

address transportation equity on the House Ways and Means Committee. For these reasons, I would like to thank Chairman PETER DEFAZIO and his staff for helping me secure these priorities in H.R. 2 will continue to work with my colleagues to enact these common-sense policies into law.

Mr. Speaker, this is a good bill. It reminds us that we do not have to endure exhausting commutes, leaky pipes, or outdated schools. It offers hope for a better, fairer, more vibrant future for our families and communities.

I encourage my colleagues to support H.R. 2 and urge the Senate to pass it without delay. The American people cannot afford to wait any longer for relief.

PERSONAL EXPLANATION

HON. MIKE GALLAGHER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GALLAGHER. Madam Speaker, I am back home in Green Bay, Wisconsin on paternity leave with my family.

Had I been present, I would have voted NAY on Roll Call No. 130; NAY on Roll Call No. 131; NAY on Roll Call No. 132; and NAY on Roll Call No. 133.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. LARSON of Connecticut. Mr. Speaker, I rise today thank Chairman NEAL and Chairman THOMPSON for their work on the GREEN Act, included in H.R. 2.

As a longstanding proponent of utilizing the tax code to support green energy, I am thrilled that this legislation extends and expands tax incentives that have a proven track record of increasing deployment of these technologies.

In particular, this legislation is a win for the fuel cell vehicle industry in Connecticut and nationwide. Light-duty fuel cell vehicles are electric vehicles that generate electricity onboard through an electrochemical reaction of hydrogen, not combustion. These cars emit zero carbon, zero NOx, zero SOx, and zero particulate matter from the tailpipe, and are capable of traveling 300 to 400 miles on a tank of fuel, with refueling in just three to five minutes. This technology is one of the most promising avenues to reduce emissions in the medium and heavy-duty sector.

The GREEN Act extends the expiring alternative fuel vehicle refueling property credit (30C), a necessary incentive to build-up a hydrogen refueling network to make widespread adoption possible. Additionally, the legislation modifies the credit to better support electric vehicle charger deployment. I look forward to working with Chairman NEAL, Chairman THOMPSON, and the Ways and Means Committee to similarly ensure that the 30C credit is optimized for fuel cell vehicle infrastructure

and to continue broader efforts towards supporting clean energy technology.

PERSONAL EXPLANATION

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. RODGERS of Washington. Madam Speaker, Unfortunately, I missed a vote yesterday, June 30th.

Had I been present, I would have voted NAY on Roll Call No. 133.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Ms. JOHNSON of Texas. Mr. Speaker, I rise in support of the "Moving Forward Act" (H.R. 2), a \$1.5 trillion plan to rebuild America's infrastructure. The critical investments included in this bill are needed to repair our nation's infrastructure and prepare for the future.

Our nation has the ability to create a better, brighter and more prosperous future by investing much more in our nation's infrastructure. H.R. 2 will create millions of well-paying jobs, increase sustained long-term growth, and make us more globally competitive, while at the same time protecting our environment and improving our health. By making significant investments in surface transportation, rail and transit systems, aviation, energy production and distribution, schools, broadband and housing, H.R. 2 will help us meet the demands of a 21st-century economy.

One of the areas I am particularly proud to see this bill address is the need to include high speed broadband internet in our overall national infrastructure.

Electricity was the infrastructure that helped this country move forward last century and our leaders made a great investment to ensure every American who wanted to be connected to the electrical grid had the opportunity to do so. Broadband and gigabit internet access will play the same role in the 21st century.

We see examples of the future today as we grapple with the COVID-19 pandemic. Students are able to learn outside the classroom thanks to advances in distance learning, Americans are able to meet with their doctors through telemedicine services, and millions of Americans are able to keep their jobs and stay safe by working from home.

Sadly, the luxury of having reliable high-speed internet access is not available to all Americans. Those who live in rural and poor communities are being left behind in this technical revolution, as they were in the previous century with electricity prior to the investments championed by President Roosevelt and funded by Congress.

This bill makes the needed investment of \$80 billion to ensure that every American household, business, school, and medical fa-

cility has access to high speed internet so that they can be a part of the technological revolution that will strengthen our economy as we recover from the COVID-19 pandemic. I am happy to see that this bill invests towards the future by dedicating a set amount of funding to provide gigabit internet access. While cities like Dallas are starting to get access to this ultrafast internet, we need to make sure that funding is available so that the groundwork can be laid to ensure every American eventually has access to this new technology. I applaud my colleague, Mr. CLYBURN for championing this cause as we address the needs of the American people. I will also note that as Chair of the Science Committee, we voted out a broadband bill last year to address these serious needs and I am happy that broadband provisions are moving in this bill.

Mr. Speaker, H.R. 2 also contains a number of high priority provisions from the bipartisan Surface Transportation Research and Development Act that I introduced with Science, Space, and Technology Committee Ranking Member LUCAS. As Chair of the Science Committee, I want to thank Transportation & Infrastructure Chairman DEFAZIO for working with me to incorporate these provisions in this bill. I will list just a few of them. They include the establishment of an advanced transportation research and innovation program for long-term, high risk research. Among its objectives, this program is intended to improve the resilience of transportation infrastructure across diverse regions of the United States to natural disasters, extreme weather, and the effects of climate change. In addition, there is a provision that authorizes establishment of a Multimodal Transportation Demonstration Program for the demonstration of advanced transportation technologies for local transportation organizations and transit agencies serving populations of 200,000 or less.

H.R. 2 also contains a provision that requires the Secretary of Transportation to enter into an agreement with the National Academies of Sciences to develop a long-term research agenda for surface transportation that would address advanced technologies and innovation, including advancing connected and autonomous technologies. If this bill is enacted, these and the other Science, Space, and Technology Committee priorities that have been included will go a long way to ensuring that the nation will have a vital and robust transportation R&D capability.

In addition, I am pleased to co-sponsor an amendment that we will be considering on the Floor to address the significant deferred maintenance needs of the Department of Energy's national laboratories, some of which date back to the Manhattan Project, and to accelerate the modernization of these critical facilities.

This is an important first step. However, the need and opportunity to bolster our nation's research infrastructure across the country and throughout the federal government remains. I am going to continue to work to ensure that strong support for our national research enterprise is included in any future bills that aim to accelerate our economic recovery from the current global crisis.

In addition to the inclusion of these research infrastructure provisions, I want to thank the Chairman for working with me to include a number of amendments that were included in the INVEST in America Act.

One amendment provides support for training surface transportation workers who may