

### HISTORICAL PRESERVATION AND HERITAGE COMMISSION

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

Mr. CICILLINE. Mr. Speaker, I rise today to recognize the Rhode Island Historical Preservation and Heritage Commission.

Rhode Island has more than 16,000 historic buildings—more per square mile than any other State in the country. The First District, which I am proud to represent, is home to some of Rhode Island's most cherished places, such as the International Tennis Hall of Fame and the Touro Synagogue in Newport, Slater Mill in Pawtucket, and the Beavertail Lighthouse in Jamestown.

These sites also provide an economic boost to our local economy by attracting tourists from across New England, the country, and the entire world.

Led by Executive Director Ted Sanderson, the talented and dedicated staff of Rhode Island Historical Preservation and Heritage Commission has worked hard to protect and preserve our national historic treasures.

Just last week, I joined Executive Director Sanderson in celebrating more than \$2.5 million in Federal funds that were awarded to restore historic properties across the State that were damaged by Hurricane Sandy.

I am proud to support their efforts, which in turn support jobs in Rhode Island's construction and tourism industries, and thank their staff for working to preserve our State's rich history for future generations to enjoy.

### WORKFORCE INNOVATION AND OPPORTUNITY ACT

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

Ms. FOXX. Mr. Speaker, today, the House will vote on H.R. 803, the Workforce Innovation and Opportunity Act, a bill to reform our Nation's mishmash of workforce development programs.

Today is the culmination of an 18-month bipartisan and bicameral process. The House passed H.R. 803, the SKILLS Act, over a year ago. The Senate passed an amended version of H.R. 803 two weeks ago and renamed it the Workforce Innovation and Opportunity Act.

This bill turns the bipartisan consensus that our workforce development system is broken into action and will provide a long overdue reauthorization of the Workforce Investment Act.

In short, this legislation will increase access, eliminate waste, promote accountability, and empower job creators. Most importantly, the Workforce Innovation and Opportunity Act will give Americans access to the resources needed to fill in-demand jobs.

### COMPREHENSIVE DOT RAIL REGULATIONS

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

Mr. TONKO. Mr. Speaker, on Sunday, I attended a vigil in remembrance of the 47 people that lost their lives in the Lac-Mégantic railway tragedy in Quebec last July. This event drew a tremendous crowd, particularly from Albany's South End residents, who see dozens of oil tank cars move and idle outside their homes on a daily basis before entering the Port of Albany.

My constituents are concerned about the potential for another fatal accident in one of our communities, as the trail of oil cars crosses over many communities that I represent. That is why I have been urging DOT all year to implement comprehensive regulations to address these safety concerns.

We need a higher safety standard on new tank car orders and an aggressive phaseout of the old DOT-111s, which have no business transporting hazardous materials. The rail industry has taken voluntary steps to account for the DOT-111's inadequacies, but higher Federal standards are still needed.

We also need to make sure shippers and oil producers are properly handling, degasifying, and classifying hazardous materials, particularly volatile Bakken crude, before it is even loaded into a tank car.

I continue to urge DOT to make these much-needed, commonsense, and meaningful steps as quickly as possible. Inaction is inexcusable.

### EPA OVERREACH

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

Mr. LAMALFA. Mr. Speaker, a couple of weeks ago, I mentioned how the EPA has overreached on making every drop of water that basically falls in the United States under its jurisdiction. Whether it falls on your field, on your driveway, or on your roof and is collected in a rain barrel or in a puddle, they seem to want to be in control of it.

Before our Independence Day holiday, they added another rule into the Federal Register where they seek to be the judge, jury, and executioner on deciding what the fines are going to be and how they are going to carry them out without jurisprudence or oversight by an independent party. They seek to, instead, be the ones that collect the fines after finding somebody guilty of a possible alleged violation.

EPA has already nearly tripled the amount of fines it has taken in since 2009, so is this really about the environment or is it about revenue generation and putting the people that are out there trying to make a living and make things happen in the United States on the defensive?

I think they need to pull back this rule and hear from the American people, Mr. Speaker, about how devastating this is for the economy and for the well-being of Americans.

### NATIONAL FREIGHT NETWORK TRUST ACT

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

Ms. HAHN. Mr. Speaker, our Nation suffers from an infrastructure crisis, but if we want to remain globally competitive, goods movement is the ticket to our Nation's economic success.

Although I understand we are going to do a short-term fix for the highway trust fund, I have come up with an idea for a long-term fix that creates a dedicated funding source to better serve our roads and railways that connect the freight network to the ports of entry into this country.

This dedicated freight network trust fund will help fund critical infrastructure like dedicated truck lanes on the highways, better bridges, and on-dock rail.

The trust fund will be made up of existing fees that we already collect at our Nation's ports and will be at no new cost to businesses or taxpayers.

This fund will infuse nearly \$2 billion back into the economy every year. It will help create good-paying American jobs, keep our Nation's ports strong and globally competitive.

I believe this idea is a win-win for our ports, our small businesses, and for our Nation's economy. I urge my colleagues to support the National Freight Network Trust Act.

### WELCOMING REVEREND DR. GEORGE DILLARD

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

Mr. WESTMORELAND. Mr. Speaker, I would like to welcome today Pastor George Dillard to the U.S. House floor. I am proud that he hails from Georgia's Third Congressional District.

I have known Pastor Dillard; his wife, Renee; and their three children, Tiffany, Alexis, and Stewart, for many years. They are very good friends. He is a godly man, serving as senior minister at the Peachtree City Christian Church, and has touched many souls and hearts through his ministry and his book, "Seven Things that God Desires for Us."

This morning, I had a chance to visit with George and his son. I am thankful that they traveled all the way from the Third District of Georgia to share God's message with us today in the U.S. House of Representatives.

I hope the faithful message that he gave today will remind us of our true purpose here in Washington and that it helps carry our Nation through the week because Lord only knows that we need it.