trains and trucks that arrive there, multimedia, and on the water itself—American-built ships with American sailors providing at least

some of the export potential that is in the process of being achieved.

Liquefied natural gas. We would expect to have more than 100 ships moving that LNG from American ports to somewhere around the world—mostly China, Japan, India, and Europe.

□ 1945

But right now it will be zero unless we pass a bill—16 lines of law—that say: Build it in America; make it in America, American mariners, American ships.

We can do this as part of a large, trillion-dollar infrastructure package—ships on the ocean and ports in America that are capable of handling the largest ships in the world, docks that are capable of quickly unloading these ships in an efficient, effective manner, rail yards that move the goods out of the ports and into the ports for export, and the trucks that move across the highways, all of this, part of an infrastructure package, just one piece of a much larger issue.

Now, joining me tonight in our little discussion is an extraordinary Representative from the great State of Connecticut who has now taken a leadership position on the Transportation and Infrastructure Committee as vice ranking member, ELIZABETH ESTY.

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

NATIONAL INFRASTRUCTURE WEEK

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2017, the gentlewoman from Connecticut (Ms. ESTY) is recognized for the remainder of the hour as the designee of the minority leader.

Ms. ESTY of Connecticut. Mr. Speaker, I thank the gentleman, Mr. GARAMENDI, for our shared commitment to American manufacturing and to ensure that, once again, America will be the envy of the world for a fantastic infrastructure and transportation system.

Mr. Speaker, I yield to the gentleman from New Jersey (Mr. PAYNE), who is my friend and colleague, to continue our discussion on this the second day of National Infrastructure Week to talk about the tremendous need that we have in this country to do a better job to ensure our citizens get to work on time and safely and get home in the same way.

Mr. PAYNE. Mr. Speaker, first, let me thank the gentlewoman from Connecticut (Ms. ESTY) for allowing me this time to engage the American people in a subject that is crucial to the economy of this Nation and for the citizens that use transportation throughout this country. I think Mr. GARAMENDI really gave us the bang in terms of looking at the rail situation. That is an area that I also am going to speak on.

Let me say that, with every day that passes, the need for Federal infrastruc-

ture investment grows more and more urgent. Robust and reliable infrastructure is the foundation for economic success and security. But for too long, the United States has underinvested in our infrastructure, and this once vibrant foundation has crumbled.

Yesterday, in my district, I took a visit with Amtrak to the 107-year-old Portal Bridge that carries about 450 trains and thousands of passengers over the Hackensack River in New Jersey every weekday. It is a major bottleneck along the Northeast corridor, the Nation's busiest rail line. This rail line goes through New Jersey—well, actually, it starts here in Washington and will travel to Boston. So it travels through Connecticut as well. But we have a major bottleneck in New Jersey.

This old infrastructure, this 107-year-old bridge, is really outdated machinery because this bridge over the river has to spin on a turret when there are barges coming through. Normally it gets stuck. The replacement of the bridge is a key component of the \$23.9 billion Gateway program, a comprehensive rail investment program to double rail capacity between New Jersey and New York City.

According to a recent study released by Amtrak, the program could generate \$3.87 worth of economic benefit for every \$1 invested. New Jersey and New York have agreed to contribute \$750 million towards the estimated \$1.5 billion costs for the Portal Bridge project. But the program will not be able to move forward without Federal investment. President Trump's proposal to zero out the New Starts programs threatens to derail the overall Gateway program and the Portal Bridge project along with it.

America's infrastructure is failing. Now is the time to build the infrastructure that we need to grow our economy, keep America safe, and become more competitive. Every dollar of infrastructure investment means another \$3 of economic growth. America's infrastructure needs could be met, and then some, for a fraction of the cost of the President's tax plan—which is estimated to increase the deficit by \$3 trillion to \$7 trillion over the next decade—while contributing immensely to economic growth.

Mr. Speaker, we see what is happening across this Nation. We have seen what has happened when bridges crumble, poor infrastructure and tunnels, and it is time for this Nation to invest, once again, in its infrastructure if it wants to remain the beacon in the world for economic growth.

I would like to thank the gentlewoman, once again, for allowing me this opportunity to talk about a critical topic. If no one hears this call, we are doomed in terms of our infrastructure.

Ms. ESTY of Connecticut. Mr. Speaker, I thank the gentleman.

Mr. Speaker, I rise today in recognition of National Infrastructure Week. I do this proudly as the daughter and

granddaughter of civil engineers—men who built bridges, roads, airports, and dams all across this country and all across the world. However, Mr. Speaker, sadly, today I need to recognize that America is not getting a good grade in infrastructure. In fact, just this last month, the American Society of Civil Engineers gave America's infrastructure a grade of D-plus.

Now, before we despair, we can be happy it is not as bad as 4 years ago when it was a D. But there is no parent in America who will cheer when their child comes home and says: I made it all the way from a D to a D-plus.

America can and must do better, and this Congress needs to fulfill its duty under the Constitution and under the basic tenets of what a government is supposed to do by meeting the needs of the American people. There is no better time than now, and there is no better place than here, in the people's House, for us to take up this call because, at the end of the day, infrastructure is about jobs. It is about putting people to work right now replacing those bridges, roads, dams, airports, and rails. But, more importantly, it is about getting people to work safely and on time tomorrow and getting home in time to see the soccer game.

So we are going to go through, a little bit, some of what these grades were. So the composite grade of D-plus is made up of roads, D; and bridges, C-plus. Many Americans will remember an August night 10 years ago in 2007, in the Twin Cities. People were driving across a heavily traveled bridge on I-35. The bridge collapsed, sending people crashing down into the river. Twenty Americans lost their lives when that bridge collapsed.

In my own State of Connecticut, people remember when the Mianus River Bridge collapsed on I-95, the major backbone of the entire Northeast corridor. Fortunately, the bridge collapsed in the middle of the night, and only three people died. Had it been during the middle of the day, that number would have been far higher.

Mr. Speaker, America should not wait, nor should this Congress wait, until bridges collapse or trains derail until we fix our aging infrastructure. It is the backbone of what government is supposed to do.

Our roads are congested. In 2014, engineers estimated that congestion cost American commuters \$160 billion in a single year. For the average commuter in an urban area, that was 42 hours of their lives—a full workweek. So it is not just dollars and aggravation, it is polluted air, and it is broken axles. But it is also time, which for many Americans is the most valuable thing we have. We want to see our families. We work hard in this country, and we in Congress should be working harder to make sure that our hardworking people we represent can get home on time to see their families.

So that is where we are. That is where we are with bridges and roads. I

had a constituent come up to me in the nearby city of Waterbury last week. We were looking at an aging infrastructure intersection. She said:

I came over here just to tell you that I hit such a big pothole last week. I have got a couple-hundred-dollar repair bill for my car, and I don't have the money to pay for it. You have got to tell those people in Washington we need to fix things so I don't have to worry about a pothole ruining my car and making me unable to pay my bills.

Mr. Speaker, too many of our bridges are structurally deficient—almost 4 in 10 of our bridges. Thirty-nine percent are 50 years old or older. That is the structural lifespan of a bridge—50 years. I drive across some of those every single day, and nearly 10 percent of the Nation's bridges are graded structurally deficient. Just to say, they are really not safe.

It is not just bridges and roads that are in dire need of repairs. We also have our rail system. We saw from my colleague, Mr. PAYNE, that rail systems are a problem. Our transit systems are in desperate need of upgrade. Passenger rail, we don't even have a full estimate of what that would take to bring it up to speed. We have passenger rail that runs through Connecticut; 100,000 people commute every single day. The commute right now from New Haven, Connecticut, to New York City is as long as it was 100 years ago. Surely America can do better. It is not just passenger rail and freight rail.

We should say a good word about freight rail here. Freight rail is the reason we are up from a D-plus to a D. Freight has moved up to a B, so we can be glad about freight's grade this past year.

We also have airports. Now, I don't know how many of you have been through airports recently. If you have, you might even be surprised they are up to a D and not lower than that. American airports are congested. Many of them are aging and are in need of significant work. Congestion at airports is growing. Twenty-four of the top 30 airports in the U.S. are experiencing the "Thanksgiving-peak traffic volume" once a week. That used to be a term that was used once a year. American airports across the country are serving 2 million passengers a year.

I can tell you about a recent time I landed in LaGuardia Airport in New York. It used to be considered one of the Nation's shining examples. People came and arrived in LaGuardia and were amazed and impressed with this great country.

□ 2000

One of the last times I was in LaGuardia Airport, I was greeted by a blue plastic tarp duct-taped to the ceiling inside the terminal, funneled down into a 30-gallon trash can to collect the water that was leaking through the terminal. That is not the way a great country greets its own citizens, or any others, to one of the world's great cities.

In addition to the work we need to do on our airports, we have our water in-

frastructure. This is our clean water system, and it is also our wastewater system. According to the most recent Clean Watersheds Needs Survey, the EPA reports that the total wastewater and storm water treatment capital needs in the next 25 years is \$271 billion; yet the Federal Government has been contributing less and less to that growing need to make sure that our rivers and streams and waterways are clean.

All of America saw, last year, what happened when one single community, Flint, Michigan, failed to add a single corrosion-prevention agent to its clean water and ended up literally poisoning its children with lead.

It is time for America to do better. There are costs when we don't invest in this country. I like to think of it more or less like the roof on America's house.

Now, many of you may know it is pretty exciting when you put an addition on your house, but it is not exciting to replace your roof; but if you don't replace your roof and it keeps leaking, ultimately, you lose the entire house. The ceiling collapses. That is where we are as a country right now. We have stopped fixing America's roof. We have stopped it in bridges and roads. We have stopped it in airports and rail. It is time for us to get going.

I will tell you that I am encouraged by reports coming from the new administration about making a serious commitment to invest in America's infrastructure, but there are some things that we need to keep in mind when we are talking about American infrastructure. One is to remember that it used to be called by another name. It used to be called public works.

There is a reason it was public works. There is a reason it wasn't private works. So I think it is certainly appropriate that we look to do public-private partnerships, to leverage the power of private investors to fix some of our aging infrastructure, and to build some new infrastructure.

But we should make no mistake: This country became great, it was transformed by the Interstate Highway System, literally linking America from end to end. But we cannot expect, nor should we think, that the basic public infrastructure of America is going to be able to be outsourced to financiers in New York City. If that were the case, they would have already done it. These are basic public works where we need real dollar investments, and I can assure the administration there are many of us in Congress who are ready to move forward with that.

When we are talking about infrastructure, there is another piece I like to remind people we need, because part of infrastructure is moving goods and services, getting people to work and back, getting things to markets and things they want to buy and put on the table. But the 21st century is going to be built on information, and information is what is moving most in this society and creating much of the value.

So if we need information, that means we need energy and we need internet everywhere. So in addition to infrastructure and transportation, we need to have infostructure. We need to have reliable, cybersecure, sustainable energy systems across America, and we need to have internet available for every single American to participate in this exciting new economy. So we have infrastructure, we have infostructure, and we have public works.

Mr. Speaker, the roof of America's house is leaking. The time is now for this body, the people's House, to come together to work on real transportation and infrastructure bills. We have dozens of them that are available in the Transportation and Infrastructure Committee and other committees.

But the time has passed; the time has passed for us to wait, to pass the buck, to delay fixing the roof because the leaks are getting worse. The American people are suffering. When it is your family that is on the bridge that is structurally deficient, you would want, if your family crosses that bridge every day, you would want to make sure that it gets fixed and not wait until it falls down.

This is the sort of basic function government used to do without a question. It is what used to happen in this Chamber because people didn't care whether there was a D or an R after their name. Bridges and roads don't have D's or R's after their names. They are not affiliated with political parties, nor should they be. It is time for us to do our jobs and set aside whatever partisan bickering there may be in other venues.

On this, on bridges and roads, rail systems and dams, water infrastructure and infostructure, I ask my colleagues to please join me—join all of us—and make this, National Infrastructure Week, the start of the 115th Congress' commitment to do right by the American people, to make these investments, to do the sort of compromise and negotiation that this body is supposed to be doing to meet the needs of the American people.

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

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. MARINO (at the request of Mr. MCCARTHY) for today on account of travel delays.

Mr. NEWHOUSE (at the request of Mr. MCCARTHY) for today and for the balance of the week on account of a death in the family.

Mrs. NAPOLITANO (at the request of Ms. PELOSI) for today and the balance of the week.

Ms. ROYBAL-ALLARD (at the request of Ms. PELOSI) for today.

SENATE BILL REFERRED

A bill of the Senate of the following title was taken from the Speaker's

table and, under the rule, referred as follows:

S. 1083. An act to amend section 1214 of title 5, United States Code, to provide for stays during a period that the Merit Systems Protection Board lacks a quorum; to the Committee on Oversight and Government Reform.

ADJOURNMENT

Ms. ESTY of Connecticut. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 7 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, May 17, 2017, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

1358. Under clause 2 of rule XIV, a letter from the Acting Assistant Secretary, Strategy, Plans, and Capabilities, Department of Defense, transmitting an amendment to a report, was taken from the Speaker's table, referred to the Committee on Armed Services.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. McCAUL: Committee on Homeland Security. H.R. 2169. A bill to amend the Homeland Security Act of 2002 to enhance information sharing in the Department of Homeland Security State, Local, and Regional Fusion Center Initiative, and for other purposes; with an amendment (Rept. 115-120). Referred to the Committee of the Whole House on the state of the Union.

Mr. McCAUL: Committee on Homeland Security. H.R. 2213. A bill to amend the Anti-Border Corruption Act of 2010 to authorize certain polygraph waiver authority, and for other purposes; with an amendment (Rept. 115-121). Referred to the Committee of the Whole House on the state of the Union.

Mr. McCAUL: Committee on Homeland Security. H.R. 2281. A bill to amend the Homeland Security Act of 2002 to reauthorize the Border Enforcement Security Task Force program within the Department of Homeland Security, and for other purposes; with an amendment (Rept. 115-122). Referred to the Committee of the Whole House on the state of the Union.

Mr. BISHOP of Utah: Committee on Natural Resources. H.R. 1715. A bill to authorize the Secretary of the Interior to conduct a special resource study of the Medgar Evers House, located in Jackson, Mississippi, and for other purposes (Rept. 115-123). Referred to the Committee of the Whole House on the state of the Union.

Mr. CONAWAY: Committee on Agriculture. H.R. 1177. A bill to direct the Secretary of Agriculture to release on behalf of the United States the condition that certain lands conveyed to the City of Old Town, Maine, be used for a municipal airport, and for other purposes (Rept. 115-124). Referred to the Committee of the Whole House on the state of the Union.

Mr. CONAWAY: Committee on Agriculture. H.R. 2154. A bill to rename the Red River Valley Agricultural Research Center in Fargo, North Dakota, as the Edward T. Schafer Agricultural Research Center; with an amendment (Rept. 115-125). Referred to the House Calendar.

Mr. BUCK: Committee on Rules. House Resolution 323. Resolution providing for consideration of the bill (H.R. 115) to amend title 18, United States Code, to provide additional aggravating factors for the imposition of the death penalty based on the status of the victim (Rept. 115-126). Referred to the House Calendar.

Mr. COLLINS of Georgia: Committee on Rules. House Resolution 324. Resolution providing for consideration of the bill (H.R. 1039) to amend section 3606 of title 18, United States Code, to grant probation officers authority to arrest hostile third parties who obstruct or impede a probation officer in the performance of official duties (Rept. 115-127). Referred to the House Calendar.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. STEWART:

H.R. 2423. A bill to implement certain measures relating to management of Washington County, Utah, required by Public Law 111-11; to the Committee on Natural Resources.

By Mr. STEWART:

H.R. 2424. A bill to require the Secretary of the Interior to issue new resource management plans applicable to the Beaver Dam Wash National Conservation Area and the Red Cliffs National Conservation Area and a new amendment to the St. George Field Office Resource Management Plan, and for other purposes; to the Committee on Natural Resources.

By Mr. HUFFMAN:

H.R. 2425. A bill to support the establishment and improvement of communications sites on or adjacent to Federal lands under the jurisdiction of the Secretary of the Interior or the Secretary of Agriculture through the retention and use of rental fees associated with such sites, and for other purposes; to the Committee on Natural Resources, and in addition to the Committee on Agriculture, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. LYNCH (for himself and Mr. KING of New York):

H.R. 2426. A bill to require the disclosure of beneficial ownership by a foreign person of high-security space leased to accommodate a Federal agency, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mrs. DEMINGS:

H.R. 2427. A bill to amend the Homeland Security Act of 2002, to direct the Assistant Secretary for State and Local Law Enforcement to produce and disseminate an annual catalog on Department of Homeland Security training, publications, programs, and services for State, local, and tribal law enforcement agencies, and for other purposes; to the Committee on Homeland Security, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. TAKANO (for himself, Mr. SCOTT of Virginia, Mr. COURTNEY, Mr.