

district that, for more than a decade, has served the community by providing information and resources to help children, the elderly, and vulnerable individuals protect themselves from violent crimes.

Christopher's Clubhouse was started in 1996 after Mika Moulton's son, Christopher, was kidnapped and murdered at 10 years old. The family made the brave and selfless choice to turn their grief into something positive. They realized that, while they had done everything right like telling Christopher not to talk to strangers, no one had told them that there was more that they could have done. They realized that they had not taught him what to do if someone had grabbed Christopher.

They didn't want any parent to face that same realization and that same grief, so they started Christopher's Clubhouse to provide safety skills and personal defense techniques for children, teens, and the elderly throughout the Coachella Valley.

Over the years, Christopher's Clubhouse has served more than 100,000 people through their programs in schools, community events, and churches. There is no doubt that they have made a difference and saved lives, preventing other parents from going through their pain.

I thank them and I applaud them for their years of service. While Christopher's Clubhouse may be closing, the legacy of their work will be felt for generations.

#### HONORING THE MEMORY AND SACRIFICE OF NEW YORK CITY POLICE OFFICERS

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. DONOVAN) for 5 minutes.

Mr. DONOVAN. Mr. Speaker, I rise to honor the memory and sacrifice of New York police officers killed in the line of duty.

Every day, women and men don blue uniforms and head out to the streets, unsure of what danger they may encounter. They protect my family and the 8 million people who live in New York City. I thank them for risking everything to keep us safe.

The following men and women, New York's finest, have met their end of watch while carrying out their duties since I came to office in Congress in May of 2015. I would like to honor them by reading their names here in the House Chamber:

Lieutenant Jeffrey Francis, 9/11-related illness

Detective Miosotis Familia, gunfire  
Officer Michael Hance, 9/11-related illness

Sergeant Terrence Scott O'Hara, 9/11-related illness

Deputy Chief James Molloy, 9/11-related illness

Detective Steven McDonald, gunfire  
Detective Stephen Kubinski, 9/11-related illness

Sergeant Paul Tuozzolo, gunfire

Assistant Chief Michael Quinn, 9/11-related illness

Detective Michael Glazer, 9/11-related illness

Lieutenant Kenneth Rosello, 9/11-related illness

Officer Kenneth Wolf, 9/11-related illness

Officer Deborah Garbutt-Jeff, 9/11-related illness

Detective Andrew Siroka, 9/11-related illness

Officer Juan Feliciano, heart attack  
Sergeant Donald Scott Conniff, vehicular assault

Sergeant Michael Galvin, 9/11-related illness

Sergeant Wayne Jackson, 9/11-related illness

Lieutenant Marci Simms, 9/11-related illness

Officer Charles Karen, 9/11-related illness

Sergeant Louis Pioli, 9/11-related illness

Detective Randolph Holder, gunfire  
Sergeant Gerard Beyrodt, 9/11-related illness

Detective Ronald Richards, 9/11-related illness

Sergeant Edmund Murray, 9/11-related illness

Lieutenant Rebecca Buck, 9/11-related illness

Officer Alexander Figueroa, 9/11-related illness

Lieutenant Luis Lopez, 9/11-related illness

Officer Matthew Gay, 9/11-related illness

Officer James Betso, 9/11-related illness

Detective Leroy Dixon, 9/11-related illness

Detective Michael Kenneth Davis, 9/11-related illness

Sergeant Charles Gunzelman, 9/11-related illness.

May their families continue to be in our prayers.

#### AMERICA NEEDS A COORDINATED 21ST CENTURY NATIONAL TRANSPORTATION SYSTEM

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. DEFAZIO) for 5 minutes.

Mr. DEFAZIO. Mr. Speaker, it is Infrastructure Week. You can tell from all of the activity across the country: all of the rebuilding of the 140,000 bridges that need repair or replacement; the 40 percent of the national highway system that has failed to the point where we have to rebuild the whole thing, not just resurface it; and the \$100 billion backlog in transit. It is all—well, actually, none of that is happening.

In fact, despite the President being right here and talking about a \$1.5 trillion plan—wow, a big surprise, up by \$500 billion—during the State of the Union, the net result of what this President and this administration have done is actually to reduce spending on infrastructure and put forward a paper

plan that would say you are on your own.

It is called devolution; that is, we are going to say to the States and the territories: It is your obligation to build a national coordinated transportation infrastructure.

This is a grand new idea from some of the rightwing think tanks: Make the States do it.

How is that going to work?

Well, actually, it is not a new idea. We tried it once before. Actually, we tried it by default until we had the Eisenhower plan, a Republican President, to build a national highway system.

This was the net result of devolution: Kansas, Oklahoma; you build it, we will build it.

Well, Kansas built it.

What is this?

Oh, that is the State line.

This is Oklahoma: Sorry, we don't have the money to build and continue that beautiful new freeway—1956.

For 3 years, cars crashed through a wooden barrier they built at the end at the State line into Amos Sweitzer's farm field until we had a national transportation plan, from a Republican President, funded by a user fee, a gas tax, to build out the system nationwide.

And then it was Ronald Reagan who said: Wait a minute. Wait a minute. We can't just have highways. We need to have transit to serve our Nation's largest cities and our hubs.

So we added transit into this.

That is all well and good. We built a system that was the envy of the world 40 years ago, 30 years ago, maybe even 25 years ago. Since then, it has been crumbling with neglect.

We haven't raised the Federal gas tax since 1993: 140,000 bridges need repair or replacement; \$100 billion backlog in transit, just to build out to a state of good repair for what we have and not even give people new transit options to get out of the congestion and the traffic.

We are wasting billions of dollars a year, wasting fuel from people sitting in gridlock all around the country. They are damaging their cars through potholes, and they don't have the transit options that were promised to them.

So what is going on? Well, it seems like the Republicans love to talk about it. Oh, they just love to talk about infrastructure. Everybody loves to talk about it—we are going to fill those potholes; we are going to build those bridges; we are going to take care of you—but they refuse to fund it. That is the bottom line.

We need to fund an ambitious new national infrastructure plan: transit, roads, bridges, highways, harbors and ports, wastewater, clean water, and the list goes on and on and on.

You can't be a great nation if your people are mired in gridlock, if your roads are potholed, if your harbors are silted in, if your jetties are failing, if your wastewater systems are 50 years