

working class to ensure they have fair access to employment and economic centers.

We absolutely need to do more to protect pedestrians and bike riders from harm. According to the May 2014 Pedestrian Danger Index (PDI), Orlando is ranked as the most dangerous place for pedestrians, with Jacksonville and Tampa also included in the top five most dangerous cities. This bill spends more time protecting corporations from liability than it does protecting the traveling public. Moreover, we need to ensure that all sizes and modes of transportation are treated equally in the freight grant program and should remove any caps on funding for these entities.

Again, I encourage my colleagues to support this extension and support bringing a long term transportation bill to the House floor as soon as possible.

Ms. JACKSON LEE. Mr. Speaker, as a senior member of the Homeland Security Committee, I rise to speak on H.R. 3819, "Surface Transportation Extension Act of 2015," which reauthorizes federal-aid highway and transit programs for three weeks through November 20, 2015.

The bill also extends by three years the December 31, 2015 deadline for railroads to install positive train control systems but, within 90 days of enactment, all affected railroads must submit to the U.S. Department of Transportation a revised PTC compliance plan.

Mr. Speaker, instead of this 22-day temporary extension, I would have strongly preferred that we were debating a comprehensive, fair, equitable, and long-term transportation reauthorization bill the nation desperately needs.

We have had two years to do so.

Democrats want such a bill as does the President, but apparently our friends across the aisle do not since they have spent the last two years wasting time on advocating policies wanted by no one except for the right-wing extremists of the Tea Party.

But I reluctantly support this emergency but temporary measure because as the Department of Transportation has reported, if we do not act now highway trust fund balances will reach dangerously low levels by November 20 and result in a reduction of payments to states by an average of 28 percent.

Many states have already begun to cancel or delay planned construction projects, threatening 700,000 jobs, including 106,100 jobs in my home state of Texas.

Mr. Speaker, the Highway Trust Fund was created in 1956 during the Eisenhower Administration to help finance construction of the Interstate Highway System, which modernized the nation's transportation infrastructure and was instrumental in making the United States the world's dominant economic power for two generations.

Our national leaders then understood that investing in our roads and bridges strengthened our economy, created millions of good-paying jobs, and improved the quality of life for all Americans.

It is currently composed of two accounts that fund federal-aid highway and transit projects built by states. Federal funding from the trust fund accounts for a major portion of state transportation spending.

The Highway Trust Fund is financed by gasoline and diesel taxes, which until the last decade produced a steady increase in revenues sufficient to accommodate increased levels of spending on highway and transit projects.

However, those tax rates—18.4 cents/gallon federal tax on gasoline and a 24.4 cents/gallon tax on diesel fuel—have remained unchanged since 1993 and were not indexed to inflation so the value of those revenues has eroded over the years, and, combined with the fact that vehicles have been getting increasingly better mileage, the revenues deposited into the Highway Trust Fund beginning last decade have not kept pace with highway and transit spending from the trust fund.

Consequently, since 2008, Congress has periodically had to transfer at the 11th hour general Treasury revenues into the trust fund to pay for authorized highway and transit spending levels and avoid a funding shortfall.

The total amount to date is more than \$62 billion.

Obviously, this practice is economically inefficient and injects uncertainty in the highway construction plans, projects, and schedules of state and local transportation agencies, not to mention the anxiety it causes to workers and businesses whose economic livelihood is dependent on those projects.

Mr. Speaker, the last transportation authorized by Congress for 4 years or more, SAFETEA-LU, expired on September 30, 2009, at the end of FY 2009.

Because Congress and the Administration could not agree to a new reauthorization, it was necessary to resort to stop-gap temporary extensions on no less than eight occasions spanning a period of 910 days before Congress finally enacted the "Moving Ahead for Progress in the 21st Century Act" (MAP-21 Act) on July 6, 2012, which reauthorized highway and transportation programs through Fiscal Year 2014, a little more than two years, or until September 30, 2014.

MAP-21 was intended as a short-term measure to give Congress and the Administration breathing room to reach agreement on a long-term reauthorization bill.

Yet, as Mr. LEVIN, the Ranking Member of the Ways and Means Committee, has often pointed out, since gaining the majority in 2010, our Republican colleagues have failed to take any action to sustain the Highway Trust Fund over the long-term and shore up vital infrastructure projects and has not held even a single hearing on financing options for the Highway Trust Fund.

Instead, House Republicans have wasted the nation's time voting to repeal the Affordable Care Act more than 60 times, waging a War on Women, pursuing partisan investigations into the Benghazi tragedy, the IRS, defunding Planned Parenthood, and trying to overturn President Obama's executive actions that make our immigration enforcement laws less inhumane.

Instead of doing their job, House Republicans big new idea is to attack the President for doing his job.

Mr. Speaker, it is long past time for this Congress, and especially the House majority, to focus on the real problems and challenges facing the American people.

And one of the biggest of those challenges is ensuring that America has a transportation policy and the infrastructure needed to compete and win in the global economy of the 21st Century.

To do that we have to extend the reauthorization of current transportation programs and to authorize the transfer of the funds to the Highway Trust Fund needed to fund author-

ized construction projects and keep 700,000 workers, including 106,100 in Texas on the job.

But that is only a start and just a part of our job.

The real work that needs to be done in the remaining days of this Congress is to reach an agreement on a long-term highway and transportation bill that is fair, equitable, fiscally responsible, creates jobs and leads to sustained economic growth.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 3819.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on questions previously postponed. Votes will be taken in the following order:

Ordering the previous question on House Resolution 491;

Adopting House Resolution 491, if ordered;

Ordering the previous question on House Resolution 450; and

Adopting House Resolution 450, if ordered.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

#### PROVIDING FOR CONSIDERATION OF H.R. 1090, RETAIL INVESTOR PROTECTION ACT

The SPEAKER pro tempore. The unfinished business is the vote on ordering the previous question on the resolution (H. Res. 491) providing for consideration of the bill (H.R. 1090) to amend the Securities Exchange Act of 1934 to provide protections for retail customers, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

The vote was taken by electronic device, and there were—yeas 242, nays 185, not voting 7, as follows:

[Roll No. 570]

YEAS—242

Abraham	Bishop (UT)	Buck
Aderholt	Black	Bucshon
Allen	Blackburn	Burgess
Amash	Blum	Byrne
Amodei	Bost	Calvert
Babin	Boustany	Carter (GA)
Barletta	Brady (TX)	Carter (TX)
Barr	Brat	Chabot
Barton	Bridenstine	Chaffetz
Benishek	Brooks (AL)	Clawson (FL)
Bilirakis	Brooks (IN)	Coffman
Bishop (MI)	Buchanan	Cole