

Rican unit known as the Borinqueneers. Today, I rise to urge the President to expedite the designing and the delivery of this medal before more of these brave Borinqueneers pass away.

More than 100,000 Borinqueneers served in World War I, World War II, and the Korean war. Puerto Ricans have fought for the United States as far back as the American Revolution, and they continue to do so honorably to this day. Thousands have given their lives defending our country, despite enduring decades of prejudice against them.

The Borinqueneers have been recognized with Distinguished Service Crosses, Silver Stars, Bronze Stars, and Purple Hearts. However, it was not until last year that the first member of the Borinqueneers, Master Sergeant Juan E. Negron, was posthumously awarded the Medal of Honor, following a congressionally ordered review of cases involving potential prejudice.

Today, hundreds of Borinqueneers have made my home of central Florida their home. It is my goal and my honor as their Representative to ensure that they receive this long overdue recognition.

Puerto Rican veterans should not have to wait any longer to receive the equal treatment they deserve. Today, I ask the President to ensure that the Borinqueneers receive their Congressional Gold Medal as soon as possible.

#### BUILD TRUST

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

Ms. JACKSON LEE. Mr. Speaker, as a member of the Homeland Security Committee and one who was in a security briefing this morning, I cannot celebrate more to the brave men and women of the Department of Homeland Security that many of us stood up collectively together as Americans and provided for full funding. Let me thank them for their service.

Let me move on. Yesterday, another very provocative and important action was done. The Department of Justice report came out regarding the city of Ferguson, where it found that Blacks account for 85 percent of traffic stops, 90 percent of tickets issued, and 93 percent of arrests.

Mr. Speaker, this is not about Ferguson, though many are trying to heal—and we offer sympathy again to Michael Brown's family—but it is about America. I call upon my Republican friends and Democratic friends. We act on facts. These are facts that are probably implicated across America.

I have introduced the Build TRUST bill. I hope we can come together to find a way, both in terms of our law enforcement and making sure that they go home to their families, but also have a just and fair pattern, if you will, of treating the citizens of every hamlet

and town and city and State in this Nation. We owe that to our beliefs in the Constitution, Mr. Speaker.

I encourage a bipartisan effort to look at how we can address these questions across America. We deserve that as Americans.

#### PASSENGER RAIL REFORM AND INVESTMENT ACT

(Ms. FRANKEL of Florida asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. FRANKEL of Florida. Mr. Speaker, I rise today in support of the Passenger Rail Reform and Investment Act, and I appreciate the bipartisan work of our committee leaders.

Florida is the third largest State in the Nation with a growing population, booming tourism, and expanding trade opportunities. That means more trains and more cars transporting more people and cargo over our 458 rail crossings in south Florida.

That is why stakeholders in south Florida are pleased that this rail bill authorizes \$150 million per year for 4 years for State and local governments in our region to upgrade the safety features at grade crossings and improve traffic coordination to prevent accidents and ease congestion.

Transportation moves our economy. The rail bill facilitates it to be done safely and efficiently. I urge its approval.

#### PASSENGER RAIL REFORM AND INVESTMENT ACT OF 2015

##### GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous materials on H.R. 749.

The SPEAKER pro tempore (Mr. HARDY). Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 134 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 749.

The Chair appoints the gentleman from Maryland (Mr. HARRIS) to preside over the Committee of the Whole.

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##### IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 749) to reauthorize Federal support for passenger rail programs, and for other purposes, with Mr. HARRIS in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from

Oregon (Mr. DEFAZIO) each will control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania.

Mr. SHUSTER. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I want to begin by thanking Chairman DENHAM and Ranking Members DEFAZIO and CAPUANO, who have all worked well on this bill together. I also would like to thank Ms. BROWN who, in the last Congress, when this bill started on its path, to thank her for her great work. Ms. BROWN is from the State of Florida.

Since I became chairman of the Railroad Subcommittee in the 112th Congress and since I have become chairman of the full committee, this has been one of my top priorities: to pass a bipartisan passenger rail bill that reforms Amtrak. I am so happy to be here on the floor today with the Passenger Rail Reform and Investment Act of 2015.

The previous passenger rail bill passed in 2008 and resulted in some real improvements to Amtrak, which we are seeing today. Ridership is up 14 percent; revenue is up 37 percent; and, in the Northeast corridor, the profits are up an amazing 250 percent.

The last bill created the Northeast Corridor Commission, which has helped the States, Amtrak, and DOT finally work together on planning the future of the corridor; however, more work needs to be done to help Amtrak maximize its strengths and tackle some of its longstanding challenges.

That is why we introduced the Passenger Rail Reform and Investment Act of 2015. I know some of my colleagues are skeptical about Amtrak and passenger rail in general. Because of its current structure, Amtrak's finances have not been transparent to either Congress or to consumers.

The profits on the Northeast corridor have subsidized money-losing routes, masking the true cost of these services. This bill makes significant reforms to eliminate those issues.

In particular, we focus on the Northeast corridor in this bill, which truly is a nationally significant transportation corridor. With 18 percent of our population and 20 percent of our GDP produced in the Northeast corridor on 3 percent of our land mass, it is the most densely populated area of the United States and one of the most densely populated in the world, so passenger rail is needed.

By separating Amtrak into business lines, the Northeast corridor profits stay in the corridor, allowing for more investment there. Setting the other business lines apart allows the corporation to make better-informed business decisions about those lines' operations. This will help make Amtrak's operations much more transparent for both the States and the Congress.

By focusing our resources on the Northeast corridor and existing corridors where passenger rail makes sense, we will help to improve passenger rail without breaking the bank.