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House of Representatives

The House met at 9 a.m. and was called to order by the Speaker.

PRAYER

The Chaplain, the Reverend Patrick J. Conroy, offered the following prayer: Father of us all, thank You for giving us another day.

In so many ways, the world is exploding with crisis after crisis. We ask Your blessing on the people and city of San Bernardino, but also upon this Nation, which seems plagued by so many problems of violence and resulting death.

We ask Your blessing upon Syria and the Middle East, where the threats and dangers of terrorism are confusing to nations who now find themselves, as traditional foes, vulnerable before a ruthless organization professing a twisted, violent religious fervor.

And we ask Your blessing upon our planet itself, which we all share. No matter the cause, we are well aware of extremes in weather systems which threaten populations in many parts of our world.

All of these are great and complicated problems. As the Members of this assembly consider them, give them the grace to see one another as brothers and sisters, rather than as foes, who must work together for the love of our Nation and our world.

May everything done in this place be for Your greater honor and glory.

Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from Georgia (Mr. CARTER) come forward and lead the House in the Pledge of Allegiance.

Mr. CARTER of Georgia led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER

The SPEAKER. The Chair will entertain up to five requests for 1-minute speeches on each side of the aisle.

HONORING TOM COFFEY

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

Mr. CARTER of Georgia. Mr. Speaker, I rise today to remember journalist and community leader Tom Coffey.

Last week, Tom Coffey died at the age of 92. He was one of the old-time newspaper guys. He never missed a chance to speak and listen to people he encountered.

Mr. Coffey entered the news business as a copyboy when he graduated from Savannah High School in 1940. With the exception of a short time away to serve his country in World War II, where he was wounded in the Philippines, and a brief stint from 1969 to 1974, when he served as acting city manager of Savannah twice, he was a journalist until he retired as editor of the Savannah Morning News.

More than 20 years ago, when Mr. Coffey retired in 1989, Representative Lindsay Thomas, my predecessor, referred to Tom as one of the most respected journalists in Georgia.

During his life, Tom wrote about national news, including civil rights and desegregation, but he also wrote about the thrill of playing stickball in the

backyards of Savannah and the local bootlegger who bribed local law enforcement.

Tom's extraordinary career as a journalist and his work over the years has made life better for many people. He will truly be missed.

TAX EXTENDERS

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

Mr. SCHRADER. Mr. Speaker, I come to the floor today to state my opposition to the \$800 billion of unpaid tax extenders now being discussed in Congress.

It is incomprehensible to me that Republicans and Democrats would entertain adding \$800 billion to the \$19 trillion debt that we already have, a debt that our children and grandchildren will end up having to pay.

Just as every well-meaning program should be paid for in these tough times, so should every tax incentive. This is especially true when those incentives are being expanded beyond their original purpose and made permanent.

What we really need, colleagues, is having a more comprehensive discussion on tax policy and entitlement reform. We probably have too many tax breaks. We should broaden the tax base, frankly, and reduce our tax load.

We must deal seriously with the long-term debt and deficits. Adding this additional burden to the out-of-control debt we already have is absolutely destructive to our country's future.

As one of the former Chairmen of the Joint Chiefs of Staff said, the greatest threat to our Nation is not from abroad, but our national debt.

SUPPORT FOR THE CRADLE ACT

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

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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Mr. POLIQUIN. Mr. Speaker, sadly, every year in America, more than 20,000 babies are born addicted to drugs. Last year alone, nearly 1,000 of those babies were born in Maine. We can help these babies by passing H.R. 3865, the Cradle Act, of which I am proud to be an original cosponsor.

Eighty percent of addicted infants are covered by Medicaid and treated at local hospitals; however, our hospitals are overwhelmed. They are not equipped to provide the specialized care that these babies desperately need to recover from the drugs in their tiny bodies.

Residential pediatric recovery centers are designed and professionally staffed to provide this critically important early clinical care. These centers depend on Medicaid dollars to stay open, but need clear certification guidelines in order to receive those funds. The Cradle Act does that.

Every baby born into this world deserves our compassion and care. This is an opportunity to help the most vulnerable among us. This bill offers real hope for a healthy, safe, and loving start for thousands of American babies born addicted to drugs.

MASS SHOOTINGS

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

Ms. KELLY of Illinois. Mr. Speaker, another mass shooting, another moment of silence. Actually, we will have to do two in a day or back-to-back because of the shooting in Savannah, Georgia. That did not get the attention because 1 person died and 3 people were injured, not like in California, where 14 died and 17 were injured.

You stood already this week for Colorado. I say "you" because I don't do it any more. I can't be hypocritical. You stand up, you sit down, you do nothing.

There have been 355 mass shootings so far this year, not to mention the many who have died alone and get no attention or no moment of silence.

When are we really going to stand up and do something? Just who has to die—your mother? your wife? your son? Or how many? We need to stand up, speak up, and take actions rather than another moment of silence. It is deafening, and it is killing us.

FUNDRAISING EFFORTS FOR PENN STATE THON

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

Mr. THOMPSON of Pennsylvania. Mr. Speaker, next February, more than 700 students from Penn State University will come together for the university's annual dance marathon, otherwise known as THON. This event is the culmination of a huge fundraising effort for the Four Diamonds Fund at Penn State Hershey Children's Hos-

pital, which is dedicated to fighting pediatric cancer. THON is the largest student-run philanthropy in the world.

Even though much of Pennsylvania's Fifth Congressional District falls solidly within the territory of Pittsburgh's sports teams, I want to commend the Philadelphia Flyers and the New Jersey Devils hockey teams. The proceeds from tickets purchased for either the Devils game on December 19 or the Flyers game on January 5 will go to benefit THON. Both games fall within Penn State's winter break, allowing students to support this effort even when they are away from the university.

I wish all the students involved in THON the best of luck as they continue in this tremendous effort. They should be deeply proud of the role they are playing in striking a blow to pediatric cancer.

NO HARMFUL OMNIBUS POLICY RIDERS

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

Mr. LOWENTHAL. Mr. Speaker, I came to talk about no harmful omnibus policy riders, and I hope to get to that point, but my thoughts and prayers go out to the people of San Bernardino, the victims, and the families who have been affected by this violence. Again, I hope that this violence wakes up the Congress to begin a really serious discussion about violence in America, by Americans, against Americans.

In 8 days, we are going to find ourselves staring at a deadline to keep the Federal Government open. As negotiations are finalized, we need a clean spending bill, not one that is peppered with toxic policy riders.

We do not need more attacks on environmental protections, Planned Parenthood, the Affordable Care Act, and financial regulations. These are unacceptable policy changes in an appropriations bill, and they are being threatened to be included.

Mr. Speaker, in order for all of us to support this bill, I hope you have the courage to bring a clean bill to the floor.

JOE E. EDWARDS' RETIREMENT

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

Mr. LOUDERMILK. Mr. Speaker, today I want to pay tribute to a true pillar of our community, Pastor Joe E. Edwards.

For the past quarter century, Joe Edwards has served as pastor of the Church of God in Cartersville, Georgia; however, this Sunday, Joe Edwards will deliver his final sermon as senior pastor at The Church At Liberty Square, as he is retiring.

Joe Edwards has been more than just a pastor. He has been a leader who has sought not only to preach the gospel of Christ inside the church, but put his faith into action throughout the community.

While he has made numerous contributions to our community, his vision of unifying local churches to pray for local, State, and national leaders is fundamentally transforming the culture in our entire county. While he will be missed in the pulpit each Sunday, his legacy will live on through the thousands of lives he has touched.

Mr. Speaker, on behalf of the people of Georgia's 11th Congressional District and the United States House of Representatives, I commend Pastor Joe E. Edwards for a life of service to God, community, and country, and congratulate him as he moves on to a new chapter in his life.

Godspeed, Pastor Joe.

GOVERNMENT SHUTDOWN AND THE HIGHWAY BILL

(Mrs. BUSTOS asked and was given permission to address the House for 1 minute.)

Mrs. BUSTOS. Mr. Speaker, I rise to thank my colleagues for working across the aisle to prepare to pass the first long-term highway bill in more than a decade.

For too long, Washington has governed from one manufactured crisis to another. This has hurt our economy by creating an environment of uncertainty for great manufacturers like Caterpillar, John Deere, UTC, and Woodward.

American families shouldn't have to worry when they cross a decrepit bridge on their way to the grocery store or take their kids to school. The men and women of labor who build our roads and bridges deserve this long-overdue, job-creating highway bill. And so do we.

So, Mr. Speaker, I commend my colleagues for working together on this important issue.

FUNDING BILL RIDERS

(Mrs. WATSON COLEMAN asked and was given permission to address the House for 1 minute.)

Mrs. WATSON COLEMAN. Mr. Speaker, I rise today to urge my colleagues on the other side of the aisle to end their calls for shutdown and to work in a bipartisan manner to pass a funding measure without riders.

This body has gotten into the habit of using last-minute Hail Mary votes to save us from one manufactured crisis after another, and it is taking our attention away from the list of things we need to get done—things like reforming our criminal justice system, addressing gun violence, or creating jobs.

There is just 1 week left before funding runs out, and it looks like we are heading into yet another crisis. In the midst of growing threats to national

security, we need to take politics out of this equation. We need to take poison pills that threaten working American families off the negotiating table.

Mr. Speaker, I am ready and willing to work to keep the government of the greatest nation in the world open, and I know my Democratic colleagues will as well. I hope every Member of this body is ready to do the same.

I want to express my condolences to San Bernardino and its families on their loss. I urge Congress to get moving on gun safety legislation.

□ 0915

PROVIDING FOR CONSIDERATION OF CONFERENCE REPORT ON H.R. 22, SURFACE TRANSPORTATION REAUTHORIZATION AND REFORM ACT OF 2015

Mr. WOODALL. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 546 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 546

Resolved, That upon adoption of this resolution it shall be in order to consider the conference report to accompany the bill (H.R. 22) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. All points of order against the conference report and against its consideration are waived. The conference report shall be considered as read. The previous question shall be considered as ordered on the conference report to its adoption without intervening motion except: (1) one hour of debate; and (2) one motion to recommit if applicable.

The SPEAKER pro tempore (RODNEY DAVIS of Illinois). The gentleman from Georgia is recognized for 1 hour.

Mr. WOODALL. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Colorado (Mr. POLIS), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

GENERAL LEAVE

Mr. WOODALL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

Mr. WOODALL. Mr. Speaker, I confess to you, I usually use the time that the Reading Clerk is reading the rule to collect my thoughts and think about what the bill is before us today and how I am going to try to persuade my colleagues to vote "yes." But we only got about 15 seconds of the Reading Clerk this morning because this rule is so straightforward and so simple.

I am thinking, why is it—because I sit on the Rules Committee. I think we do good work up there. Good work is sometimes complicated work. Why is it that the rule is so short today? And the

answer is because we are in conference report season, Mr. Speaker. We are in conference report season.

We have already done the hard work in committee. We have already done the hard work on the floor. The Rules Committee has already done the hard work of sorting through dozens and dozens and dozens and dozens of amendments. The Senate has done the same hard work.

And we are now here on the conclusion of that work, on the first long-term transportation bill in more than a decade.

Mr. Speaker, Democratic administrations, Democratic Presidents, Democratic Houses, Democratic Senates have failed to do what we are doing today. Republican administrations, Republican Presidents, Republican Houses, Republican Senates have failed to do what we are doing today.

In divided government today, Mr. Speaker, I dare say my friend from Colorado didn't get everything he wanted in this bill, I certainly didn't get everything I wanted in this bill, but we are taking the first big step forward toward certainty for the American people on transportation that we have seen in more than a decade under both administrations.

Mr. Speaker, House Resolution 546 is a standard rule for consideration of a conference report to accompany H.R. 22, the FAST Act, the Fixing America's Surface Transportation Act.

I want to thank Chairman BILL SHUSTER for the way that he conducted this entire process. Mr. Speaker, I have the great pleasure of serving on his committee, and between his leadership, the ranking member's leadership, Mr. DEFAZIO, we have crafted a bipartisan, bicameral bill.

I was privileged to serve on the conference committee, Mr. Speaker, that completed this work, and it worked the way conference committees are supposed to work. I guess, because, Mr. Speaker, it is the first conference committee I have been on.

I have been here 4½ years. We don't see things get to conference that often. I was a staffer around here, chief of staff, for a decade, never saw a conference committee from that perspective.

Mr. Speaker, these things don't happen that often. They should happen more. We considered a conference committee report on education yesterday. We are doing transportation today. I think we might be on to something. I think we might be on to something. It is called doing the long, hard work, Mr. Speaker.

I don't know how many sound bites you have read about the transportation bill. I don't know how much press is being paid to this bill. It has taken not days, not weeks, not even months, but years to bring folks together around this solution, and folks have worked incredibly hard to make that happen.

It is regular order, Mr. Speaker. It is regular order. This is the way it is sup-

posed to happen. We are not supposed to have a bill airdropped into the House of Representatives, into the Senate under a take-it-or-leave-it circumstance.

What you are supposed to have are those days, those weeks, those months, and, yes, even years of discussion and debate and moving people together, finding that common ground, finding those solutions, moving it to a conference report at the end. And that is exactly what we have done here today.

Mr. Speaker, this is a report that contains views from across this conference—Members from rural districts, Members from urban districts, Members from districts that focus on mass transportation, Members from districts that have incredible road needs.

It covers folks from the West in single-Member States, single-district States, and folks from the East, with some of the highest population densities in the country. It is an amazing accomplishment to bring all of those folks together.

I would tell you, Mr. Speaker, historically, that has been the way transportation has been. Transportation is not one of those issues that divides us as Republicans and Democrats or even from the East and West. It is one of those issues that brings people together.

It is one of those issues—and there aren't many—but it is one of those issues that we actually have a constitutional responsibility to perform. The Constitution does not ask much of this United States Congress when it comes to developing policy and practice domestically here in this country, but transportation is one of those issues.

Mr. Speaker, I mentioned it was the first long-term bill in more than a decade. That is absolutely true. Length is important all by itself; certainty in transportation, important all by itself.

We passed a 2-year transportation extension, Mr. Speaker. We put in the requirement to streamline some of the regulatory process. Here we are, more than 2 years later, and those regulations haven't even come out yet.

Building is a long-term process. Rule-making, so that people can build, is a long-term process.

Having long-term certainty is valuable in and of itself, but that is not just what this bill does. It focuses on the national highway freight network, Mr. Speaker.

Between Washington, D.C., and Baltimore, for example, there are three major Federal arteries. We have the Baltimore-Washington Parkway running those 35 miles north. We have U.S. Route 1 running that distance. We have U.S. Interstate 95 running that distance. Those roads are never separated by more than about 4 miles.

Now, whether or not we need three major Federal arteries running between two cities over a course of 35 miles, that is a debate that we can have. What the scope of Federal transportation funding should be is a debate

that we can have. And, in this bill, we did have it, Mr. Speaker.

We are focusing on moving goods to market. This is a bill about getting to your child's soccer game on time. This is a bill about freeing up congestion on America's roads and improving America's mass transit in a way that you don't miss the first pitch. But this is also a bill about moving freight to market. It is a bill about making America's economy work.

In a 21st century world, we cannot have a 20th century transportation system. We focus on those issues that have been left on the sidelines for far too long. We focus on bridges, Mr. Speaker. Bridges. It seems so simple. It is a transportation bill; there ought to be more that goes on than just roads and just buses.

Bridges, Mr. Speaker, turn out to be that chokepoint that so many of us have in our district. It turns out it is expensive to build a bridge. It is environmentally difficult to get the permits. It is an engineering marvel to put together some of the bridges that we have here today.

As dollars have gotten tight, many of our communities have not focused on the safety of existing infrastructure in ways that we all know our constituents demand. We make that investment in safety and security today.

Mr. Speaker, we streamline a lot of Federal regulation in this bill. There is not a man or woman on this floor who doesn't believe that we have an obligation to protect this great Earth. There is not a man or woman on this floor who doesn't believe that constructing in an environmentally sensitive manner is a priority for us all.

But there is also not a man or woman on this floor who believes it ought to take 10 years to get a yes-or-no answer. There is not a man or woman on this floor that thinks it ought to take 8 years to get a yes-or-no answer. If the answer is no, the answer is no. But we deserve, our constituents deserve some certainty in that construction process.

We eliminate duplication. We speed up delivery. We allow States, through a pilot program, Mr. Speaker, to begin to enforce some of these Federal mandates. In many cases, it is not the mandate itself that is the problem. It is the Federal bureaucracy that is overburdened and can't come through on permitting.

We allow States, under this bill, as long as they abide by the Federal standards, to go ahead and implement those standards on their own so that they can prioritize the projects that are most important to them.

Mr. Speaker, an issue that I know is important to all of our colleagues: We take some steps to get veterans back to work. This isn't the first bill that has done that, of course. We have done bill after bill after bill after bill on this floor, Hire More Heroes most recently, to say, if the only thing standing between you and putting our veterans back to work is Federal regulation, we

want to get Federal regulation out of the way. We build on that again in this bill, Mr. Speaker.

I don't know if you have any truck-driving schools in your district, but I can't find a truck-driving school in my district that doesn't have job offers waiting today for folks who sign up today. The demand is so great, Mr. Speaker, for folks to move goods to market.

But we have limitations on who is eligible to drive trucks, and for good reasons. For good safety concern reasons, we don't want folks 19, 20 years of age to be driving these heavy trucks.

But, Mr. Speaker, we have, returning from Afghanistan, returning from Iraq, folks who have been trained by the finest training facility in all the world, the United States military, folks who have been trained in the skills required, the safety skills required, to move heavy equipment from one place to another.

Those men and women are returning from serving us and are looking for work. If they were talented enough to serve us overseas, are they not talented enough to serve us here domestically? Of course they are. We take steps to recognize that here today.

Mr. Speaker, I am still waiting on that opportunity when I can come to the floor and tell you I got absolutely everything I wanted in absolutely every line of the bill. It has only been 4½ years for me; I haven't had that opportunity yet. I am still hoping that opportunity comes.

But what I can tell you, Mr. Speaker, is that I came here to make a difference. I came here to move the ball forward. I came here to do the hard things, not the easy things. The easy things have already been done.

There is a reason we haven't passed a long-term bill in more than a decade. It is because it is hard to do. And I take great pleasure and great pride, as a member of the Rules Committee, the Transportation Committee, and the conference committee, in bringing this rule to the floor today.

If we pass this rule, Mr. Speaker, we can move to that conference report, and we can deliver for America what has been undeliverable for more than a decade.

I reserve the balance of my time.

Mr. POLIS. Mr. Speaker, I thank the gentleman for yielding me the customary 30 minutes, and I yield myself such time as I may consume.

I commend my colleagues on the House Transportation and Infrastructure Committee, who we will be hearing from shortly, for their diligence in developing a thoughtful, long-term, sustainably funded surface transportation compromise that really has many of the priorities that Republicans and Democrats brought to the table.

As the gentleman from Georgia said, this is an example of what we call regular order of a conference committee.

I want to inquire of the gentleman from Georgia, what was the vote on the

conference committee on this final transportation bill?

I yield to the gentleman from Georgia.

Mr. WOODALL. I thank my friend for yielding. It was a unanimous approval of this provision.

Mr. POLIS. Reclaiming my time, you did even better than the education conference committee. We were 39-1. There was actually one person on that conference committee who didn't support it. What a great job that you and your colleagues did.

The education conference committee was the first chance in 7½ years that I had to serve on a conference committee; my friend from Georgia, his first chance during his time in Congress to do it.

And that is a procedural matter. When the American people hear, oh, conference committee, that sounds procedural. Yet another committee; what does that mean? But the product of these committees are substantial bills.

□ 0930

Part of the problem here in this institution is that it is a bicameral legislature, and the House and the Senate don't talk to each other enough. The formal way they talk to one another is through a conference committee. What that means is there are Senators and Representatives on the same committee working on the same bill, rather than what happens too often around here where the House passes one bill and the Senate, if they pass a bill at all, passes a very different bill, and never the twain shall meet. Mr. Speaker, thanks to this procedural conference committee, the differences between the House and the Senate have been worked out.

So we were on the education bill yesterday. The Senate will likely consider that exact same bill next week, which means it will likely go to President Obama's desk before Christmas. This transportation bill the House considers today, I don't know the Senate's schedule, but hopefully in the next week or two they will consider this exact same bill, and hopefully it will go to President Obama's desk.

So we had a very quick meeting of the Rules Committee yesterday. My goodness, usually when the Rules Committee meets, those are contentious meetings. We have a lot of amendments from Democrats and Republicans that want to have their voice heard. But on a final conference report, it went pretty quickly, and members of our committee on both sides of the aisle had a lot of praise for the chair and the ranking member of the committee that had worked tirelessly to put this deal together.

The Fixing America's Surface Transportation Act—they came up with a clever acronym, FAST. That works well, right? Transportation, fast, we all want to go fast, not too fast. The act commits \$305 billion over a 5-year period towards improving our Nation's

roads, bridges, transit systems, and railways. This is something that Republicans and Democrats both agree is the job of government. Transportation, infrastructure, and making sure people can get from one place to another is one of the most critical roles that our government plays.

In the first year, FAST increases spending on highways by \$2.1 billion. By the final year, the funding levels will reach \$6.1 billion in addition to current investment. It also raises transit funding from \$3.6 billion to almost \$10.6 billion by 2020.

It establishes a Nationally Significant Freight and Highway Projects program that helps focus our attention on projects that increase the competitiveness of American goods and services by expanding and improving upon heavily trafficked freight routes. Two that affect us in Colorado—very near and dear to my district—are highway 25, from Denver to Wyoming, and highway 70, from Denver to Salt Lake City, which we were able to successfully include an amendment in the House version, which I am proud to say is also reflected in this conference report.

Mr. Speaker, these Nationally Significant Freight and Highway Projects open the door to economic development, improve the flow of goods across our great country, increase the quality of life for residents, ease congestion and safety concerns, and, along our particular corridors, are to the benefit of tourism and the tourism industry as well.

This bill helps leverage private investment in our surface transportation program by promoting the use of public-private partnerships which simply have become a reality for many infrastructure projects today like those used to expand highway 36 from Denver to Boulder, which I drive on most days that I am back home in Colorado.

The FAST Act encourages installation of vehicle-to-vehicle and vehicle-to-infrastructure equipment—which the Colorado Department of Transportation has been at the cutting edge of designing and implementing—to improve congestion, ensure passenger safety, and really help create a 21st century infrastructure. This bill helps increase dedicated bus funding by 89 percent over the life of the bill, a change that was direly needed after the last highway authorization.

The FAST Act maintains local flexibility for STP Metro funding, allows governments to dictate what is best for our communities, and leaves the door open for complex transportation infrastructure projects like the northeast line of the Denver Regional Transportation District's FasTrack system, which our voters approved a decade ago.

The bill requires a feasibility study to determine an impairment standard for drivers under the influence of marijuana, something that I introduced a bill on and have been working hard on to increase the safety of driving in

States where marijuana is legalized, like my home State of Colorado.

This bill increases funding for high-way railway grade crossings and requires operators to report the movements of hazardous materials along railroads, many of which, again, traverse my district. In Fort Collins, in Loveland, and in Longmont, where trains run through the downtown every day, these types of commonsense safety measures are desperately needed and welcomed.

The bill includes reforms to the Railroad Rehabilitation and Improvement Financing loan program—a loan that can be used to divert cumbersome traffic out of the middle of our downtown areas like in Fort Collins—to ensure speedy approval.

Mr. Speaker, this bill is a good bill. The policy changes are thoughtful and progressive. The funding levels authorized are an improvement upon those of the past. The financing sources we tap, while not ideal, are workable.

Now, it is always fair to say in any compromise that we could have done better. There are a few things I am disappointed that this bill doesn't contain.

We were on the edge of cutting a deal that would have included international tax reform that would have brought American wealth home, used the taxes gained to fund transportation and infrastructure restoration projects nationwide, and prevented the offshoring of corporations, which we continue to see.

Earlier this Congress, Mr. Speaker, I introduced a bill with my friend, Representative DELANEY, that would have deemed repatriation at 8.75 percent to fund both a 6-year highway bill at increased funding levels and create a new, national infrastructure bank. Combining international tax reform—desperately needed in its own right—with bold and robust infrastructure investment is a forward-thinking, problem-solving solution and exactly the type of move that I wish—and the American people wish—that Congress could have made.

Our failure to come to a deal on the repatriation of overseas wealth has, unfortunately, robbed the American people of hundreds of billions of dollars in public investment and continues to abandon the \$2 trillion in overseas earnings that could have been brought home.

In addition, we fail to address the tax incentive that American companies have to merge with overseas corporations or relocate their own headquarters overseas to avoid paying American taxes. We came close—we came close—to addressing this in this bill.

Mr. Speaker, I urge Congress to address international tax reform as soon possible to prevent the continuing offshoring of companies and the moving of jobs overseas, as well as to ensure that over \$2 trillion in overseas earnings can be invested here in Amer-

ica rather than face an enormous tax penalty if it is brought back, thereby preventing it from being brought back and providing an incentive for companies to invest in overseas growth and infrastructure rather than investing in infrastructure and growth here at home.

Mr. Speaker, the failure to contain corporate tax reform is not my only challenge in supporting this bill. There were certainly other programs that I believe we could have invested in, like improving even more the TIFIA investment which funds important projects like those needed along highways 70 and 25 in my district. I would have liked to have seen a direct funding stream tied to improvement and maintenance projects along designated high-priority corridors.

Finally, I would have liked to have seen the plight of communities with rail running through their downtowns addressed in the bill, an issue very near and dear to the cities in my district, cities like Fort Collins, Loveland, and Longmont, which are changed entirely by constant disruption of train horns and road blockages through our busy downtown areas.

The economic loss that we face in our communities, on top of the disturbance to residents' quality of life, isn't something that we can continue to sit by and do nothing about. We are going to work with every bit of flexibility in the bill. We continue to work with the department on less expensive implementation of quiet zones and of trying to reopen the rulemaking around train horns, which we expect to happen shortly, but there is no specific statutory fix to that issue in this bill itself.

So while I support this bill and commend the effort and the regular order that led to us getting here, we still need to look at what we can do. We see this bill as a floor, not a ceiling. There is even more we can do to bring our transportation infrastructure into the 21st century, to ensure its funding source is reliable and sustained, to repatriate overseas earnings and invest them here at home, and to eliminate an incentive for American companies to move overseas.

I hope my Republican colleagues agree that passage of this bill doesn't mean that we retire from presenting new, thoughtful ideas to improve our Federal highway system. I hope that Republicans and Democrats will continue to partner to address and solve some of these issues that I have raised that are not included in this bill.

Mr. Speaker, I reserve the balance of my time.

Mr. WOODALL. Mr. Speaker, I yield myself 30 seconds to tell my friend how much I appreciate what he had to say about international tax reform and what our opportunities are to grow America rather than grow our competitors abroad and to say there are a lot of different provisions in this bill. The Transportation Committee was unanimous in its support of this bill, as were

several of the other committees who were involved in the conference, but there were a few stragglers out there on some of the extraneous provisions that were placed in here.

With that, Mr. Speaker, I yield 8 minutes to the gentleman from Wisconsin (Mr. RIBBLE), a member of the freshman class of 2010 and a member of the Transportation Committee.

Mr. RIBBLE. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, once again, the Congress has offered Members the classic Sophie's choice. Either vote "no" on the transportation bill and guarantee no reforms to road and bridge building happen, or vote "yes" and get reforms necessary to save money and streamline construction, but do it without actually paying for it and keep racking up the national debt.

While many of my colleagues are sure to rush to the floor in the next few hours to pat themselves on the back for accomplishing this marvelous, transformational highway bill, we should not be popping champagne. There is no backslapping deserved.

While I am encouraged by the fact that in many ways the policy related to surface transportation takes a significant step forward, I am deeply discouraged by the phony pay-fors.

Mr. Speaker, during the upcoming debate on this legislation, you and the American people are going to hear repeatedly that this bill is fully offset and fully paid for, essentially that new revenue and savings will keep the cost of this bill from adding to our national debt. This is, plain and simple, not the case. Most of the offsets are from general fund transfers.

Now, it would take a magician of miraculous skill to transfer money out of a fund that has a negative balance of \$400 billion. If, in fact, there is money to transfer from an empty fund, I might suggest that we instead try to make the fund a bit less empty instead of transferring it to more spending.

But I digress. Let's take a look at the pay-fors.

One of a long series of phony offsets is selling off oil that is currently owned by the American people in the Strategic Petroleum Reserve. While you are stewarding the American people's money, you are supposed to buy low and sell high, not the other way around. Not only are we selling off a public asset at near record low prices, we are also counting on getting over double the current market price in order to make all the math work. If you can find a buyer to pay \$94 per barrel for oil, like the authors claim, while the market price is \$41, I have got a bridge to nowhere to sell you.

Another phony offset is hiring aggressive private contractors to go after people who are delinquent on their Federal taxes. Now, listen, I am all for collecting all outstanding taxes. But what does that have to do with road building? If, in fact, we can collect an additional \$2.5 billion by doing this,

shouldn't that money be put against the \$400-billion deficit we are facing already?

Why is it an offset that generates its revenue amount over 10 years when the highway bill is only for 5 years? What is going to happen in year 6? Will all the road building the country needs be completed by then? Are there not any other roads going to need to be built in year 6? Are we not, then, just going to have to borrow even more money?

Mr. Speaker, the bill does make a very reasonable point that taxes must be indexed to inflation to keep from losing value every year. I found this quite ironic. That makes total sense. So it is applied to the gas tax; right? Wrong.

Mr. Speaker, here is my favorite phony pay-for. The bill's authors didn't have the political courage to deal with user fees for drivers, but instead are indexing taxes collected by the U.S. Customs Service. Now, that is really ironic, but that tax is easy to hide from constituents. Now Americans returning from overseas will pay more for them in taxes to pave our roads while people who use the roads simply look on and smile.

Yet, Mr. Speaker, there is more. There are modifications to royalty payments. Wow, that has got everything to do with roads. Or how about denying passports to those who have unpaid taxes? This is allegedly going to raise \$350 million. Of course, that has nothing to do with roads, and, in fact, may not even be possible without all kinds of court trials and cases.

Mr. Speaker, I know you can sense my frustration. At the end of the day, this bill will pass, the President will sign it, and while everyone is patting themselves on the back for passing a long-term solution, we are going to continue to pile debt on our grandchildren.

We are so close, though, to getting this right. We streamlined the process to get roads built faster saving taxpayer dollars. We have returned more decisionmaking back to the States, and we have reduced the bureaucracy and red tape around transportation construction.

Mr. Speaker, the gentleman from Colorado and the gentleman from Georgia have eloquently explained some of the benefits of the piece of legislation. These are valuable and not insignificant reforms. It is because of these reforms that I am going to reluctantly support this bill in spite of these phony, god-awful pay-fors. Here is why: I realize that if this bill does not pass, what we will get instead is another extension of current policy and more borrowing, because that is what the Congress has done since I have been here.

So this goes back to the classic Sophie's choice I mentioned at the beginning of my conversation here. To get the good, I must accept the bad; to reject the bad, I must reject the good. If only this body, this Congress, had the political courage to tell the Amer-

ican people a simple truth: if something is worth buying, it is worth paying for. Taxing tomorrow should not replace living within our means today. It hurts future generations, and I am profoundly disappointed. We can and should do better for the people who sent us here to speak for them.

□ 0945

Mr. POLIS. Mr. Speaker, I yield myself 30 seconds before I further yield.

I agree with many of the critiques from the gentleman from Wisconsin. I think, when you pick apart a lot of the ways that this bill is paid for, you will find that they either won't generate the amount of revenue we think they will or you are borrowing from the out-years, meaning years 5 through 10, to effectively fund years 1 through 5. I know a lot of Members on both sides of the aisle will weigh that in their vote. I wish that the committee could have done better in finding pay-fors.

I would like to briefly address the national petroleum reserve. I think it is great that Democrats and Republicans are coming together around selling assets the Federal Government has that are nonproductive assets, like the petroleum reserve that was set up for a time when America relied on foreign oil. We are now net producers of crude oil.

I introduced an amendment that was not allowed for the energy bill yesterday to sell down the entire strategic petroleum reserve, which I think we should. However, the accounting for it in this bill shows us magically receiving twice the value per barrel for the price of oil than the futures market actually indicates that we would get. That is simply fictitious accounting in terms of how this bill is paid for.

I yield 5 minutes to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Mr. Speaker, I am inclined to yield 5 more minutes to my friend from Wisconsin because I strongly, strongly agree with the framework that he advanced.

I have come to this floor repeatedly with a simple suggestion that we index the gas tax and move forward with paying for our future. It is, I think, an interesting question if we had followed regular order dealing with transportation funding, if we would have had a hearing that would have had the President of the AFL-CIO, had the President of the U.S. Chamber of Commerce, truckers, AAA, legislators from seven red Republican States that have raised the gas tax and the sky didn't fall come forward and talk to Congress about what would make a difference.

Because they have all agreed that we shouldn't be borrowing from the future, that we should right-size this, not playing budget games, and be able to have the most effective way to create millions of family wage jobs and show that we can do our job the same way that was led by President Eisenhower and President Reagan.

That said, I think this bill does represent an important step forward because there was some regular order followed by the committee. I take my hat off to Chairman SHUSTER and Ranking Member DEFAZIO, who worked their way through a variety of contentious issues and brought forward a piece of legislation that provides modest, but important, increases in our funding programs.

It retains the basic structure. It has some improvements streamlining the process. It protects transit, safety, pedestrian, cycling programs, and a higher speed passenger rail. It speaks to a multiplicity of interests that Americans care deeply about.

It has embedded in it areas of innovation to encourage us to use technology to be able to improve the transportation system. I think there is no question that this is a new frontier, that 10 years from now we will not recognize much of what happens in the transportation space.

We will be able to coax more value out of our transportation system. We will be able to stretch dollars and unleash a great deal of innovation and activity. This legislation encourages that.

Part of the innovation is that, while I think we should index and raise the gas tax to actually adequately fund a robust bill, I think it is important for us to get rid of the gas tax and replace it with something that is sustainable over time.

And, again, this legislation has some provisions that will enable States to experiment with pilot projects like we have had in Oregon for the last 10 years for a fee that is based on road use, that would be sustainable, that would be fair, that actually could be adjusted in ways to help rural and small-town America and be able to give greater access to transportation in a more efficient fashion.

Mr. Speaker, I am hopeful that we will use the 5 years of stability, ending the saga of 35 short-term extensions because we wouldn't face the funding question.

I am hopeful that we will use these 5 years to be able to refine some of the improvements that are in it and to be able to directly face the question of whether or not we are going to pay for our transportation future, that we won't use gimmicks, that we will use the tried-and-true user fee and replace the gas tax with something that is better and more sustainable.

It is time to start building that foundation now. It is not just more money, but it is transforming how the transportation systems work. I think this bill gives us leverage to move forward on that. Rebuilding and renewing America is a nonpartisan issue. It is an issue that can actually bring us together while we make our communities more livable, our families safer, healthier, and more economically secure.

We can put millions of Americans to work at family wage jobs that will im-

prove the quality of life for communities from coast to coast. This bill is a step in that direction. But it is only going to work if we accept our responsibilities to properly fund it, to face the future, and accept responsibility to do our job right. I hope we will.

Mr. WOODALL. Mr. Speaker, I yield myself such time as I may consume to not just celebrate the successes that we are having today, but to associate myself with my colleagues who say the next round of hard work begins tomorrow.

There is a reason that we have the funding pay-fors that we have in this bill. It is not a lack of political courage. I have colleagues on both sides of the aisle who have courage to spare. It is a lack of trust.

When my constituents back home send me a dollar's worth of taxes and get 50 cents worth of road out of it, they say: ROB, what is the deal?

The streamlining that goes on in this bill grows that trust. The elimination of duplication, the focus on national priorities instead of pet projects, on and on and on, builds that trust.

The time to build that trust is before the next highway bill, not at the end of a highway bill cycle. There is a lot of work for each and every one of us to do in a bipartisan way to go out and build that trust.

I think about what my friend from Oregon said: We are going to squeeze a lot of efficiency out of our transportation system.

The innovation title in this bill is absolutely going to allow us to do more with less, which is precisely why constituents are worried about an indexed gas tax that puts transportation spending on autopilot, because all of our experience is, if you raise it, someone will spend it.

Balancing efficiency with productivity is a challenge that we all face that begins with trust generated back home, Mr. Speaker. My great hope is that the reforms in this bill, combined with the reforms in MAP-21, combined with the leadership that States and localities are taking with their own revenue bases, are going to create that trust for a generation to come.

I reserve the balance of my time.

Mr. POLIS. Mr. Speaker, I yield 2 minutes to the gentlewoman from Nevada (Ms. TRTUS).

Ms. TITUS. Mr. Speaker, I thank the gentleman for yielding.

Like the others you have heard from this morning, I commend those who have worked so hard on this bill. But, like them, I, too, have reservations about the final product.

It continues to underfund our Nation's infrastructure and it relies on unsustainable revenue sources and budgetary musical chairs; yet, it does include some policy provisions that I believe will result in better project development and delivery.

I represent the heart of the Las Vegas Valley, a region that is home to over 2 million people. We receive and

enjoy the visits of over 43 million people from around the world annually. Having a transportation system to safely and efficiently move these people and products around is vital to our economic success.

That is why I am thankful that this final report includes a number of provisions that I advocated for, including language to ensure our States and MPOs consider the needs of the traveling public when developing their long-term transportation plans.

The bill will also create a national travel and tourism advisory committee comprised of stakeholders from across the industry to develop a plan to identify and invest in infrastructure and operational improvements along the most important travel corridors.

In addition, the final bill includes language I submitted that will extend the authorization for the development of Interstate 11, a major regional project in the Southwest.

Lastly, the conference report includes provisions I advocated for in the committee to make our roadways safer for all users, not just cars and trucks, but pedestrians and cyclists who have seen increased accidents and fatalities in recent years.

For these reasons that affect my district and the rest of the country and for others that have been mentioned, I think the bill deserves support. While it is not perfect, it is a step in the right direction.

For that reason, I will vote for it. I urge others to do so as well.

Mr. WOODALL. Mr. Speaker, I yield myself such time as I may consume to say I think my friend from Nevada missed one of those great successes that she had—I will call it the Rodney Davis-Dina Titus amendment—to make sure that localities have even more control over their spending decisions.

It is one of those episodes, Mr. Speaker, where folks didn't get everything they wanted, but because folks were in there advocating for their constituents throughout the entire process, we ended up further down the road today than we would have been yesterday but for the Davis-Titus team pushing forward on that language.

Mr. Speaker, that is what this bill is, and that is what regular order gets us. It is so frustrating. I feel like I am in a room full of racehorses here trying to wait for the doors to open. The gates have just come open, and we all want to get to the finish line.

Our new Speaker has made some commitments about bringing more involvement and individual Member participation in the process. That is new to this institution in many ways, Mr. Speaker, but it is not new to the Transportation Committee. It is not new to the work that you and I have been doing on the committee for these past many months. That is why this bill is worthy of the support of so many of our colleagues.

I can go through a similar list as my friend from Nevada of ideas that came

from the folks who lead back home. Folks who are in the tourism industry know more about tourism than those of us who are not, as do folks who are in the visitor industry, folks who are in the construction industry, folks who are in the concrete industry, on and on and on.

Mr. Speaker, when you open the process up, you end up with fewer folks with political agendas at the table. You end up with more folks with practical agendas at the table. When you open the process up, you don't end up with politicians looking for their own piece of the pie. You end up with the public sharing their expertise and their experience. That is how you end up with a bill like the FAST Act today.

Mr. Speaker, it has been a great pleasure for me to serve on the Transportation Committee with folks like the gentlewoman from Nevada, like the gentleman from Illinois, to be able to have a common goal—very different approaches on how you want to achieve that goal, very different constituencies pushing you towards that goal—but to know that, if you put in the time and if you put in the hours, you will get a result.

So often in this Chamber, Mr. Speaker, it seems like we are tilting at windmills. When I joined the Transportation Committee, I knew that we were not going to be tilting at windmills. We were going to be slaying a dragon. This bill slays that dragon today.

I reserve the balance of my time.

Mr. POLIS. Mr. Speaker, I yield 3 minutes to the gentlewoman from Maryland (Ms. EDWARDS).

Ms. EDWARDS. Mr. Speaker, I thank the gentleman for yielding.

I am pleased to be here as a conferee to the conference that worked to resolve the difference between the House and Senate versions on the surface transportation reauthorization.

A huge thank you goes to Chairmen SHUSTER and GRAVES and Ranking Members DEFAZIO and NORTON and their committees and personal staff for all the work that was put in to get us to this 5-year authorization.

The fact is that America is literally falling apart. I am glad that we are going to be sending the President a long-term authorization this week. Making our infrastructure work and work for us smarter is really critical.

□ 1000

The bill does a lot to support research, development, and the deployment of transportation technology.

I am pleased with the overall research title, including specific investments in hazardous materials, R&D, and traffic congestion mitigation, but I do have a couple of concerns with oversight.

The Intelligent Transportation Systems Joint Program Office was moved out of the Office of the Assistant Secretary for Research and Technology and into the Federal Highway Administration. We have to be vigilant that

this move doesn't undermine the multimodal coordination of ITS research and development.

A new deployment program was funded through a large tax on existing R&D programs. While I support the deployment program, we shouldn't lose sight of the fact that today's R&D investments enable tomorrow's new deployment opportunities. So we shouldn't be shortsighted.

Nonetheless, I support the FAST Act. It is a bipartisan, bicameral, long-term authorization to fund highway transit, highway safety, motor carrier safety, hazardous material safety, and even passenger rail programs and projects.

Let me be clear. It is not the bill I would have written, and it is definitely not perfect, including some of the problematic pay-fors that have been discussed today. But it will provide certainty, invest in America's infrastructure, and create good-paying American jobs.

The bill is funded at the higher Senate-approved level, which is important.

I am happy to have worked in a bipartisan fashion with my colleagues on the floor and in committee to make a difference in people's lives.

In our region, our Senators, Representatives NORTON and COMSTOCK, and I have provided new and direct Federal oversight of the Washington Metropolitan Area Transit Authority.

We have also worked to include transit-oriented development eligibility in TIFIA. Yes, this would mean that many of the transit-oriented projects across the Nation, in the metropolitan Washington region, and in my county, Prince George's County, along the Green Line, will now be able to qualify for Federal financing because most transit-oriented development infrastructure projects are less than the \$50 million threshold that TIFIA currently requires.

In working with several Members, we were able to restore funding for the High Density States program that will allow transit systems in these States to maintain jobs, service, and service frequency and continue to help those who rely on public transportation.

Though I oppose today's rule, we have to enact a bill that will construct and rebuild our road, bridge, transit, and rail infrastructure that creates jobs here at home and enables the United States to compete internationally in the 21st century.

This is a good first step. Let's not stop here. Let's continue to work in this fashion to rebuild America's infrastructure.

Mr. WOODALL. Mr. Speaker, I reserve the balance of my time.

Mr. POLIS. Mr. Speaker, I yield 2 minutes to the gentlewoman from California (Ms. MAXINE WATERS), the distinguished ranking member of the Committee on Financial Services.

Ms. MAXINE WATERS of California. I thank Congressman POLIS for the time he has granted me.

Mr. Speaker, after more than 2 years of obstruction by a vocal, ideologically

driven minority that led to a 5-month shutdown of the Export-Import Bank, I could not be more pleased to rise and speak in strong support of the provision in the conference report that would finally put the Ex-Im Bank back in the business of supporting U.S. jobs.

After having spoken with and having listened to the stories of countless users of the Ex-Im Bank, both in my district and across the country, I can tell you without a doubt that the 4-year reauthorization of the Bank in this conference report is absolutely necessary and essential to ensure that U.S. businesses, both large and small, can operate and survive in the global marketplace.

From the loss of satellite contracts in California, to the many potential job losses across this country, to offers from our foreign competitors that have urged American exporters to take their operations to Canada or overseas to Europe and China, there is no question that the shutdown of the Ex-Im Bank has done great damage.

In joining with Whip HOYER, Leader PELOSI, Representatives HECK and MOORE, as well as with Representatives FINCHER and LUCAS, we showed that a determined majority of Democrats and Republicans who work together will ultimately prevail.

It is time to put an end to this wholly destructive and entirely unnecessary period that has caused us so much pain and fear and hopelessness for so many businesses and workers across this country whose livelihoods rely on the Ex-Im Bank.

I urge the passage of the conference report.

Mr. WOODALL. Mr. Speaker, I reserve the balance of my time.

Mr. POLIS. Mr. Speaker, I yield myself 1½ minutes.

Today, I recognize the patriotism and volunteer service of Major Fredric Arnold, a World War II P-38 fighter pilot in the Army Air Corps.

Mr. Arnold flew and survived 50 combat missions and was promoted to the rank of major at the age of 23. He received numerous medals, including the Distinguished Flying Cross and Air Medal with nine oak leaf clusters.

While assigned to the Office of Flying Safety, he wrote and illustrated the first ever flight training manuals for the P-38, P-47, P-51, and P-80 fighter aircraft, and he created educational air combat situation drawings for the P-38 Lightning, which saved the lives of inexperienced American pilots.

Today, at age 93, Mr. Arnold lives in Boulder, Colorado, where he is creating a monumental bronze sculpture, funded by The Radiance Foundation, which depicts 12 life-sized fighter pilots who are engaged in a World War II flight briefing, in order to honor the 88,000 airmen who lost their lives during the war and to ensure future generations remember the sacrifices that were made to protect our freedom.

This sculpture is entitled, "Lest We Forget: The Mission," and it will be exhibited at the World War II Museum in New Orleans, Louisiana.

I am proud to recognize Major Fredric Arnold for his service as a fighter pilot and for his personal commitment to honor and help us all remember the aviators who served this Nation during World War II.

I reserve the balance of my time.

Mr. WOODALL. Mr. Speaker, I would ask my friend from Colorado if he has any other speakers remaining.

Mr. POLIS. We are prepared to close if the gentleman is prepared to close.

Mr. WOODALL. Mr. Speaker, I reserve the balance of my time.

Mr. POLIS. Mr. Speaker, I yield myself the balance of my time.

If we defeat the previous question, I will offer an amendment to the rule to bring up bipartisan legislation that would close the loophole that allows suspected terrorists to legally buy guns. This bill would bar the sale of firearms and explosives to those on the terrorist watch list.

Mr. Speaker, I ask unanimous consent to insert the text of the amendment in the RECORD, along with extraneous material, immediately prior to the vote on the previous question.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Colorado?

There was no objection.

Mr. POLIS. Mr. Speaker, a third of our Nation's major roads are rated as poor or mediocre, and one in four bridges is in need of significant repair or expansion, many of them dangerous, while 45 percent of Americans don't have access to public transit.

Congestion on our roadways has gotten so bad that Americans are wasting an average of 8.4 billion hours—that is 8.4 billion hours less in productivity—and 4.5 billion gallons of gas over a decade while being stuck in traffic.

The average commuters are wasting nearly \$800 of their own money and 5 full days of their lives each year in traffic. In my district alone, population and congestion has far outpaced our ability to maintain our critical thoroughfares.

If you have ever been to Colorado, you will know that there is one way up to our world-class ski resorts and ski areas and unparalleled 14,000-foot peaks from the Denver metro area. It is called highway 70. If you have ever taken it on a Friday evening or on a Sunday evening, you have probably sat in your car at a dead stop, waiting at times perhaps even for hours.

If you have ever been to the largest city in my district, Fort Collins, home to one of our greatest universities, Colorado State University, you have probably found similar circumstances along highway 25 during rush hour.

The expansion of highway 25 and the high-speed rail along highway 70 have been given completion dates of 60 years from now. That isn't good enough. Fort Collins, Loveland, Boulder, Vail, Frisco, Breckenridge—none of these tourism- and recreation-driven communities can survive without making improvements for 60 years.

The future of these projects lies with a long-term, robustly funded surface transportation reauthorization. Our future depends upon our States' and municipalities' ability to rely on what level of Federal support they can expect to receive and what their Federal partnerships will look like year in and year out.

By providing consistency in funding levels and a several-year commitment to critical infrastructure projects, as we do today in this conference report, we open up a future for major highway improvements like those needed with highways 25 and 70 in my district and with highways and roads across the entire Nation.

While I have outlined the issues and misgivings I have with this bill—and I certainly agree with Mr. RIBBLE about the lack of courage this Congress has to actually pay for a bill and to instead devise clever gimmicks that only partially pay for the bill, including assuming that we are going to get twice the money per barrel for oil that the Federal Government owns and the actual market price would bear—I think that this bill, nevertheless, is a step forward over continued short-term reauthorizations, which I have been voting against the last several times they have come before us and which, I should point out, also generally include gimmicky ways of paying for it.

So if this Congress, which it seems to have done, has chosen not to address the real issue of how to pay for something and has chosen to instead use gimmicks, it is still better to do that in a predictable manner rather than to come up with a new gimmick every 60 days—a gimmick of the month, if you will—which is what this Congress has been doing throughout this year.

I thank my colleagues for the inclusion of my amendments in this bill, particularly an amendment to designate Highway 70 from Denver to Salt Lake City as a High Priority Corridor. That provision will open up funding sources and opportunities for a highway that has been a nightmare for residents, for tourists, and for freight truck drivers for decades, particularly during its busiest times.

I appreciate the committee's desire to be transparent and receptive to ideas brought by Members who don't serve on the committee.

I am hopeful that what happened here this week, as my colleague from Georgia started out by saying, not only with the surface transportation reauthorization but also with the Elementary and Secondary Education Act, is only a beginning—a beginning of big things, of good things, of hard compromises, of the success of regular order, of discussions between the House and the Senate that will hopefully bode well for future developments.

I am hopeful that we can get back to work after a long hiatus of gridlock and grandstanding. I hope this is the first of many.

I congratulate my colleagues for coming together on such a pivotal piece of legislation.

Mr. Speaker, I yield back the balance of my time.

Mr. WOODALL. Mr. Speaker, I yield myself such time as I may consume.

We have talked about how much work has gone into this bill—not days, not weeks, not months, but even years in trying to get here.

I want to say what I said when I began, which is, when Democrats controlled every single lever of government, they could not get a bill like this done. When Republicans controlled every single lever of government, we failed to get a bill like this done. Today, with the leadership of BILL SHUSTER and Mr. DEFAZIO, we are getting that done.

But it is not just at the Member level. And I want to associate all of the hard staff work that goes into making something like this happen. Mr. Speaker. Chris Bertram, our staff director over on the Transportation and Infrastructure Committee; Matt Sturges, our deputy staff director over on the Transportation and Infrastructure Committee; Collin, Geoff, Murphie on my own staff, Alex Poirot—folks who have put in hour after hour after hour, right through the Thanksgiving holiday, making sure that America's priorities get done.

Folks back home don't care how much hard work it takes; they care that we put in the hard work. And this is an example of that success today.

Mr. Speaker, so often, I hear my colleagues say, "If I had written this bill myself, it would have been different." Generally, when I hear my colleagues on the other side of aisle say, "If I had written this bill it would be different," I think, "Thank goodness you didn't write this bill." I have no doubt that they think the same thing when I say that.

We rarely get everything that we want, but we rarely have an opportunity to come together and be as successful as we are today.

The only roadblock between us and a long-term transportation bill for the first time in more than a decade is my yielding back the balance of my time.

The material previously referred to by Mr. POLIS is as follows:

AN AMENDMENT TO H. RES. 546 OFFERED BY
MR. POLIS OF COLORADO

At the end of the resolution, add the following new sections:

SEC. 2. Immediately upon adoption of this resolution the Speaker shall, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 1076) to increase public safety by permitting the Attorney General to deny the transfer of a firearm or the issuance of firearms or explosives licenses to a known or suspected dangerous terrorist. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking minority

member of the Committee on the Judiciary. After general debate the bill shall be considered for amendment under the five-minute rule. All points of order against provisions in the bill are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions. If the Committee of the Whole rises and reports that it has come to no resolution on the bill, then on the next legislative day the House shall, immediately after the third daily order of business under clause 1 of rule XIV, resolve into the Committee of the Whole for further consideration of the bill.

SEC. 3. Clause 1(c) of rule XIX shall not apply to the consideration of H.R. 1076.

THE VOTE ON THE PREVIOUS QUESTION: WHAT IT REALLY MEANS

This vote, the vote on whether to order the previous question on a special rule, is not merely a procedural vote. A vote against ordering the previous question is a vote against the Republican majority agenda and a vote to allow the Democratic minority to offer an alternative plan. It is a vote about what the House should be debating.

Mr. Clarence Cannon's Precedents of the House of Representatives (VI, 308-311), describes the vote on the previous question on the rule as "a motion to direct or control the consideration of the subject before the House being made by the Member in charge." To defeat the previous question is to give the opposition a chance to decide the subject before the House. Cannon cites the Speaker's ruling of January 13, 1920, to the effect that "the refusal of the House to sustain the demand for the previous question passes the control of the resolution to the opposition" in order to offer an amendment. On March 15, 1909, a member of the majority party offered a rule resolution. The House defeated the previous question and a member of the opposition rose to a parliamentary inquiry, asking who was entitled to recognition. Speaker Joseph G. Cannon (R-Illinois) said: "The previous question having been refused, the gentleman from New York, Mr. Fitzgerald, who had asked the gentleman to yield to him for an amendment, is entitled to the first recognition."

The Republican majority may say "the vote on the previous question is simply a vote on whether to proceed to an immediate vote on adopting the resolution . . . [and] has no substantive legislative or policy implications whatsoever." But that is not what they have always said. Listen to the Republican Leadership Manual on the Legislative Process in the United States House of Representatives, (6th edition, page 135). Here's how the Republicans describe the previous question vote in their own manual: "Although it is generally not possible to amend the rule. . . because the majority Member controlling the time will not yield for the purpose of offering an amendment, the same result may be achieved by voting down the previous question on the rule. When the motion for the previous question is defeated, control of the time passes to the Member who led the opposition to ordering the previous question. That Member, because he then controls the time, may offer an amendment to the rule, or yield for the purpose of amendment."

In Deschler's Procedure in the U.S. House of Representatives, the subchapter titled "Amending Special Rules" states: "a refusal to order the previous question on such a rule

[a special rule reported from the Committee on Rules] opens the resolution to amendment and further debate." (Chapter 21, section 21.2) Section 21.3 continues: "Upon rejection of the motion for the previous question on a resolution reported from the Committee on Rules, control shifts to the Member leading the opposition to the previous question, who may offer a proper amendment or motion and who controls the time for debate thereon."

Clearly, the vote on the previous question on a rule does have substantive policy implications. It is one of the only available tools for those who oppose the Republican majority's agenda and allows those with alternative views the opportunity to offer an alternative plan.

Mr. WOODALL. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

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

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. POLIS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of adoption.

The vote was taken by electronic device, and there were—yeas 243, nays 179, not voting 11, as follows:

[Roll No. 666]

YEAS—243

Abraham	Denham	Holding
Aderholt	Dent	Hudson
Allen	DeSantis	Huelskamp
Amash	DesJarlais	Huizenga (MI)
Amodei	Diaz-Balart	Hultgren
Babin	Dold	Hunter
Barletta	Donovan	Hurd (TX)
Barr	Duffy	Hurt (VA)
Barton	Duncan (SC)	Issa
Bartleson	Duncan (TN)	Jenkins (KS)
Bilirakis	Ellmers (NC)	Jenkins (WV)
Bishop (MI)	Emmer (MN)	Johnson (OH)
Bishop (UT)	Farenthold	Jolly
Black	Fincher	Jones
Blackburn	Fitzpatrick	Jordan
Blum	Fleischmann	Joyce
Bost	Fleming	Katko
Boustany	Flores	Kelly (MS)
Brady (TX)	Forbes	Kelly (PA)
Brat	Portenberry	King (IA)
Bridenstine	Fox	King (NY)
Brooks (AL)	Franks (AZ)	Kinzinger (IL)
Brooks (IN)	Frelinghuysen	Kline
Buchanan	Garrett	Knight
Buck	Gibbs	Labrador
Bucshon	Gibson	LaHood
Burgess	Gohmert	LaMalfa
Byrne	Goodlatte	Lamborn
Calvert	Gosar	Lance
Carter (GA)	Gowdy	Latta
Carter (TX)	Granger	LoBiondo
Chabot	Graves (GA)	Long
Chaffetz	Graves (LA)	Loudermilk
Clawson (FL)	Graves (MO)	Love
Coffman	Griffith	Lucas
Cole	Grothman	Luetkemeyer
Collins (GA)	Guinta	Lummis
Collins (NY)	Guthrie	MacArthur
Comstock	Hanna	Marchant
Conaway	Hardy	Marino
Cook	Harper	Massie
Costello (PA)	Harris	McCarthy
Cramer	Hartzler	McCaul
Crawford	Heck (NV)	McClintock
Crenshaw	Hensarling	McHenry
Culberson	Herrera Beutler	McKinley
Curbelo (FL)	Hice, Jody B.	McMorris
Davis, Rodney	Hill	Rodgers

McSally	Renacci	Stutzman
Meadows	Ribble	Thompson (PA)
Meehan	Rice (SC)	Thornberry
Messer	Rigell	Tiberi
Mica	Roby	Tipton
Miller (FL)	Roe (TN)	Trott
Miller (MI)	Rogers (AL)	Turner
Moolenaar	Rogers (KY)	Upton
Mooney (WV)	Rohrabacher	Valadao
Mullin	Rooney (FL)	Wagner
Mulvaney	Ros-Lehtinen	Walberg
Murphy (PA)	Roskam	Walden
Neugebauer	Ross	Walker
Newhouse	Rothfus	Walorski
Noem	Rouzer	Walters, Mimi
Nugent	Royce	Weber (TX)
Nunes	Russell	Webster (FL)
Olson	Salmon	Wenstrup
Palazzo	Sanford	Westerman
Palmer	Scalise	Westmoreland
Paulsen	Schweikert	Whitfield
Pearce	Scott, Austin	Wilson (SC)
Perry	Sensenbrenner	Wittman
Peterson	Sessions	Womack
Pittenger	Shimkus	Woodall
Pitts	Shuster	Yoder
Poe (TX)	Simpson	Yoho
Poliquin	Smith (MO)	Young (AK)
Pompeo	Smith (NE)	Young (IA)
Posey	Smith (NJ)	Young (IN)
Price, Tom	Smith (TX)	Zeldin
Ratcliffe	Stefanik	Zinke
Reed	Stewart	
Reichert	Stivers	

NAYS—179

Adams	Frankel (FL)	Nadler
Ashford	Fudge	Napolitano
Bass	Gabbard	Neal
Beatty	Gallego	Nolan
Becerra	Garamendi	Norcross
Bera	Graham	O'Rourke
Beyer	Grayson	Pallone
Bishop (GA)	Green, Al	Pascarell
Blumenauer	Green, Gene	Pelosi
Bonamici	Grijalva	Perlmutter
Boyle, Brendan	Gutiérrez	Peters
F.	Hahn	Pingree
Brady (PA)	Hastings	Pocan
Brown (FL)	Heck (WA)	Polis
Brownley (CA)	Higgins	Price (NC)
Bustos	Himes	Quigley
Butterfield	Hinojosa	Rangel
Capps	Honda	Rice (NY)
Capuano	Hoyer	Richmond
Cárdenas	Huffman	Roybal-Allard
Carney	Israel	Ruiz
Carson (IN)	Jackson Lee	Rush
Cartwright	Jeffries	Ryan (OH)
Castor (FL)	Johnson (GA)	Sánchez, Linda
Castro (TX)	Johnson, E. B.	T.
Chu, Judy	Kaptur	Sarbanes
Ciçilline	Keating	Schakowsky
Clark (MA)	Kelly (IL)	Schiff
Clarke (NY)	Kennedy	Schrader
Clay	Kildee	Scott (VA)
Cleaver	Kilmer	Scott, David
Clyburn	Kind	Serrano
Cohen	Kirkpatrick	Sewell (AL)
Connolly	Kuster	Sherman
Conyers	Langevin	Sinema
Cooper	Larsen (WA)	Sires
Costa	Larson (CT)	Slaughter
Courtney	Lawrence	Smith (WA)
Crowley	Lee	Speier
Cummings	Levin	Swalwell (CA)
Davis (CA)	Lewis	Takano
Davis, Danny	Lieu, Ted	Thompson (CA)
DeFazio	Lipinski	Thompson (MS)
DeGette	Loeb sack	Titus
Delaney	Loftgren	Tonko
DeLauro	Lowenthal	Torres
DelBene	Lowe y	Tsongas
DeSaulnier	Lujan Grisham	Van Hollen
Deutch	(NM)	Vargas
Dingell	Luján, Ben Ray	Veasey
Doggett	(NM)	Vela
Doyle, Michael	Lynch	Velázquez
F.	Maloney, Sean	Visclosky
Duckworth	Matsui	Walz
Edwards	McCollum	Wasserman
Ellison	McDermott	Schultz
Engel	McGovern	Waters, Maxine
Eshoo	McNerney	Watson Coleman
Esty	Meng	Welch
Farr	Moore	Wilson (FL)
Fattah	Moulton	Yarmuth
Foster	Murphy (FL)	

NOT VOTING—11

Aguilar	Meeks	Takai
Cuellar	Payne	Williams
Johnson, Sam	Rokita	
Maloney,	Ruppersberger	
Carolyn	Sanchez, Loretta	

□ 1042

Messrs. WALZ, LEVIN, and Ms. ESHOO changed their vote from “yea” to “nay.”

So the previous question was ordered. The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mr. RODNEY DAVIS of Illinois). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

RECORDED VOTE

Mr. POLIS. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. This is a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 384, noes 40, not voting 9, as follows:

[Roll No. 667]

AYES—384

Abraham	Coffman	Foster
Adams	Cohen	Fox
Aderholt	Cole	Frankel (FL)
Allen	Collins (GA)	Franks (AZ)
Amash	Collins (NY)	Frelinghuysen
Amodei	Comstock	Gabbard
Ashford	Conaway	Gallego
Babin	Connolly	Garamendi
Barletta	Conyers	Garrett
Barr	Cook	Gibbs
Barton	Cooper	Gibson
Bass	Costa	Gohmert
Beatty	Costello (PA)	Goddlatte
Benishkek	Courtney	Gosar
Beyer	Cramer	Gowdy
Bilirakis	Crawford	Granger
Bishop (GA)	Crenshaw	Graves (GA)
Bishop (MI)	Culberson	Graves (LA)
Bishop (UT)	Cummings	Graves (MO)
Black	Curbelo (FL)	Grayson
Blackburn	Davis (CA)	Green, Al
Blum	Davis, Danny	Green, Gene
Blumenauer	Davis, Rodney	Griffith
Bonamici	DeFazio	Grothman
Bost	DeGette	Guinta
Boustany	DeLauro	Guthrie
Boyle, Brendan	DeBene	Hahn
F.	Denham	Hanna
Brady (PA)	Dent	Hardy
Brady (TX)	DeSantis	Harper
Brat	DeSaulnier	Harris
Bridenstine	DesJarlais	Hartzler
Brooks (AL)	Deutch	Hastings
Brooks (IN)	Diaz-Balart	Heck (NV)
Brown (FL)	Dingell	Heck (WA)
Brownley (CA)	Doggett	Hensarling
Buchanan	Dold	Herrera Beutler
Buck	Donovan	Hice, Jody B.
Bucshon	Doyle, Michael	Higgins
Burgess	F.	Hill
Bustos	Duckworth	Himes
Butterfield	Duffy	Hinojosa
Byrne	Duncan (SC)	Holding
Calvert	Duncan (TN)	Honda
Capps	Ellison	Hoyer
Capuano	Ellmers (NC)	Hudson
Carney	Emmer (MN)	Huelskamp
Carson (IN)	Engel	Huizenga (MI)
Carter (GA)	Eshoo	Hultgren
Carter (TX)	Esty	Hunter
Cartwright	Farenthold	Hurd (TX)
Castor (FL)	Farr	Hurt (VA)
Chabot	Fattah	Israel
Chaffetz	Fincher	Issa
Chu, Judy	Fitzpatrick	Jackson Lee
Cicilline	Fleischmann	Jenkins (KS)
Clawson (FL)	Fleming	Jenkins (WV)
Clay	Flores	Johnson (GA)
Cleaver	Forbes	Johnson (OH)
Clyburn	Fortenberry	Johnson, E. B.

Jolly	Mica
Jones	Miller (FL)
Jordan	Miller (MI)
Joyce	Moolenaar
Kaptur	Mooney (WV)
Katko	Moulton
Keating	Mullin
Kelly (IL)	Mulvaney
Kelly (MS)	Murphy (FL)
Kelly (PA)	Murphy (PA)
Kildee	Nadler
Kilmer	Napolitano
Kind	Neugebauer
King (IA)	Newhouse
King (NY)	Noem
Kinzinger (IL)	Nolan
Kirkpatrick	Norcross
Kline	Nugent
Knight	Nunes
Kuster	O'Rourke
Labrador	Olson
LaHood	Palazzo
LaMalfa	Palmer
Lamborn	Pascrell
Lance	Paulsen
Langevin	Pearce
Larsen (WA)	Perry
Larson (CT)	Peterson
Latta	Pittenger
Lawrence	Pitts
Lee	Pocan
Levin	Poe (TX)
Lewis	Poliquin
Lipinski	Polis
LoBiondo	Pompeo
Loeb	Posey
Lofgren	Price (NC)
Long	Price, Tom
Loudermilk	Quigley
Love	Ratcliffe
Lowenthal	Reed
Lowe	Reichert
Lucas	Renacci
Luetkemeyer	Ribble
Lujan Grisham	Rice (NY)
(NM)	Rice (SC)
Lujan, Ben Ray	Richmond
(NM)	Rigell
Lummis	Roby
Lynch	Roe (TN)
MacArthur	Rogers (AL)
Maloney,	Rogers (KY)
Carolyn	Rohrabacher
Maloney, Sean	Rokita
Marchant	Rooney (FL)
Marino	Ros-Lehtinen
Masse	Roskam
Matsui	Ross
McCarthy	Rothfus
McCaul	Rouzer
McClintock	Roybal-Allard
McDermott	Royce
McHenry	Rush
McKinley	Russell
McMorris	Ryan (OH)
Rodgers	Salmon
Hahn	Sanford
McSally	Sarbanes
Meadows	Scalise
Meehan	Schiff
Meng	Schrader
Messer	

NOES—40

Becerra	Jeffries
Bera	Kennedy
Cárdenas	Lieu, Ted
Castro (TX)	McCollum
Clark (MA)	McGovern
Clarke (NY)	McNerney
Crowley	Moore
Delaney	Neal
Edwards	Pallone
Fudge	Pelosi
Graham	Perlmutter
Grijalva	Peters
Gutiérrez	Pingree
Huffman	Rangel

NOT VOTING—9

Aguilar	Meeks	Sanchez, Loretta
Cuellar	Payne	Takai
Johnson, Sam	Ruppersberger	Williams

□ 1051

Ms. KELLY of Illinois, Messrs. CUMMINGS, ASHFORD, BRAT, MOULTON, and BUTTERFIELD changed their vote from “no” to “aye.”

Schweikert	Scott (VA)
Scott, Austin	Scott, David
Sensenbrenner	Serrano
Sessions	Sinema
Sewell (AL)	Sherman
Shimkus	Shuster
Simpson	Sinema
Sires	Smith (MO)
Smith (NE)	Smith (NJ)
Smith (TX)	Smith (WA)
Stefanik	Stewart
Stivers	Stutzman
Swalwell (CA)	Takano
Thompson (CA)	Thompson (PA)
Thornberry	Tiberi
Tipton	Titus
Torres	Trott
Tsongas	Turner
Upton	Valadao
Vargas	Vela
Wagner	Walberg
Walden	Walker
Walorski	Walters, Mimi
Walz	Wasserman
Schultz	Waters, Maxine
Watson Coleman	Weber (TX)
Webster (FL)	Welch
Wenstrup	Westerman
Westmoreland	Whitfield
Wilson (FL)	Wilson (SC)
Wittman	Womack
Woodall	Yoder
Yoho	Young (AK)
Young (IA)	Young (IN)
Zeldin	Zinke

So the resolution was agreed to. The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

NORTH AMERICAN ENERGY SECURITY AND INFRASTRUCTURE ACT OF 2015

The SPEAKER pro tempore (Mr. HULTGREN). Pursuant to House Resolution 542 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 8.

Will the gentleman from Illinois (Mr. RODNEY DAVIS) kindly take the chair.

□ 1053

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 further consideration of the bill (H.R. 8) to modernize energy infrastructure, build a 21st century energy and manufacturing workforce, bolster America's energy security and diplomacy, and promote energy efficiency and government accountability, and for other purposes, with Mr. RODNEY DAVIS of Illinois (Acting Chair) in the chair.

The Clerk read the title of the bill. The Acting CHAIR. When the Committee of the Whole rose on Wednesday, December 2, 2015, amendment No. 38 printed in House Report 114-359 offered by the gentleman from New Jersey (Mr. NORCROSS) had been disposed of.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in House Report 114-359 on which further proceedings were postponed, in the following order:

Amendment No. 26 by Mr. CRAMER of North Dakota.

Amendment No. 30 by Mr. ROUZER of North Carolina.

Amendment No. 37 by Mr. PALLONE of New Jersey.

The Chair will reduce to 2 minutes the minimum time for any electronic vote in this series.

AMENDMENT NO. 26 OFFERED BY MR. CRAMER

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from North Dakota (Mr. CRAMER) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered. The Acting CHAIR. This will be a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 252, noes 170, not voting 11, as follows:

[Roll No. 668]

AYES—252

Abraham Guinta Paulsen
 Aderholt Guthrie Pearce
 Allen Hanna Perlmutter
 Amash Hardy Perry
 Amodei Harper Peters
 Ashford Harris Peterson
 Babin Hartzler Pittenger
 Barletta Heck (NV) Pitts
 Barr Hensarling Poe (TX)
 Barton Herrera Beutler Poliquin
 Benishek Hice, Jody B. Polis
 Bilirakis Hill Pompeo
 Bishop (MI) Holding Posey
 Bishop (UT) Hudson Price, Tom
 Black Huelskamp Ratcliffe
 Blackburn Huizenga (MI) Reed
 Blum Hultgren Reichert
 Bost Hunter Renacci
 Boustany Hurd (TX) Ribble
 Brady (TX) Hurt (VA) Rice (SC)
 Brat Issa Rigell
 Bridenstine Jenkins (KS) Roby
 Brooks (AL) Jenkins (WV) Roe (TN)
 Brooks (IN) Johnson (OH) Rogers (AL)
 Buchanan Jolly Rogers (KY)
 Buck Jones Rohrabacher
 Bucshon Jordan Rokita
 Burgess Joyce Rooney (FL)
 Byrne Katko Roskam
 Calvert Kelly (MS) Ross
 Carter (GA) Kelly (PA) Rothfus
 Carter (TX) King (IA) Rouzer
 Chabot King (NY) Royce
 Chaffetz Kinzinger (IL) Russell
 Clawson (FL) Kirkpatrick Salmon
 Coffman Kline Scalise
 Cole Knight Schrader
 Collins (GA) Labrador Schweikert
 Collins (NY) LaHood Scott, Austin
 Comstock LaMalfa Sensenbrenner
 Conaway Lamborn Sessions
 Cook Lance Shimkus
 Costa Latta Shuster
 Cramer LoBiondo Simpson
 Crawford Long Sinema
 Crenshaw Loudermilk Smith (MO)
 Culberson Love Smith (NE)
 Curbelo (FL) Lucas Smith (NJ)
 Davis, Rodney Luetkemeyer Smith (TX)
 DeFazio Lujan, Ben Ray Stefanik
 DeGette (NM) Stewart Stivers
 Denham Lummis Stutzman
 Dent MacArthur Thompson (PA)
 DeSantis Marchant Thornberry
 DesJarlais Marino Tiberi
 Dold Massie Tipton
 Donovan McCarthy Trott
 Duffy McCaul Turner
 Duncan (SC) McClintock Upton
 Duncan (TN) McHenry Valadao
 Ellmers (NC) McKinley Wagner
 Emmer (MN) McMorris Walberg
 Farenthold Rodgers Walzen
 Fincher McSally Walden
 Fitzpatrick Meadows Walker
 Fleischmann Meehan Walorski
 Fleming Messer Walters, Mimi
 Flores Mica Weber (TX)
 Forbes Miller (FL) Webster (FL)
 Fortenberry Miller (MI) Wenstrup
 Foxx Moolenaar Westerman
 Franks (AZ) Mooney (WV) Westmoreland
 Frelinghuysen Mullin Whitfield
 Garrett Mulvaney Wilson (SC)
 Gibbs Murphy (PA) Wittman
 Gohmert Neugebauer Womack
 Goodlatte Newhouse Woodall
 Gosar Noem Yoder
 Gowdy Nolan Yoho
 Granger Norcross Yoho
 Graves (GA) Nugent Young (AK)
 Graves (LA) Nunes Young (IA)
 Graves (MO) Olson Young (IN)
 Griffith Palazzo Zeldin
 Grothman Palmer Zinke

NOES—170

Adams Boyle, Brendan Cárdenas
 Bass F. Carney
 Beatty Brady (PA) Carson (IN)
 Becerra Brown (FL) Cartwright
 Bera Brownley (CA) Castor (FL)
 Beyer Bustos Castro (TX)
 Bishop (GA) Butterfield Chu, Judy
 Blumenauer Capps Cicilline
 Bonamici Capuano Clark (MA)

Clarke (NY) Honda Pelosi
 Clay Hoyer Pingree
 Cleaver Huffman Pocan
 Clyburn Israel Price (NC)
 Cohen Jackson Lee Quigley
 Connolly Jeffries Rangel
 Conyers Johnson (GA) Rice (NY)
 Cooper Johnson, E. B. Richmond
 Costello (PA) Kaptur Ros-Lehtinen
 Courtney Keating Roybal-Allard
 Crowley Kelly (IL) Ruiz
 Cummings Kennedy Rush
 Davis (CA) Kildee Ryan (OH)
 Davis, Danny Kilmer Sanchez, Linda
 Delaney Kind T.
 DeLauro Kuster Sanford
 DeBene Langevin Sarbanes
 DeSaulnier Larsen (WA) Schiff
 Deutch Larson (CT) Scott (VA)
 Dingell Lawrence Scott, David
 Doggett Lee Serrano
 Doyle, Michael Levin Sewell (AL)
 F. Lewis Sherman
 Duckworth Lieu, Ted Sires
 Edwards Lipinski Slaughter
 Ellison Loeb sack Smith (WA)
 Engel Lofgren Speier
 Eshoo Lowenthal Swalwell (CA)
 Esty Lowey Takano
 Farr Lujan Grisham Thompson (CA)
 Fattah (NM) Lynch Thompson (MS)
 Foster Lynch Titus
 Frankel (FL) Maloney, Carolyn Tonko
 Fudge Carolyn Torres
 Gabbard Maloney, Sean Tsongas
 Gallego Matsui Van Hollen
 Garamendi McCollum Vargas
 Gibson McDermott Veasey
 Graham McGovern Vela
 Grayson McNerney Velazquez
 Green, Al Meng Vislosky
 Green, Gene Moore Walz
 Grijalva Moulton Wasserman
 Gutiérrez Murphy (FL) Nadler
 Hahn Napolitano Waters, Maxine
 Hastings Neale Watson Coleman
 Heck (WA) O'Rourke Welch
 Higgins Pallone Wilson (FL)
 Himes Pascrell Yarmuth
 Hinojosa

NOT VOTING—11

Aguilar Meeks Schakowsky
 Cuellar Payne Takai
 Diaz-Balart Ruppersberger Williams
 Johnson, Sam Sanchez, Loretta

□ 1058

So the amendment was agreed to.
 The result of the vote was announced as above recorded.

AMENDMENT NO. 30 OFFERED BY MR. ROUZER
 The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from North Carolina (Mr. ROUZER) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.
 The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 247, noes 177, not voting 9, as follows:

[Roll No. 669]

AYES—247

Abraham Babin Bishop (MI)
 Aderholt Barletta Bishop (UT)
 Allen Barr Black
 Amash Barton Blackburn
 Amodei Benishek Blum
 Ashford Bilirakis Bost

Boustany Herrera Beutler Pitts
 Brady (TX) Hice, Jody B. Poe (TX)
 Brat Hill Poliquin
 Bridenstine Holding Pompeo
 Brooks (AL) Hudson Posey
 Brooks (IN) Huelskamp Price, Tom
 Buchanan Buchanan Huizenga (MI)
 Buck Hultgren Reed
 Bucshon Hunter Reichert
 Burgess Hurd (TX) Renacci
 Byrne Hurt (VA) Ribble
 Calvert Issa Rice (SC)
 Carter (GA) Jenkins (KS) Rigell
 Carter (TX) Jenkins (WV) Roby
 Chabot Johnson (OH) Roe (TN)
 Chaffetz Jolly Rogers (AL)
 Clawson (FL) Jones Rogers (KY)
 Coffman Jordan Rohrabacher
 Cole Joyce Katko
 Collins (GA) Katko Rooney (FL)
 Collins (NY) Kelly (MS) Roskam
 Comstock Comstock Kelly (PA) Ross
 Conaway Conaway King (IA) Rothfus
 Cook Cook King (NY) Rouzer
 Costa Costa Kinzinger (IL) Royce
 Costello (PA) Kirkpatrick Russell
 Cramer Cramer Knight
 Crawford Crawford Labrador Salmon
 Crenshaw Crenshaw LaHood Scalise
 Culberson Culberson LaMalfa Schweikert
 Curbelo (FL) Curbelo (FL) Davis, Rodney Scott, Austin
 Davis, Rodney Denham Lance Sensenbrenner
 Dent Dent Latta Sessions
 DeSantis DeSantis LoBiondo Shimkus
 DesJarlais DesJarlais Long Shuster
 Diaz-Balart Diaz-Balart Loudermilk Simpson
 Dold Dold Love Smith (MO)
 Donovan Donovan Lucas Smith (NE)
 Duffy Duffy Luetkemeyer Smith (NJ)
 Duncan (SC) Duncan (SC) Lummis Smith (TX)
 Duncan (TN) Duncan (TN) MacArthur Stefanik
 Ellmers (NC) Ellmers (NC) Marchant Stewart
 Emmer (MN) Emmer (MN) Maroan Stivers
 Farenthold Farenthold Massie Stutzman
 Fincher Fincher McCarthy Thompson (PA)
 Fitzpatrick Fitzpatrick McCaul Thornberry
 Fleischmann Fleischmann McClintock Tiberi
 Fleming Fleming McHenry Tipton
 Flores Flores McKinley Trott
 Forbes Forbes McMorris Turner
 Fortenberry Fortenberry Rodgers Upton
 Foxx Foxx McSally Valadao
 Franks (AZ) Franks (AZ) Meadows Valadao
 Frelinghuysen Frelinghuysen Meehan Wagner
 Garrett Garrett Messer Walberg
 Gibbs Gibbs Mica Walden
 Gohmert Gohmert Miller (FL) Walorski
 Goodlatte Goodlatte Miller (MI) Walters, Mimi
 Gosar Gosar Moolenaar Weber (TX)
 Gowdy Gowdy Mooney (WV) Webster (FL)
 Granger Granger Mullin Wenstrup
 Graves (GA) Graves (GA) Mulvaney Westerman
 Graves (LA) Graves (LA) Neugebauer Westmoreland
 Graves (MO) Graves (MO) Newhouse Whitfield
 Griffith Griffith Noem Wilson (SC)
 Grothman Grothman Nugent Wittman
 Guinta Guinta Nunes Womack
 Guthrie Guthrie Olson Woodall
 Hanna Hanna Palazzo Yoder
 Hardy Hardy Palmer Yoho
 Harper Harper Paulsen Young (AK)
 Harris Harris Pearce Young (IA)
 Hartzler Hartzler Perry Young (IN)
 Heck (NV) Heck (NV) Pingree Zeldin
 Hensarling Hensarling Pittenger Zinke

NOES—177

Adams Carson (IN) DeFazio
 Bass Cartwright DeGette
 Beatty Castor (FL) Delaney
 Becerra Castro (TX) DeLauro
 Bera Chu, Judy DeBene
 Beyer Cicilline DeSaulnier
 Bishop (GA) Clark (MA) Deutch
 Blumenauer Blumenthal Clarke (NY) Dingell
 Bonamici Bonamici Clay Doggett
 Boyle, Brendan F. Cleaver Doyle, Michael
 Brady (PA) Cohen F.
 Brown (FL) Connolly
 Brownley (CA) Conyers
 Bustos Cooper
 Butterfield Courtney
 Capps Crowley
 Capuano Cummings
 Cárdenas Davis (CA) Fattah
 Carney Davis, Danny Foster

Frankel (FL)	Loeb sack	Rush	Courtney	Johnson, E. B.	Pingree	McCaul	Ratcliffe	Stewart
Fudge	Lofgren	Ryan (OH)	Crowley	Kaptur	Pocan	McClintock	Reed	Stivers
Gabbard	Lowenthal	Sánchez, Linda T.	Cummings	Keating	Polis	McHenry	Reichert	Stutzman
Gallego	Lowe y	Sarbanes	Curbelo (FL)	Kelly (IL)	Price (NC)	McKinley	Renacci	Thompson (PA)
Garamendi	Lujan Grisham (NM)	Schakowsky	Davis (CA)	Kennedy	Quigley	McMorris Rodgers	Ribble	Thornberry
Graham	Lujan, Ben Ray (NM)	Schiff	Davis, Danny	Kildee	Rangel	McSally	Rice (SC)	Tiberi
Grayson	Lynch	Schrader	DeFazio	Kilmer	Rice (NY)	Meadows	Rigell	Tipton
Green, Al	Maloney, Carolyn	Scott (VA)	DeGette	Kind	Richmond	Messer	Roby	Trott
Green, Gene	Maloney, Sean	Scott, David	Delaney	Kirkpatrick	Ros-Lehtinen	Mica	Roe (TN)	Turner
Grijalva	Matsui	Serrano	DeLauro	Kuster	Roybal-Allard	Miller (FL)	Rogers (AL)	Upton
Gutiérrez	Sewell (AL)	DeBene	DeLaine	Langevin	Ruiz	Miller (MI)	Rogers (KY)	Valadao
Hahn	Sherman	DeSaulnier	DeSaulnier	Larson (CT)	Rush	Moolenaar	Rohrabacher	Wagner
Hastings	Sinema	Deutch	Lawrence	Lee	Ryan (OH)	Mooney (WV)	Rokita	Walberg
Heck (WA)	Sires	Dingell	Lee	Levin	Sánchez, Linda T.	Mullin	Rooney (FL)	Walden
Higgins	Slaughter	Doggett	Lewis	Lewis	Sarbanes	Mulvaney	Roskam	Walker
Himes	Smith (WA)	Doyle, Michael F.	Lewis	Lieu, Ted	Schakowsky	Murphy (PA)	Ross	Walorski
Hinojosa	Smith (WA)	Duckworth	Lieu, Ted	Lipinski	Schiff	Neugebauer	Rothfus	Walters, Mimi
Honda	Speier	Edwards	Lipinski	Schiff	Loeb sack	Noem	Rouzer	Weber (TX)
Hoyer	Swalwell (CA)	Ellison	Lofgren	Scott (VA)	Scott, David	Nugent	Royce	Webster (FL)
Huffman	Takano	Engel	Lowenthal	Scott, David	Serrano	Nunes	Russell	Westerman
Israel	Thompson (CA)	Eshoo	Lowey	Sewell (AL)	Serrano	Olson	Salmon	Westerman
Jackson Lee	Thompson (MS)	Esty	Lujan Grisham (NM)	Sherman	Sewell (AL)	Palazzo	Sanford	Westmoreland
Jeffries	Titus	Farr	Lujan, Ben Ray (NM)	Sinema	Sinema	Palmer	Scalise	Whitfield
Johnson (GA)	Tonko	Fattah	Lynch	Sires	Sires	Paulsen	Schrader	Wilson (SC)
Johnson, E. B.	Torres	Foster	Maloney, Carolyn	Slaughter	Paulsen	Pearce	Schwiebert	Wittman
Kaptur	Tsongas	Frankel (FL)	Maloney, Sean	Smith (WA)	Perry	Pearce	Scott, Austin	Womack
Keating	Van Hollen	Fudge	Maloney, Sean	Speier	Peterson	Perry	Sensenbrenner	Woodall
Kelly (IL)	Vargas	Gabbard	Matsui	Swalwell (CA)	Pittenger	Peterson	Sessions	Yoder
Kennedy	Veasey	Gallego	McCollum	Takano	Pittenger	Peterson	Shimkus	Yoho
Kildee	Vela	Garamendi	McCollum	Thompson (CA)	Pittenger	Peterson	Shuster	Young (AK)
Kilmer	Velázquez	Gibson	McDermott	Thompson (MS)	Pittenger	Peterson	Simpson	Young (IA)
Kind	Visclosky	Graham	McDermott	Titus	Pittenger	Peterson	Pitts	Young (IN)
Kuster	Walz	Green, Al	McGovern	Tomko	Pittenger	Peterson	Poe (TX)	Zeldin
Kuster	Wasserman	Green, Al	McNerney	Torres	Pittenger	Peterson	Poliquin	Zinke
Langevin	Schultz	Green, Gene	Meehan	Tsongas	Pittenger	Peterson	Pompeo	
Larsen (WA)	Gutiérrez	Grijalva	Meng	Van Hollen	Pittenger	Peterson	Pompeo	
Larson (CT)	Hahn	Grijalva	Moore	Vargas	Pittenger	Peterson	Posey	
Lawrence	Hahn	Gutiérrez	Moultou	Veasey	Pittenger	Peterson	Price, Tom	
Lee	Hastings	Hahn	Murphy (FL)	Vela	Pittenger	Peterson		
Levin	Heck (WA)	Hahn	Nadler	Velázquez	Pittenger	Peterson		
Lewis	Higgins	Hahn	Napolitano	Walz	Pittenger	Peterson		
Lieu, Ted	Himes	Hahn	Nolan	Wasserman	Pittenger	Peterson		
Lipinski	Hinojosa	Hahn	Norcross	Schultz	Pittenger	Peterson		
	Honda	Hahn	O'Rourke	Waters, Maxine	Pittenger	Peterson		
	Hoyer	Hahn	Pallone	Watson Coleman	Pittenger	Peterson		
	Huffman	Hahn	Pascrell	Welch	Pittenger	Peterson		
	Huffman	Hahn	Pelosi	Wilson (FL)	Pittenger	Peterson		
	Jackson Lee	Hahn	Perlmutter	Yarmouth	Pittenger	Peterson		
	Jeffries	Hahn	Peters		Pittenger	Peterson		
	Johnson (GA)	Hahn			Pittenger	Peterson		

NOT VOTING—9

Aguilar Meeks Sanchez, Loretta
Cuellar Payne Takai
Johnson, Sam Ruppertsberger Williams

□ 1103

Mr. COSTELLO of Pennsylvania changed his vote from “no” to “aye.” So the amendment was agreed to. The result of the vote was announced as above recorded.

AMENDMENT NO. 37 OFFERED BY MR. PALLONE

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from New Jersey (Mr. PALLONE) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This is a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 181, noes 243, not voting 9, as follows:

[Roll No. 670]

AYES—181

Adams	Brady (PA)	Castro (TX)
Ashford	Brown (FL)	Chu, Judy
Bass	Brownley (CA)	Cicilline
Beatty	Bustos	Clark (MA)
Becerra	Butterfield	Clarke (NY)
Bera	Capps	Clay
Beyer	Capuano	Cleaver
Bishop (GA)	Cárdenas	Clyburn
Blumenauer	Carney	Cohen
Bonamici	Carson (IN)	Connolly
Boyle, Brendan F.	Cartwright	Conyers
	Castor (FL)	Cooper

NOES—243

Abraham	Culberson	Herrera Beutler
Aderholt	Davis, Rodney	Hice, Jody B.
Allen	Denham	Hill
Amash	Dent	Holding
Amodei	DeSantis	Hudson
Babin	DesJarlais	Huelskamp
Barletta	Diaz-Balart	Huizenga (MI)
Barr	Dold	Hultgren
Barton	Donovan	Hunter
Benishek	Duffy	Hurd (TX)
Bilirakis	Duncan (SC)	Hurt (VA)
Bishop (MI)	Duncan (TN)	Issa
Bishop (UT)	Ellmers (NC)	Jenkins (KS)
Black	Emmer (MN)	Jenkins (WV)
Blackburn	Farenthold	Johnson (OH)
Blum	Fincher	Jolly
Bost	Fitzpatrick	Jones
Boustany	Fleischmann	Jordan
Brady (TX)	Fleming	Joyce
Brat	Flores	Katko
Bridenstine	Forbes	Kelly (MS)
Brooks (AL)	Fortenberry	Kelly (PA)
Brooks (IN)	Fox	King (IA)
Buchanan	Franks (AZ)	King (NY)
Buck	Frelinghuysen	Kinzinger (IL)
Bucshon	Garrett	Kline
Burgess	Gibbs	Knight
Byrne	Gohmert	Labrador
Calvert	Goodlatte	LaHood
Carter (GA)	Gosar	LaMalfa
Carter (TX)	Gowdy	Lamborn
Chabot	Granger	Lance
Chaffetz	Graves (GA)	Larsen (WA)
Clawson (FL)	Graves (LA)	Latta
Coffman	Graves (MO)	LoBiondo
Cole	Griffith	Long
Collins (GA)	Grothman	Loudermilk
Collins (NY)	Guinta	Love
Comstock	Guthrie	Lucas
Conaway	Hanna	Luetkemeyer
Cook	Hardy	Lummis
Costa	Harper	MacArthur
Costello (PA)	Harris	Marchant
Cramer	Hartzer	Marino
Crawford	Heck (NV)	Massie
Crenshaw	Hensarling	McCarthy

NOT VOTING—9

Aguilar Meeks Sanchez, Loretta
Cuellar Payne Takai
Johnson, Sam Ruppertsberger Williams

□ 1106

So the amendment was rejected. The result of the vote was announced as above recorded.

The Acting CHAIR. The question is on the amendment in the nature of a substitute, as amended.

The amendment was agreed to.

The Acting CHAIR. Under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. WOMACK) having assumed the chair, Mr. RODNEY DAVIS of Illinois, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 8) to modernize energy infrastructure, build a 21st century energy and manufacturing workforce, bolster America's energy security and diplomacy, and promote energy efficiency and government accountability, and for other purposes, and, pursuant to House Resolution 542, he reported the bill back to the House with an amendment adopted in the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

Is a separate vote demanded on any amendment to the amendment reported from the Committee of the Whole?

If not, the question is on the amendment in the nature of a substitute, as amended.

The amendment was agreed to.

The SPEAKER pro tempore. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

MOTION TO RECOMMIT

Mr. CARTWRIGHT. Mr. Speaker, I have a motion to recommit at the desk.

The SPEAKER pro tempore. Is the gentleman opposed to the bill?

Mr. CARTWRIGHT. I am opposed to it in its current form.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mr. Cartwright moves to recommit the bill H.R. 8 to the Committee on Energy and Commerce, with instructions to report the same back to the House forthwith, with the following amendment:

At the end of the bill, add the following:

TITLE _____—CLIMATE CHANGE

SEC. _____. CLIMATE CHANGE IS REAL.

In response to the overwhelming scientific consensus that climate change is real, United States energy policy should seek to remove market barriers that inhibit the development of renewable energy infrastructure.

The SPEAKER pro tempore. The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. CARTWRIGHT. Mr. Speaker, this motion represents an opportunity for Members of this House to acknowledge that climate damage is a threat, and that we have a moral obligation to fight it, an opportunity for Members to bring themselves into line with the overwhelming weight of scientific research and authority, bring themselves into line with a huge and growing mass of American corporations that have acknowledged climate damage, and have taken green energy pledges.

It is an opportunity for Members to bring themselves into line with over 200 other nations that are gathering, even as we speak, in France, people who are baffled that responsible adults in elected positions in our Nation continue to deny what is reality.

And it is an opportunity for Members to avoid a danger, a danger that their pollsters and their party leaders and their political advisers have failed to warn them about, and that is the danger of the judgment of history.

Make no mistake, future generations are watching. In fact, they are already judging our actions. Our young people in this Nation understand that they are the ones who will pay dearly for the politics that has taken over this issue, the politics that lead this Congress to inaction, despite the outcry from the scientific and worldwide community that we must act before it is too late.

Mr. Speaker, I am not here to condemn Members for initial hesitation on climate damage. Who am I to judge? After all, as humans, when we discover a threat, at first it is reasonable and natural for us to question or attempt to deny that the threat is real, especially when it is the kind of threat that, to meet it, requires strong, immediate, and decisive action.

In fact, denial is such a common reaction that aircraft pilots call it “normalcy bias,” the initial refusal to believe that things are not normal, the

desire to not believe the warning signals when they say something is gravely wrong. They teach pilots about normalcy bias because, when the warning lights go on, wishing those lights were off or hoping that they are wrong is not a valid course of action. Instead, it is the very most dangerous way of handling the situation.

Mr. Speaker, the warning lights are on. So what we need to do is get past our denial phase, get past our normalcy bias, and take strong, immediate, and decisive action. And I say to you, that is the American way of handling a threat to our people.

What we do here in America, the best of us, we examine it closely, a threat. We put our best minds on the problem, and we tackle the problem and take immediate, strong, and decisive action.

□ 1115

That is how the bravest and the best of us in America have always behaved in the face of threat, and that is how the Greatest Generation did it. Sticking our heads in the sand, pretending a serious problem will go away on its own, and doing nothing in the face of a grave threat is not the American way, and it never was.

Again, Mr. Speaker, I am not here to condemn anyone for his or her initial hesitation on climate damage. Instead, I offer this opportunity to my colleagues across the aisle because I refuse to believe that they truly do not understand the climate crisis we face.

I present this motion to recommit as a chance for this Congress to avoid the harsh light and the implacable judgment of the historians, who will not hesitate to include us on their lists of the greatest ignoramuses of all time, to lump us in without fear of contradiction, with the worst, lantern-jawed simpletons of history, historians who will unmercifully tell our grandchildren and their grandchildren just how dumb we were if we do not take action to prevent damage to our climate.

So I invite my fellow Members, all of you, vote “yes” on this motion, acknowledging that climate change is real. The warning lights are on, they are brighter than ever, and the rest of the world is taking them seriously. Let’s show the world and all of history that America is ready to take the lead in tackling this threat.

I yield back the balance of my time.

Mr. UPTON. Mr. Speaker, I claim the time in opposition to the motion to recommit.

The SPEAKER pro tempore. The gentleman from Michigan is recognized for 5 minutes.

Mr. UPTON. Mr. Speaker, the world does face many challenges and risks, and when it comes to climate change, we on this side believe that we have to take an economically realistic and pragmatic approach.

To address climate as well as other risks, we support policies that will promote access to affordable and reliable

energy that allows our communities to grow economically, to adapt to changes, and to be resilient both now and in the future. We also support technological innovation and the development of resilient, efficient infrastructure both to reduce emissions and to withstand climate-related events regardless of their causes.

The underlying bill that we are about ready to pass promotes access to affordable and reliable energy, diversity, efficiency, and modernization of all of our energy infrastructures. Passage of this bill would help ensure that we have critical energy infrastructure in place to withstand new threats, whether they be from climate or other risks such as terrorism and cyber attacks.

I would note, Mr. Speaker, that here in the United States, thanks to innovation—as we have expanded access to our abundant energy supplies as we have over the last couple of decades—energy-related carbon dioxide emissions have actually significantly declined, and they are projected to remain below 2005 levels through 2040 and will continue to decline as a share of worldwide emissions, particularly when compared to other nations like India and China.

So for those reasons, Mr. Speaker, I urge my colleagues to vote “no” on the motion to recommit.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion to recommit.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to recommit.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

RECORDED VOTE

Mr. CARTWRIGHT. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of passage.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 180, noes 243, not voting 10, as follows:

[Roll No. 671]

AYES—180

Adams	Carney	Davis (CA)
Ashford	Carson (IN)	Davis, Danny
Bass	Cartwright	DeFazio
Beatty	Castor (FL)	DeGette
Becerra	Castro (TX)	DeLauro
Bera	Chu, Judy	DeBene
Beyer	Cicilline	DeSaulnier
Bishop (GA)	Clark (MA)	Deutch
Blumenauer	Clarke (NY)	Dingell
Bonamici	Clay	Doggett
Boyle, Brendan	Cleaver	Doyle, Michael
F.	Clyburn	F.
Brady (PA)	Cohen	Duckworth
Brown (FL)	Connolly	Edwards
Brownley (CA)	Conyers	Ellison
Bustos	Cooper	Engel
Butterfield	Costa	Eshoo
Capps	Courtney	Esty
Capuano	Crowley	Farr
Cárdenas	Cummings	Fattah

Foster
Frankel (FL)
Fudge
Gabbard
Gallego
Garamendi
Graham
Grayson
Green, Al
Green, Gene
Grijalva
Gutiérrez
Hahn
Hastings
Heck (WA)
Higgins
Himes
Hinojosa
Honda
Hoyer
Huffman
Israel
Jackson Lee
Jeffries
Johnson (GA)
Johnson, E. B.
Kaptur
Keating
Kelly (IL)
Kennedy
Kildee
Kilmer
Kind
Kirkpatrick
Kuster
Langevin
Larsen (WA)
Larson (CT)
Lawrence
Lee
Levin
Lewis
Lieu, Ted

NOES—243

Abraham
Aderholt
Allen
Amash
Amodei
Babin
Barletta
Barr
Barton
Benishek
Bilirakis
Bishop (MI)
Bishop (UT)
Black
Blackburn
Blum
Bost
Boustany
Brady (TX)
Brat
Bridenstine
Brooks (AL)
Brooks (IN)
Buchanan
Buck
Bucshon
Burgess
Byrne
Calvert
Carter (GA)
Carter (TX)
Chabot
Chaffetz
Clawson (FL)
Coffman
Cole
Collins (GA)
Collins (NY)
Comstock
Conaway
Cook
Costello (PA)
Cramer
Crawford
Crenshaw
Culberson
Curbelo (FL)
Davis, Rodney
Denham
Dent
DeSantis
DesJarlais
Diaz-Balart
Dold

Donovan
Duffy
Duncan (SC)
Duncan (TN)
Joyce
Ellmers (NC)
Emmer (MN)
Farenthold
Fincher
Fitzpatrick
Fleischmann
Fleming
Flores
Forbes
Fortenberry
Fox
Franks (AZ)
Frelinghuysen
Garrett
Gibbs
Gibson
Gohmert
Goodlatte
Gosar
Gowdy
Granger
Graves (GA)
Graves (LA)
Graves (MO)
Griffith
Grothman
Guinta
Guthrie
Hanna
Hardy
Harper
Harris
Hartzler
Heck (NV)
Hensarling
Meehan
Messer
Hice, Jody B.
Hill
Holding
Hudson
Huelskamp
Huizenga (MI)
Hultgren
Hunter
Hurd (TX)
Hurt (VA)
Issa
Jenkins (KS)
Jenkins (WV)
Johnson (OH)

Ruiz
Rush
Ryan (OH)
Sánchez, Linda
T.
Sarbanes
Schakowsky
Schiff
Schradler
Scott (VA)
Posey
Price, Tom
Serrano
Sewell (AL)
Sherman
Sinema
Sires
Slaughter
Smith (WA)
Speier
Swalwell (CA)
Takano
Thompson (CA)
Thompson (MS)
Titus
Tonko
Torres
Tsongas
Van Hollen
Vargas
Veasey
Vela
Velázquez
Visclosky
Walz
Wasserman
Schultz
Waters, Maxine
Watson Coleman
Welch
Wilson (FL)
Yarmuth

Jolly
Jones
Jordan
Joyce
Katko
Kelly (MS)
Kelly (PA)
King (IA)
King (NY)
Kinzinger (IL)
Kline
Knight
Labrador
LaHood
LaMalfa
Lamborn
Lance
Latta
LoBiondo
Long
Loudenmilk
Love
Lucas
Luetkemeyer
Lummis
MacArthur
Marchant
Marino
Massie
McCarthy
McCaul
McClintock
McHenry
McKinley
McMorris
Rodgers
McSally
Meadows
Meehan
Messer
Mica
Miller (FL)
Miller (MI)
Moolenaar
Mooney (WV)
Mullin
Mulvaney
Murphy (PA)
Neugebauer
Newhouse
Noem
Nugent
Nunes
Olson

Palazzo
Palmer
Paulsen
Pearce
Perry
Pittenger
Pitts
Poe (TX)
Poliquin
Pompeo
Posey
Price, Tom
Ratcliffe
Reed
Reichert
Renacci
Ribble
Rice (SC)
Rigell
Roby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rohrabacher
Rokita
Rooney (FL)
Ros-Lehtinen
Roskam
Aguilar
Cuellar
Delaney
Johnson, Sam

NOT VOTING—10

Meeks
Payne
Ruppersberger
Sanchez, Loretta

□ 1124

So the motion to recommit was rejected.
The result of the vote was announced as above recorded.
Stated for:

Mr. DELANEY. Mr. Speaker, I was unable to cast my vote on rollcall No. 671. Had I been present to vote on rollcall No. 671, I would have voted “aye.”

The SPEAKER pro tempore (Mr. SIMPSON). The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

RECORDED VOTE

Mr. PALLONE. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.
The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 249, noes 174, not voting 10, as follows:

[Roll No. 672]

AYES—249

Abraham
Aderholt
Allen
Amodei
Ashford
Babin
Barletta
Barr
Barton
Benishek
Bilirakis
Bishop (MI)
Bishop (UT)
Black
Blum
Bost
Buck
Bucshon
Burgess
Byrne
Calvert
Carter (GA)
Carter (TX)
Chabot
Chaffetz
Clawson (FL)
Coffman
Cole
Collins (GA)
Collins (NY)
Comstock
Conaway
Cook
Costa
Costello (PA)
Cramer
Crawford
Crenshaw
Culberson
Curbelo (FL)
Davis, Rodney
Denham
Dent
DeSantis
DesJarlais
Dold
Donovan

Turner
Upton
Valadao
Wagner
Walberg
Walden
Walker
Walorski
Walters, Mimi
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Westmoreland
Whitfield
Wilson (SC)
Wittman
Womack
Woodall
Yoder
Yoho
Young (AK)
Young (IA)
Young (IN)
Zeldin
Zinke

Green, Gene
Griffith
Grothman
Guinta
Guthrie
Hanna
Hardy
Harper
Harris
Hartzler
Heck (NV)
Hensarling
Herrera Beutler
Hice, Jody B.
Hill
Holding
Hudson
Huelskamp
Huizenga (MI)
Hultgren
Hunter
Hurd (TX)
Hurt (VA)
Issa
Jenkins (KS)
Jenkins (WV)
Johnson (OH)
Jolly
Jordan
Joyce
Katko
Kelly (MS)
Kelly (PA)
King (IA)
King (NY)
Kinzinger (IL)
Kirkpatrick
Kline
Knight
Kuster
Labrador
LaHood
LaMalfa
Lamborn
Lance
Latta
LoBiondo
Long
Loudermilk
Love
Lucas
Luetkemeyer
Lummis
MacArthur
Marchant
Marino

NOES—174

Adams
Amash
Bass
Beatty
Becerra
Bera
Beyer
Bishop (GA)
Blumenauer
Bonamici
Boyle, Brendan
F.
Brady (PA)
Brown (FL)
Brownley (CA)
Bustos
Butterfield
Capps
Capuano
Cárdenas
Carney
Carson (IN)
Cartwright
Castor (FL)
Castro (TX)
Chu, Judy
Cicilline
Clark (MA)
Clarke (NY)
Clay
Cleaver
Clyburn
Cohen
Connolly
Conyers
Cooper
Courtney
Crowley
Cummings
Davis (CA)
Davis, Danny

McCarthy
McCaul
McClintock
McHenry
McKinley
McMorris
Rodgers
McSally
Meadows
Meehan
Messer
Mica
Miller (FL)
Miller (MI)
Moolenaar
Mooney (WV)
Mullin
Mulvaney
Murphy (PA)
Neugebauer
Newhouse
Noem
Nugent
Nunes
Olson
Palazzo
Palmer
Paulsen
Pearce
Perry
Peterson
Pittenger
Pitts
Poe (TX)
Poliquin
Pompeo
Posey
Price, Tom
Ratcliffe
Reed
Reichert
Renacci
Ribble
Rice (SC)
Rigell
Roby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rohrabacher
Rokita
Rooney (FL)
Ros-Lehtinen
Roskam
Ross
Rothfus

Rouzer
Royce
Russell
Salmon
Sanford
Scalise
Schraeder
Schweikert
Scott, Austin
Sensenbrenner
Sessions
Shimkus
Shuster
Simpson
Sinema
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (TX)
Stefanik
Stewart
Stivers
Stutzman
Thompson (PA)
Thornberry
Tiberi
Tipton
Trott
Turner
Upton
Valadao
Wagner
Walberg
Walden
Walker
Walorski
Walters, Mimi
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Westmoreland
Whitfield
Wilson (SC)
Wittman
Womack
Woodall
Yoder
Yoho
Young (AK)
Young (IA)
Young (IN)
Zeldin
Zinke

Johnson (GA)
Johnson, E. B.
Jones
Kaptur
Keating
Kelly (IL)
Kennedy
Kildee
Kilmer
Kind
Langevin
Larsen (WA)
Larson (CT)
Lee
Levin
Lewis
Lieu, Ted
Lipinski
Loeb sack
Lofgren
Lowenthal
Lowe
Lujan Grisham
(NM)
Luján, Ben Ray
(NM)
Lynch
Maloney,
Carolyn
Maloney, Sean
Massie
Matsui
McColum
McDermott
Himes
McGovern
McMorris
Moore
Moulton
Murphy (FL)
Nadler

Napolitano	Rush	Titus
Neal	Ryan (OH)	Tonko
Nolan	Sánchez, Linda	Torres
Norcross	T.	Tsongas
O'Rourke	Sarbanes	Van Hollen
Pallone	Schakowsky	Vargas
Pascarell	Schiff	Veasey
Pelosi	Scott (VA)	Vela
Perlmutter	Scott, David	Velázquez
Peters	Serrano	Visclosky
Pingree	Sewell (AL)	Walz
Pocan	Sherman	Wasserman
Polis	Sires	Schultz
Price (NC)	Slaughter	Waters, Maxine
Quigley	Smith (WA)	Watson Coleman
Rangel	Speier	Welch
Rice (NY)	Swalwell (CA)	Wilson (FL)
Richmond	Takano	Yarmuth
Roybal-Allard	Thompson (CA)	Thompson (MS)
Ruiz	Thompson (MS)	

NOT VOTING—10

Aguilar	Meeks	Takai
Cuellar	Payne	Williams
Johnson, Sam	Ruppersberger	
Lawrence	Sanchez, Loretta	

□ 1131

Mr. SEAN PATRICK MALONEY of New York and Ms. KAPTUR changed their vote from “aye” to “no.”

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated against:

Ms. KUSTER. Mr. Speaker, during rollcall Vote No. 672 on H.R. 8, I mistakenly recorded my vote as “yes” when I should have voted “no.”

AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 8, NORTH AMERICAN ENERGY SECURITY AND INFRASTRUCTURE ACT OF 2015

Mr. UPTON. Mr. Speaker, I ask unanimous consent that the Clerk be authorized to make technical corrections in the engrossment of H.R. 8, to include corrections in spelling, punctuation, section numbering and cross-referencing, and the insertion of appropriate headings.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

GENERAL LEAVE

Mr. UPTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the bill, H.R. 8.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

CONFERENCE REPORT ON H.R. 22, SURFACE TRANSPORTATION REAUTHORIZATION AND REFORM ACT OF 2015

Mr. SHUSTER. Mr. Speaker, pursuant to House Resolution 546, I call up the conference report on the bill (H.R. 22) to authorize funds for Federal-aid

highways, highway safety programs, and transit programs, and for other purposes, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 546, the conference report is considered read.

(For conference report and statement, see proceedings of the House of December 1, 2015, at page H8679.)

The SPEAKER pro tempore. 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.

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 material on the conference report to accompany H.R. 22.

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

There was no objection.

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

I am very pleased that today the House is considering the conference report to H.R. 22, the Fixing America's Surface Transportation, or the FAST Act.

I believe this bill will be one of the most important things this Congress can accomplish for our country. This conference report is appropriately named the FAST Act for a few reasons.

It will certainly help fix America's surface transportation infrastructure. The process has been fast. In fact, from the day of introduction until today is 44 days that we have moved this bill forward; so, it happened fast.

I think some of our staff, who worked very hard in this process to help get this bill done, actually had to fast over the Thanksgiving holiday. So my thanks go out to staff on both sides of the aisle for working through the holiday as they did to get this bill put together and brought to the floor.

Ranking Member DEFAZIO and I worked diligently with our House and Senate conferees to put together this conference report. I want to thank Mr. DEFAZIO for all his efforts.

Before I describe the transportation provisions in the conference report, I do want to note that the conference report includes numerous other provisions that were in either the House- or the Senate-passed versions of the bill. These provisions are in the jurisdiction of the Committees on Ways and Means, Financial Services, Energy and Commerce, Natural Resources, and Judiciary.

Mr. Speaker, since I became chairman, one of my top priorities has been to pass a long-term surface transportation reauthorization bill. For the last year and more, I have traveled across the country to talk to transportation and business leaders about the

need for a reauthorization bill. What I have heard is that all States and communities have significant infrastructure needs and they all need long-term certainty to address them.

The FAST Act represents a bipartisan and bicameral agreement to provide that certainty. This is the first time we have come together in a long-term bill in 10 years. It is fully paid for and reauthorizes Federal surface transportation programs for 5 years.

It improves our Nation's infrastructure, including our roads, public transportation, and rail systems; reforms our Federal transportation programs; refocuses these programs on national priorities, including the flow of freight and commerce; provides greater flexibility for States and local governments to address our needs; streamlines the Federal bureaucracy and accelerates project delivery; promotes innovation to make our surface transportation system and programs work better; and maintains a strong commitment to highway, rail, and hazmat safety.

This bill also includes robust reforms of Amtrak, which the House already passed overwhelmingly this year. It cuts waste, holds Amtrak accountable, and increases transparency. It enhances opportunities for competition on routes and increases private sector participation in station development and right-of-way leveraging. It gives States more power and control over their Amtrak routes.

This legislation has wide support from throughout the stakeholder community.

The FAST Act invests in America, continues the essential Federal role in transportation, and helps keep our country economically competitive.

I strongly urge all my colleagues to support this conference report.

I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself 4 minutes.

I want to thank the chairman and the chairman of the subcommittee for their tremendous cooperation and hard work.

I certainly want to thank the staff, who spent the whole Thanksgiving break pulling this together and negotiating with the Senate, and I want to thank our colleagues in the Senate.

We have something that is very rare in Washington, D.C., these days here on the floor of the House: a truly bipartisan approach to very real problems confronting our Nation.

I have been to the floor many dozens of times to talk about our country falling apart, and I won't reiterate all those statistics again today. They are in the RECORD.

But this is now 10 years and 3 months since Congress last passed a long-term bill. This 5-year bill will give States and local jurisdictions, cities, and counties the capability of dealing with bigger problems that confront our system of transportation.

The series of short-term fixes we have had over the last 5 years and 3

months, or the MAP-21 bill, did not give them the long-term certainty they needed.

There is predictability in this bill. They know how much money they will be receiving, and the levels are higher than current expenditures.

Sure, I think we should invest more, but the bill also contains a provision I championed that says, should a future Congress allocate more funds to Transportation and Infrastructure, that money will flow through the policies and the formulas in this bill with no further action required and no tampering by this or future Congress; i.e., it would be expedited and it would go right into the investments we need to put more people back to work.

This will be the biggest jobs bill passed by this Congress. There is no way we can do more for the American economy than making these long-term investments, putting hundreds of thousands of people to work rebuilding our critical infrastructure. It also doesn't just go to construction, design, engineering, and small business, as do highway contracts. It also has a major investment in transit.

We increase the Buy America percent for transit vehicles to 70 percent. So that will create more American jobs. There are many other critical things.

We create for the first time—amazingly, for the first time, given the importance of our country—a major Federal freight program, an intermodal Federal freight program, that will help us be more competitive in the world economy and make major investments in more efficiently moving goods into our country and out of our country in accessing ports.

It invests in workers with reforms of the workforce retraining program. It promotes local control. We are increasing the share that flows through to local jurisdictions. The chairman already addressed that. It invests in all modes. It preserves the existing split between transit and highways and includes alternate modes.

It includes a new safety grant program to prevent bicycle and pedestrian deaths, which would go to local or State jurisdictions that put forward comprehensive plans that deal with that growing problem.

It provides grants to States that come up with innovative future ways to fund transportation for them to experiment, laboratories around the country experimenting with vehicle miles traveled or other programs that could pave the way for future bills in terms of spending and investing in our infrastructure.

It improves hazmat safety very significantly in this bill. It also invests in rail—Amtrak—and will help local communities who are dealing with passenger commuter rail implement positive train control.

This is a true bipartisan product. I recommend a “yes” vote.

I reserve the balance of my time.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from Mis-

souri (Mr. GRAVES), the chairman of the Subcommittee on Highways and Transit.

Mr. GRAVES of Missouri. Mr. Speaker, I rise today in enthusiastic support for this conference report, which reauthorizes the surface transportation program for 5 years.

Mr. Speaker, I would argue that few investments made by the Federal Government are more important than the ones we are discussing here today. We depend on a very well-run transportation network for just about everything we do in this country. Improving that system becomes more critical as we become more mobile as a society.

In the immediate future, this conference report is going to allow States to plan and execute some much-needed infrastructure repair. In Missouri alone, long-term surface transportation reauthorization translates into improvements for 35,000 miles of highway and 10,000 bridges.

Specifically, this conference report reforms the Federal Motor Carrier Safety Administration and increases transparency within its compliance, safety, and accountability program. These reforms will fundamentally change the way the agency analyzes and develops rules for the trucking industry.

This is an industry that we all rely on as Americans, but Federal regulations continue to make it harder and harder for small and independent truckers to do business.

The FAST Act also increases efficiency within high-cost construction programs. It uses existing funding to develop a new formula for highway freight projects and creates a competitive grant program for projects of national or regional importance.

While this 5-year reauthorization is fully paid for, it doesn't address the long-term funding issues staring down the highway trust fund. That is why we directed research into more sustainable long-term funding sources, including a user-funded model that does more than just rely on the existing gas tax.

But, looking ahead, this bill sets the stage for us to continue reshaping and rethinking America's transportation network. It will allow us to modernize roads and transit systems using innovations from the private sector. It is going to help us employ advances in technology and interconnectivity to improve safety on America's highways.

Ultimately, this report guarantees that local governments are going to no longer be forced to operate off of one short-term extension after another. This gives the States the certainty and the funding they need to improve their roads, rebuild their bridges, and invest in their infrastructure.

I am proud of the bipartisan work that the House and the Senate have done to finalize this long-term Federal reauthorization. I would like to echo the words of the ranking member.

This was a very bipartisan bill. Thanks to Ranking Member DEFAZIO,

Chairman SHUSTER, and Ranking Member NORTON, I think we did a fantastic job when it comes to putting the bill together. I look forward to seeing the President sign it.

□ 1145

Mr. DEFAZIO. Mr. Speaker, I yield 3 minutes to the gentlewoman from the District of Columbia (Ms. NORTON), the ranking member on the subcommittee.

Ms. NORTON. Mr. Speaker, the reputation of our committee is that we are the most bipartisan committee in the Congress, and I think we have shown it with this bill.

I can't thank my partners enough—Mr. GRAVES you just heard from; Chairman SHUSTER; Mr. DEFAZIO, who is the ranking member; both good friends and, of course, the staff—for their countless hours, including missing Thanksgiving. I particularly thank the conference committee Members because this bill needed compromises on both sides if we were going to get it done this year, and that is what we have done.

This bill was improved in conference in many ways. If you are in the States, you will probably say the most important way is that you are getting more funding than anticipated. There was a tradeoff, of course, because it is now a 5-year rather than a 6-year bill, and we needed the longest term bill we could get; but it does mean almost \$13 billion more annually in funding for the States, and they were so starved for funds that, I believe, this 5-year tradeoff was most important for us and for them.

The reason I have come to the floor with this chart is not to show you something about my own district, but because this chart is emblematic of what this bill will do for your district and for districts all over the United States. I chose it because one of my major projects is the H Street Bridge. I didn't just choose a bridge; I chose a bridge with intermodality at its vortex. This is the bridge that runs over Union Station. All you have to do is look at it, and you will see the trains; and there is freight beneath this bridge, and major freight is in this bill. You will see Amtrak. Across the H Street bridge itself runs inner-city buses, local buses, and streetcars.

You see how transit is the key to development itself. So, if you don't get the transit done, if you don't get the infrastructure done for our bill, then other infrastructure which depends on it will not occur.

We are trying to expand Union Station here. This bridge has to be done if they are to accomplish this. They are going to expand the Union Station concourse. This bill will allow the improvements in the Northeast corridor, which is so important to so many Members. In a real sense, this bridge and this poster tell the story of this bill.

There were so many of my major priorities in this bill that I would just

like to say something about a couple of them.

One is the way we are now trying to get a hold of the highway trust fund which is a trust fund in name only—the \$15 million to \$20 million—that will allow for the States to experiment with new ideas. States are the only ones that are doing it, which is going to be absolutely necessary before the next long-term bill. We didn't have anything of the kind in MAP-21.

Look what we had to do instead. We took money to pay for this bill, for example, from the Federal Reserve and from the strategic oil reserves, for the first time in history—that is the cutest one—because oil is worth less than when it was used as an offset. We had to face down this highway trust fund, and that is why my major priority was new trust fund ideas.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mrs. NAPOLITANO. I yield the gentlewoman an additional 30 seconds.

Ms. NORTON. Finally, I want to say that I am very pleased that we worked together to get the Disadvantaged Business Enterprises provision done, and there is funding in this bill for a very important issue in our country for grants to address racial profiling.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. DENHAM), the chairman of the Subcommittee on Railroads, Pipelines, and Hazardous Materials. The gentleman did a lot of work on the Amtrak bill, which made it into this final bill.

Mr. DENHAM. Mr. Speaker, first of all, I appreciate the opportunity to have been a conferee on this important piece of legislation.

This piece of legislation was a bipartisan effort between not only Republicans and Democrats in the House, but as a conferee who has been working between the House and the Senate, we have now culminated a number of different issues that, for years, we have had hearings on. Specifically, in the subcommittee that I chair—Railroads, Pipelines, and Hazardous Materials—we are dealing with passenger rail in this bill, with rail safety, and with hazardous material.

Under the hazmat title of this bill, it contains many important provisions on crude-by-rail safety:

First, we require all new tank cars carrying flammable liquids to actually have a thermal blanket and top fittings protection, which is something that the DOT failed to include in its rule;

We also ensure that railroads provide States and local emergency responders with information on crude-by-rail shipments within their States. In my community, this is a huge issue for our first responders, who want to know exactly what is traveling through our community;

We also include a provision that fixes a loophole that would have allowed more than 35,000 legacy DOT-111—these old tank cars—to actually remain in service.

The rail title follows closely the PRRRA bill of 2015—the passenger rail reauthorization—which we passed out of this House in March of this year:

In the bill, we reform Amtrak to actually run more like a business, ensuring that Northeast corridor profits get reinvested into the corridor and make Amtrak more accountable to the States;

In the wake of the Philadelphia crash, we make a number of safety improvements, including having cameras in the locomotives. I will remind you that the purpose of this video footage is to assist crash investigators, which is something that would be important in Philadelphia. Let's make sure that this does not punish or retaliate against the employees.

Separately, this bill includes reforms that I have long championed and have based on legislation that I have authored in committee, the NEPA Reciprocity Act. We need to eliminate the duplicative environmental reviews. It will save us millions of dollars and years in project delivery time while still ensuring that appropriate steps are taken to mitigate the environmental impact. In California, we have the California Environmental Quality Act. We want to make sure that we have a strong environmental policy. Let's just not waste years in duplication to get these projects done. Let's do them quickly. Let's do them efficiently. Let's save millions of dollars in the process.

The bill also provides a much-needed boost in funding to fix our crumbling bridges in our communities. In my community, I continuously talk about the Seventh Street Bridge in Modesto. It is ridiculous that we have any bridges that are below satisfactory, but in this case, this bridge is rated 2 out of 100.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. SHUSTER. I yield the gentleman an additional 1 minute.

Mr. DENHAM. It is so bad that we don't allow school buses on this. We have passenger cars as well as trucks—trucks that carry goods through Modesto and through our community—yet it is unsafe for school buses and our kids. This much-needed bridge funding will help us to fix many of these threats around our State and around the country.

Finally, this legislation will codify pets on trains. For years now, pet owners have been able to take their pets on airplanes. I can go from California to D.C. with my dog; yet I can't take my small dog onto Amtrak. This now changes that. I know that it is a big deal for those who travel on trains frequently to be able to take their pets with them.

In conclusion, this is a great bipartisan, long-term highway bill, and I am excited that we are going to finally give certainty to our States.

Again, I thank the chairman, Mr. DEFAZIO, and Mr. CAPUANO—all who

worked hard to make this a great bipartisan effort.

Mr. DEFAZIO. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Mrs. NAPOLITANO).

Mrs. NAPOLITANO. Mr. Speaker, I rise in strong support of the conference report on H.R. 22, the FAST Act. I do associate myself with the remarks of Chairman SHUSTER, of Ranking Member DEFAZIO, and, of course, of their extraordinary staffs, including mine, who have been very effective in working on this very bipartisan and very thorough bill.

I have been honored to serve on the conference committee, thanks to Leader PELOSI's appointment. I especially thank our transportation stakeholders in my district—California, of course—for their input on the policies included in this bill, which will benefit not only California but many of our Nation's constituencies by improving their commutes, by enhancing the transportation of goods to market, and by increasing transportation safety and air quality.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. DEFAZIO. I yield the gentlewoman an additional 30 seconds.

Mrs. NAPOLITANO. Those entities that really sent good, solid information to this committee were the San Gabriel Valley Council of Governments, the San Gabriel Valley Economic Partnership, the Alameda Corridor-East Construction Authority, the Foothill Transit, the Gold Line Foothill Transit Project, the Gateway Council of Governments, the Access Services of Los Angeles, the LA Metro, the Southern California Association of Governments, Caltrans, the California Department of Natural Resources, and the California Department of Labor.

I ask my colleagues for their support, and I ask for an "aye" vote from all of us. This is a great bill thanks to their bipartisan support.

Mr. Speaker, I include for the RECORD a list of the items that were able to be included in the bill.

OVERALL FUNDING LEVELS

The bill authorizes Highway, Transit and Railroad programs at \$305 billion over 5 years. \$281 billion is directly funded from revenues in the bill (aka "contract authority programs") which is for highway programs and most transit programs. This is \$12.8 billion higher than the House passed bill. This higher funding level was requested by California transportation agencies including Caltrans, the Metropolitan Planning Organizations (MPOs) and the California Councils of Governments (COGs).

\$24 billion is authorized to be appropriated annually. The programs needing appropriations are New Starts Transit construction grants (which the larger California Transit Agencies strongly support) and Amtrak passenger rail investments (California has 3 of the top 5 Amtrak rail corridors).

LOCAL CONTROL—INCREASED LOCAL SUBALLOCATION OF TRANSPORTATION FUNDING

The bill increase's the percentage of funds that flow directly to local regions (instead of the State) within the Surface Transportation Program (STP) from the current 50% to 55%

(1% per year). This issue was supported by CAL COG and local CA Transportation agencies.

TRANSIT FUNDING INCREASES

The bill provides \$13 billion over 5 years for the state of good repair transit formula program. These funds are distributed to state and local governments for repairs and upgrading of rail and bus rapid transit systems. This is a 20% increase over current funding. The bill provides \$3.7 billion over 5 years for bus and bus facilities and sets aside \$1.5 billion for a competitive bus grant program. This is a 75% increase over current funding. California Transit agencies strongly supported increased transit funding.

FREIGHT PROGRAMS

The bill creates two funded freight programs. The first is a Formula Freight program funded at \$6.3 billion over 5 years which is allocated to the states. The second is a Nationally Significant Freight and Highway Projects Competitive grant program funded at \$4.5 billion over 5 years that state and local governments can apply for.

Creating these funded freight programs was a big priority of California Transportation agencies including Caltrans, California Association of Councils of Governments, League of CA Cities, Metropolitan Transportation Commission of the SF Bay Area, Southern California Association of Governments, San Diego Area Association of Governments, L.A. Metro, and Sacramento Area Council of Governments.

In addition, language was included that many CA Transportation agencies care about to make local transportation agencies (such as JPA's) eligible recipients of grant funds and to address local environmental impacts of freight movement.

TRANSPORTATION ALTERNATIVES—BICYCLE, PEDESTRIAN, TRAILS, SAFE ROUTES TO SCHOOL PROJECTS

The bill funds transportation alternatives at \$835 million per year in 2016 and 2017 and \$850 million per year in 2018, 2019 and 2020, which is more than the House bill level of \$819 million per year. The bill gives Metropolitan Planning Organization's (MPO) new flexibility to use up to 50% of this funding for other Surface Transportation Eligible projects. California transportation agencies, environmental organizations, bike associations, and safe route to school advocates strongly support this program.

TIFIA LOAN PROGRAM

The TIFIA loan program is funded at \$275 million/year in FY16 & 17 and \$300 million/year in FY18, 19, 20. This is more than the \$200M/yr in the House bill. TIFIA is strongly supported by many California transportation agencies (especially those with local transportation funding sources such as sales tax measures) because they can use the government backed loans to expedite their projects and save money in the long run.

Language was included to allow unused TIFIA funds to go back into TIFIA and to provide eligibility to Transit Oriented Development projects. This language was also a priority of CA transportation agencies.

RAILWAY HIGHWAY GRADE CROSSING PROGRAM

The bill maintains the current railway-highway grade crossing program and increases funding by \$5 million/year to \$245 million in FY20. California Transportation agencies, including the Alameda Corridor East Construction Authority in my district strongly support this program because safety issues around highway rail grade crossings are a big concern in our state.

POSITIVE TRAIN CONTROL GRANTS

The bill provides \$199 million for positive train control grants that commuter rail-

roads can apply for. This was a big priority of Metrolink as they are currently developing and implementing positive train control safety systems.

NEW STARTS TRANSIT CONSTRUCTION PROJECT CHANGES

The bill allows local transportation agencies to use Surface Transportation Program funding as the local match for New Starts. This was a priority of CA MPOs and CALTRANS because the original House bill prohibited this flexibility in funding.

TRANSIT WORKFORCE TRAINING PROGRAMS

The bill focuses transit workforce training programs on the front line workforce (bus drivers, rail operators, mechanics, etc.). The bill also focuses on career opportunities for underrepresented populations, including minorities, women, veterans, low-income, and the disabled. This was a priority of LA Metro and California Transit Unions.

TRANSIT OPERATOR SAFETY

The bill requires DOT to perform a rule-making on transit operator safety to address the growing concern of violence against transit workers. This was a priority of California Transit Unions.

ALLOWING PARATRANSIT COORDINATED FARE STRUCTURES TO CONTINUE—LOS ANGELES COUNTY ISSUE

The bill allows Access Services paratransit provider of Los Angeles County to continue using a tiered, distance-based coordinated paratransit fare system. For over 20 years, Access Services has had a DOT approved tiered fare structure that averages all the fares of 44 transit agencies into 2 fares. For riders traveling under 20 miles the fare is \$2.75 and for riders traveling over 20 miles the fare is \$3.50 (these paratransit fares are dramatically lower than the rest of the country). DOT was going to require Access Services to change their fare structure by Jan. 1, 2016 based on confusing formulas for each individualized trip a disabled customer takes. 95% of the public comments from the ADA community strongly opposed this change. This provision will allow Access to continue operating with their current tiered fare structure.

BUY AMERICA

The bill increases the domestic content requirement for buses and transit rail cars from 60% to 70%.

INNOVATIVE FUNDING ALTERNATIVES GRANT PROGRAM

The bill creates a \$15-\$20 million/year grant program to allow states to experiment with alternative transportation user fees such as vehicle miles traveled taxes. California would benefit from this program because we are implementing one of the only alternative transportation user fee pilot programs in the country.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

The bill creates a new Bureau within the office of the Secretary to streamline the administration of the TIFIA and RRIF loan programs, private activity bonds, and the new freight program. California and Los Angeles County in particular has been a large recipient of TIFIA and RRIF loans but many agencies have complained at how long, burdensome, and bureaucratic the process is. This Bureau will address these concerns.

FUNDING FOR LOCALLY OWNED BRIDGES ON THE FEDERAL-AID HIGHWAY SYSTEM

The bill fixes a major concern Los Angeles County had with the last transportation bill (MAP-21) which only allowed bridges on the National Highway System to be funded by the National Highway Performance Program. A lot of locally owned bridges in Cali-

fornia are on the federal-aid highway system and previously received direct bridge funding but no longer do because they are not on the National Highway System. This bill allows all locally owned bridges on the federal-aid highway system to be eligible for funding in the National Highway Performance Program.

PARK AND RIDE RELINQUISHMENT

The bill allows states to relinquish ownership of park-and-ride lots to local governments if they wish. This was a big priority for CALTRANS and local CA MPOs like LA Metro because some local agencies would like to take ownership of state park-and-rides in order to invest in them and improve their performance within regional, multimodal transportation systems.

HOV DEGRADATION STANDARDS IMPACT ON CALIFORNIA

The bill allows for California or a local transportation agency to apply for a waiver from the current HOV degradation standard. It also requires the state or local agency to have a plan to improve their HOV operations. Fixing problems with how the current HOV degradation standard works in California was a major priority of CALTRANS and local MPOs.

The current HOV degradation standard requires HOV lanes to maintain an average speed above 45 mph 90 percent of the time during peak hours. This standard does not take into account the specific transportation concerns of each state. The most recent data indicates that 60 percent of California's HOV network is degraded under the current federal standard, but it also indicates that "re-current congestion" is not a primary source of degradation in California. Other variables such as inclement weather, traffic incidents, or unforeseeable nonrecurring congestion have a greater impact on HOV lane performance in California. The point of the federal standard is to address manageable traffic policy which is recurrent congestion. Since degraded facilities must be brought back into compliance under this federal law, the high levels of degradation in our state will require scarce resources to correct a problem that, in the majority of cases, is relatively infrequent and unpredictable. This bill allows the state to request a waiver from this unreasonable standard.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM FUNDING FOR LOCAL TRANSPORTATION PROJECTS

The Conference Report continues to allow local California Transportation agencies to fund transit, congestion management, and bicycle/pedestrian projects with Congestion Mitigation and Air Quality (CMAQ) program funds. The original House and Senate bills contained provisions that local CA transportation agencies strongly opposed that would have restricted their ability to use CMAQ funds for actual transportation projects.

NO PREEMPTION OF CA MEAL AND REST BREAK LAWS FOR TRUCKERS

The conference report does not include a provision from the House bill that would have preempted state meal and rest break laws as they apply to the trucking industry. The original provision in the House bill was a direct attack on a recent court decision in California that ruled that California truck drivers were entitled to meal and rest breaks under California labor law.

The California Department of Labor and the California Teamsters strongly opposed the original House bill provision.

NO COMPREHENSIVE OIL SPILL RESPONSE PLAN SECTION THAT WAS OPPOSED BY CALIFORNIA

The bill does not include Section 7011 of the original House bill that required federal

oil spill response plans for railroads. This section was strongly opposed by the California Department of Natural Resources because it would preempt state law and California's ability to impose their own rail oil spill response plans.

PRIVATIZING ENGINEERING

The bill does not include language requiring or incentivizing states to outsource public engineering work. We must continue to support states that hire public engineers in order to protect the public interest.

NATION-WIDE TRUCK SIZE AND WEIGHT ISSUES NOT IN THE BILL

The bill does not increase truck sizes with double 33s or weights to 91,000lbs. (l.c. "el"). There were attempts to increase truck size and weights but they were strongly opposed by CA Sheriffs Association, CA Peace Officers Assoc. (PORAC), and CA highway safety groups.

PORT PERFORMANCE INCLUDED WAS A CONCERN

I am concerned that the bill includes a provision to require the Bureau of Transportation Statistics to collect data on port performance freight statistics at the nation's top 25 ports. I am glad this provision was amended in Conference to create a working group which includes labor representatives and port representatives that will determine how the port performance statistics program will be implemented.

WIFIA FIX INCLUDED

The Conference Report fixes a problem with the Water Infrastructure Finance and Innovation Act (WIFIA) loan program from WRRDA 14 that prohibited local water agencies from combining tax exempt debt (i.e. municipal bonds) with WIFIA loans. This Conference Report changes that and allows water agencies to use municipal bonds (which are a major source of their revenue) as the local match to federal financing provided by the WIFIA. This fix to WIFIA was strongly supported by CA water agencies including ACWA and CASA.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. GIBBS), the chairman of the Subcommittee on Water Resources and Environment.

Mr. GIBBS. Mr. Speaker, I rise in support of H.R. 22, Fixing America's Surface Transportation Act.

I want to thank Chairman SHUSTER, Ranking Member DEFAZIO, Chairman GRAVES, Ranking Member NORTON, and my colleagues on the committee for coming together to craft bipartisan legislation that provides States with the certainty they need with this 5-year bill, which will provide long-term infrastructure planning.

The FAST Act builds on the reforms that we did in MAP-21 to ensure that projects are completed in a timely manner. I was pleased to see that a number of priorities that are important to my district have been included in this legislation, including that of reforming the broken Compliance, Safety, Accountability program, which ensures that motor carrier safety ratings are fair and accurate.

As the subcommittee chairman on Water Resources and Environment, we worked to get a provision into WRRDA called WIFIA. In this bill, we put in a provision to allow WIFIA loans to be used in conjunction with tax-exempt bonds to leverage private capital. This

will help our infrastructure needs and clean water projects. This is an important loan guarantee program that is similar to TIFIA, which provides municipalities with additional funding for water infrastructure projects. This will complement programs like the Clean Water SRF Project.

I urge the support of this bipartisan legislation, which provides certainty and makes a good investment to provide transportation in order to move commerce and people in the future.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. NADLER).

Mr. NADLER. I thank the gentleman for yielding.

Mr. Speaker, I rise in support of the FAST Act, which authorizes \$305 billion over 5 years for highways, transit, and rail, including Amtrak. Although many of us would have preferred much higher funding levels, the conference agreement provides an increase in funding of \$12.8 billion above the House bill and \$26.8 billion in guaranteed funding above fiscal year 2015 levels. The funding increase allows us to preserve core highway and transit programs and to still invest in new key areas.

New York State will get an additional \$1.5 billion above current levels in highway and transit formula funding over the life of the bill, of which an estimated \$500 million will go to projects in New York City.

The bill provides \$4.5 billion for the new freight program, originally created in the House bill for large-scale, multimodal projects that are critical to our regional and national economy. This was a key recommendation of the freight panel on which I was the ranking member, along with Mr. DUNCAN as chairman, and I am very proud that it is included in the final conference report.

The bill increases funding for transit, including the major programs that benefit New York, such as section 5340—High-Density States program, the State of Good Repair program, and capital investment grants, and it preserves the ability to flex other transportation funding toward major transit projects.

I am mostly pleased that the conference report authorizes \$10.2 billion over 5 years for intercity passenger rail, including \$8 billion for Amtrak; dedicates resources for Northeast corridor improvements; and provides \$200 million to help commuter railroads implement positive train control. It also increases the liability limit on rail passenger accidents to \$295 million, retroactively, to help cover claims for those killed or injured in the Amtrak derailment outside of Pennsylvania last May.

I commend Chairman SHUSTER, Ranking Member DEFAZIO, and my fellow conferees for all of their hard work in finally bringing a long-term transportation bill to fruition. It has been too long. I am glad we finally did it. I urge all of my colleagues to vote for this conference report.

Mr. Speaker, I rise in support of the Transportation Conference Report, now called the Fixing America's Surface Transportation (FAST) Act of 2015. I want to thank Chairman SHUSTER, and Ranking Member DEFAZIO, for developing a bipartisan bill that we can all be proud to support.

The Conference Report authorizes \$305 billion over five years for highways, transit and rail, including Amtrak. Although many of us would have preferred higher funding levels closer to the Administration's GROW America Act, the conference agreement provides an increase in funding of \$12.8 billion above the House bill and \$26.8 billion in guaranteed funding above FY15. Every state will get an increase in transportation funding. New York State will get an additional \$1.5 billion above current levels in highway and transit formula funding over the life of the bill, of which an estimated additional \$500 million will go to projects in New York City. The funding increase allows us to preserve these core programs, and still invest in new key areas.

The bill provides \$4.5 billion for the new freight program, originally created in the House bill, for large scale multimodal projects critical to our regional and national economy. This was a key recommendation of the Freight Panel that I co-chaired with Mr. DUNCAN, and I am very proud that it is included in the final Conference Report.

For over a decade, we have made various attempts to address major freight projects that are too big or complex for states to address on their own. The PNRS program that we created in SAFETEA-LU was meant to address such projects, but was divvied up into many, relatively small, earmarks. In MAP-21, the PNRS program was reauthorized, but subject to appropriations, and never received any funding. This bill finally gets it right, and provides guaranteed, dedicated funding to address goods movement throughout the country.

In addition to the grant program for large multimodal projects, the bill includes a new freight formula program to the States passed as part of the Senate bill, and it requires strategic planning at the state and federal level. All of these programs together will bring about unprecedented resources to fund freight projects that are long overdue and critical to our economy. It is a ground breaking achievement, and one of the things that sets this bill apart from its predecessors.

The bill increases funding for transit, including all the major programs that benefit New York. The Conference Report not only restores, but increases, funding for the High Density State program under Section 5340 that provides approximately \$100 million for transit projects all across New York State. The bill includes a 20% increase in funding for the State of Good Repair program, and it increases funding for Capital Investment Grants.

The conference report does not include language restricting the ability of transit agencies to use other transportation programs, such as CMAQ and TIFIA, to fill the gap in federal funding for transit New Starts, which Mr. LIPINSKI and I fought against in the House bill. The bill maintains the historic 80/20 split between highway and transit funding, and it provides enough finding to create a robust Bus & Bus Facilities grant program that will benefit all fifty states while dedicating resources to the programs upon which our urban centers rely.

I am also pleased that the Conference Report authorizes \$10.2 billion over five years for intercity passenger rail, including \$8 billion for Amtrak, and dedicates resources for improvements along the Northeast Corridor. The bill includes language to help the Gateway project compete for future funding, and it authorizes a new consolidated grant program to help railroads make safety and reliability improvements. Additionally, the bill dedicates \$200 million to help commuter railroads implement Positive Train Control, and it increases the liability limit on rail passenger accidents to \$295 million retroactively to help cover claims for those killed or injured in the Amtrak derailment outside of Philadelphia in May of this year.

Overall, this is a balanced bill that will provide certainty and reliability for transportation agencies over the next five years. It would have been my preference to provide significantly more funding to address the major backlog of investment needs on our roads, bridges, transit and rail, but given the political reality this Conference Report is something we can all be proud to support. It increases funding for core programs, addresses new critical areas, and although it includes a few objectionable provisions, it is generally free of major poison pills.

I commend Chairman SHUSTER, Ranking Member DEFAZIO, and my fellow conferees, for all their hard work in finally bringing a long term transportation bill to fruition. I urge all my colleagues to vote for this Conference Report. Thank you.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from Arizona (Mr. FRANKS).

Mr. FRANKS of Arizona. I thank the gentleman for yielding.

Mr. Speaker, I rise to express concerns regarding a particular provision in the bill before us today. The provision in question retroactively increases a Federal statutory cap on liability to cover one railway accident that occurred earlier this year.

□ 1200

Mr. Speaker, retroactive legislation is not always unconstitutional, but it is clearly disfavored. The Supreme Court outlined in a case called *Eastern Enterprises v. Apfel*, and I quote:

“Retroactivity is generally disfavored in the law, in accordance with the ‘fundamental notions of justice’ that have been recognized throughout history. In his ‘Commentaries on the Constitution,’ Justice Story reasoned: ‘Retrospective laws are indeed generally unjust; and, as has been forcibly said, neither accord with sound legislation nor with the fundamental principles of the social compact.’”

Mr. Speaker, while recognizing that retroactive legislation is constitutional in some instances—limited instances, I might add—none of those instances would clearly appear to apply to the provision in question.

The Supreme Court further stated, “Our decisions . . . have left open the possibility that legislation might be unconstitutional if it imposes severe retroactive liability on a limited class

of parties that could not have anticipated the liability, and the extent of that liability is substantially disproportionate to the parties’ experience.”

In the case of the provision in question in the bill before us today, the retroactivity imposes severe increases in liability—almost a 50-percent increase, in this case—on a limited class of parties who could not have anticipated that liability.

While I support reasonable compensation for those who have been done legal injury, I am concerned that this particular provision may not pass constitutional muster. For that reason, I would register my concern.

Mr. DEFAZIO. I yield 2 minutes to the gentleman from Illinois (Mr. LIPINSKI).

Mr. LIPINSKI. Mr. Speaker, I rise in support of the FAST Act, which will create jobs, boost the economy, ease congestion on our roads and rails, and improve our quality of life.

I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for producing this bill and thank them for working with me in committee, on the House floor, and on the conference committee to make this bill better.

Recommendations made by our Freight Panel, led by Chairman DUNCAN and Ranking Member NADLER last Congress, led to new provisions that will improve the efficiency of freight movement and ease congestion on our roads and rails. This is critical for our Nation’s freight hub in northeastern Illinois as we continue the CREATE rail program and other large freight projects.

The bill includes revisions I authored to create Buy America content, deploy zero-emission buses, and improve tank car safety standards, which will produce more American jobs, protect the environment, and improve community safety.

The FAST Act will also improve public transit and active transportation infrastructure and safety. Commuter rail safety will be increased through PTC grants, and this bill prepares us for the future by including research provisions from my FUTURE TRIP Act.

I would like to thank Science, Space, and Technology Committee Chairman SMITH for working with me on this. Thanks, finally, to my staff—Andrew Davis, Jason Day, Eric Lausten, and Shawn Kimmel—and all the committee staff for their work on this bill.

We have more work to do. This bill will not solve all of our transportation problems, but this bill is a big step forward for jobs and for surface transportation in our Nation.

I urge my colleagues to approve this conference report.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Nevada (Mr. HARDY), a hardworking member of the committee.

Mr. HARDY. Mr. Speaker, I thank the chairman and ranking member for all their hard work.

Mr. Speaker, I rise today to address the long-term nature of this highway bill.

After 35-plus extensions, the upper and lower Chambers of Congress are sending the President a 5-year highway bill. I want you to think about that. We haven’t had legislation this long that provided certainty and confidence to our States in over 10 years.

Before coming to Congress, I was a general engineering contractor. I built those highways, roads, bridges, and dams. I also previously served on the Regional Transportation Commission of Southern Nevada, and I know what it takes to invest in infrastructure.

I will be honest. These short-term patches would have been a disservice to our States and our districts. They need long-term certainty to build a master plan for the future.

Many may not understand the aspects of what it takes to actually build infrastructure in our Nation. It is not all about just going out and investing a dollar and going and building a highway, a railroad, or other infrastructure. It takes a lot to go through the NEPA process and the engineering processes before you can even get to the point where you can turn a shovel of dirt.

So we need to make sure that we find other funding mechanisms for the future. We need to start today and recognize that we need to plan for the future and invest in this country so it has quality infrastructure for our safety and the needs of this country.

While the funding mechanisms are not perfect, we are moving in the right direction and putting our Nation back on the path to prosperity. That is why I proudly stand here today as a conferee to support this long-term funding bill.

Mr. DEFAZIO. I yield 2 minutes to the gentlewoman from Florida (Ms. BROWN).

Ms. BROWN of Florida. Mr. Speaker, this certainly is a great day for the people in this country, and I want to thank the leadership on this committee.

I believe wholeheartedly that this surface transportation bill will give the economy just the type of boost it needs. A long-term transportation bill will strengthen our infrastructure, provide quality jobs, and serve as a tool to put America back to work long-term.

This important legislation includes a critical freight grant program, additional funding for transit systems and pedestrian safety program, includes funds to speed the implementation of positive train control, improves the Railroad Rehabilitation and Improvement Financing loan program, and creates a disadvantaged business enterprise program at the Federal Railroad Administration.

It also includes additional funds for Amtrak, moves us closer to restoring passenger rail for the Gulf States, and protects our ports from unnecessary paperwork.

Transportation and infrastructure funding is absolutely critical to this Nation. If properly funded, it serves as a tremendous economic boost. For every billion dollars we spend in transportation, it generates 44,000 permanent jobs. When we pass this legislation, we will put millions of hardworking Americans back to work to fix our Nation's crumbling infrastructure and prepare our country for the future.

Mr. Speaker, there is no better present for the people in this country than to pass this transportation bill.

Merry Christmas, and God bless America.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Illinois (Mr. RODNEY DAVIS), a hardworking member of the committee.

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, article I, section 8 of the U.S. Constitution grants this body the power to regulate commerce with foreign nations and among the several States as well as the power to establish post offices and post roads.

Maintaining and improving our Nation's infrastructure is an important constitutional responsibility that we, as Members of this body, have, which is exactly why I told voters what I wanted to do when I came to Washington was to work together in a bipartisan fashion to address issues just like this transportation bill is going to address.

What does this bill mean to the voters in central Illinois who sent me here? It means about 80 percent of all of the road projects that are funded in my State of Illinois are funded by Federal dollars.

The vision that has been laid out in this bill—and we could argue about the pay-fors, whether they are not perfect. But we can also show the American people that we can work together to rebuild our Nation's crumbling infrastructure.

I am confident that as soon as this bill passes overwhelmingly today, under the leadership of Chairman SHUSTER, he will begin debating how we move into the future in our next transportation bill. That is what is great about service on this committee.

I want to commend Chairman SHUSTER, Chairman GRAVES, Ranking Member DEFAZIO, and all the hardworking members of this committee who put a great bill together.

Everybody has stood up and said it is not perfect, but no bill that comes out of this institution is perfect. We don't always get everything we want, Mr. Speaker. But what we get is a long-term plan that is allowing our States to continue to plan and rebuild our roads and bridges.

I also want to thank Chairman SHUSTER because he helped new leaders on our committee become leaders in transportation. I want to talk about CRESENT HARDY, who just spoke a few minutes ago. He was able to show his constituents that he is able to lead on transportation issues and work together to get things done.

JOHN KATKO, GARRET GRAVES—these are new members of the committee that are able to go back to their constituents and show governing and bipartisan success.

This is what we came here to address, Mr. Speaker.

Mr. DEFAZIO. I yield 3 minutes to the gentleman from Maryland (Mr. HOYER), the minority whip.

Mr. HOYER. I want to congratulate both Mr. SHUSTER and Mr. DEFAZIO for their work on this bill. I want to thank the Senate, as well, for their work and their leadership.

This is a good week, in many respects. We passed yesterday, on an overwhelmingly bipartisan vote, a bill to make sure that our education system works better. Today, we will pass, by an overwhelmingly bipartisan vote, a bill to give more stability and investment to our infrastructure in America. Those are good things.

I lament the fact that, although the previous speaker talked about a sound, long-term fiscal path for infrastructure investment, my own view is we don't do that. We do better than what is but not what we ought to do.

My own view is that we need to dedicate the user fee we call the gasoline tax at a level which has not been raised since 1993 to a level that will in fact put us on a path to fiscal stability and certainty for our infrastructure package.

But this is a good package, and I want to thank my friend BILL SHUSTER for his leadership. Very frankly, that was critical to getting us to this point, not only on his side on the aisle but on our side of the aisle as well. And I want to thank Mr. DEFAZIO.

As has been said, this is not a perfect reauthorization. We ought to stop saying that because nothing we pass is perfect. What we hope for is the good, and this is good. It is a compromise. All these efforts are critical to creating the kind of environment that encourage private-sector development and job growth.

At the same time, I am very pleased that a wide majority of Members, nearly every Democrat and most Republicans, worked together to ensure that this conference report includes a multiyear reauthorization of the Export-Import Bank, supported by a majority of Republicans and all but one Democrat.

It is unfortunate that Congress, through inaction by the Congress, allowed the Ex-Im Bank to shut down in July. Now, it didn't actually shut down, but it had no authority to guarantee loans, which cost us jobs.

We are changing that policy in this bill. Today, we are coming together to reopen it so that it can help American businesses and workers compete on a level playing field in overseas markets.

During the time the Bank was shut down, businesses began shifting jobs overseas and others refrained from investing here because of the uncertainty over whether it would reopen. Today, that certainty will be restored.

To that extent, the Export-Import Bank is in the same position that Governors and mayors and county executives all over this country will be put in by this bill, giving them some degree of certainty that there will be a cash flow for infrastructure projects, bridges, roads, and other transportation items.

I want to thank again Ranking Member MAXINE WATERS for her work on the Export-Import Bank and DENNY HECK and GWEN MOORE for their work that led to this provision in the transportation bill.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. DEFAZIO. I yield an additional 2 minutes to the gentleman from Maryland.

Mr. HOYER. I also want to thank, who showed great courage and great leadership, STEPHEN FINCHER of Tennessee and FRANK LUCAS of Oklahoma, my Republican colleagues, without whom this Export-Import Bank provision would not be in this bill. I congratulate them for their courage and their leadership.

I thank again PETER DEFAZIO and BILL SHUSTER.

This is a good day for our country. This is a bipartisan day for this Congress. And I urge my colleagues to support this product.

□ 1215

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentlewoman from California (Mrs. MIMI WALTERS), one of the newest members of our committee.

Mrs. MIMI WALTERS of California. Mr. Speaker, I rise today in support of the conference report for the FAST Act.

As a member of the House Committee on Transportation and Infrastructure, I am pleased this bill reflects the committee's hard work. This legislation makes a fundamental investment in our Nation's roads, bridges, and infrastructure, providing long-term certainty for local governments and ensuring the efficient movement of consumer goods.

Importantly, it also streamlines the environmental review and permitting processes to ensure transportation projects stay on time and on budget.

I was pleased that three provisions of significance to my district were included in the final bill. One directs Department of Transportation to study the effects of marijuana-impaired driving. The second would incentivize the use of innovative pavement material. The third would help address congestion in HOV lanes.

This 5-year bill is fully paid for and will put a stop to short-term extensions that are costly to taxpayers and create significant uncertainty for local and State governments.

I am pleased to support this historic bill coming before the House floor today, and I thank Chairman SHUSTER for his hard work in making this bill a reality.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentlewoman from Florida (Ms. FRANKEL).

Ms. FRANKEL of Florida. Mr. Speaker, I rise in support of the FAST Act, our first long-term surface transportation bill in nearly 10 years.

I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for their bipartisan leadership. It has truly been an honor to work on a committee where we can show the American people that we know how to work together.

Mr. Speaker, transportation moves our economy. Passing the FAST Act will shift America's infrastructure into higher gear. This legislation brings American families tens of thousands of new good-paying jobs while promoting safer, more efficient travel on our transportation infrastructure. It sends more dollars to our local communities, who know their needs best.

I will associate myself with the remarks of my colleague Representative BROWN when I say that this is a wonderful gift to the American people for this holiday season.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to the gentleman from Pennsylvania (Mr. MARINO).

Mr. MARINO. Mr. Speaker, I want to thank Chairman SHUSTER and Ranking Member DEFAZIO for their work and express my appreciation for the opportunity to serve as a conferee.

There are several significant items in this bill that fall within the jurisdiction of the Committee on the Judiciary.

Chairman GOODLATTE and I were also deeply involved in another part of this important bill: efforts to enact meaningful and effective permit streamlining reforms. Enacting legislation to streamline the Federal permitting process has been among my primary goals.

The RAPID Act, my bill to improve and review permitting timelines, has passed this House on three occasions on a bipartisan basis. Our goal has been to fix the flaws in our Federal permitting process that too often doom projects, leaving millions of jobs and hundreds of millions of dollars in economic activity on a bureaucrat's desk.

This year, we worked with our colleagues Senators PORTMAN and McCASKILL on this important project. The amendment we offered on the floor during House consideration of this measure represented a carefully crafted compromise that further achieves these goals. It was the product of a bipartisan cooperation, and I am proud that these provisions were included in the conference report we are considering today.

This conference report is an example of the many ways that we can reach across the aisle to find solutions to problems facing us. Our priorities will make lasting reforms that are sure to improve our infrastructure and strengthen our economy. I am glad they will be made law through the enactment of this conference report.

This 5-year bill establishes certainty, stability, confidence, and, most importantly, trust. I am a States' rights guy, and the less Federal Government in my life, the better. Congress has removed obstacles for the States, who know best what is needed for their infrastructure. We must continue to remove impediments for our States to move into the 21st century without job-crushing regulations.

Please support this bill. This bill will improve the quality of life for all Americans.

Mr. DEFAZIO. Mr. Speaker, may I inquire as to the time remaining on both sides.

The SPEAKER pro tempore. The gentleman from Oregon has 10½ minutes remaining. The gentleman from Pennsylvania has 8 minutes remaining.

Mr. DEFAZIO. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. NOLAN), a member of the committee.

Mr. NOLAN. Mr. Speaker, I would like to begin by getting the attention of our chairman over there and thanking him for the terrific job that he did, as well as our ranking member, Mr. DEFAZIO. It was a real treat. It was, for me, a take-back to an earlier time when regular order prevailed around this place.

Quite frankly, that is how you fix things and get things done. It is not always just a matter of attitude; it can be a matter of process. When you have a chair and a ranking member that welcome all members to bring their ideas before the committee, to have an opportunity to have them discussed, examined, argued, and debated, that is how you bring people together. That is how you fix things. That is how you get things done.

I would also be remiss if I didn't thank the staff, both the Republican and Democratic staff. You all worked so hard and late into the night and long hours, day after day, getting us to this point. I thank my own staff assistant, Eddie Wytkind, in particular, for the work that he has done on this.

With regard to the bill itself, you know, finally, after kicking this can down the road some 34, 35 times, we finally have the kind of long-term surface transportation legislation that people in this country have been crying for and begging for so that we could begin fixing the roads and the bridges that are falling down and the trains that have been coming off the tracks.

It is a good, nonpartisan piece of legislation that will allow our States, our counties, and our cities to plan accordingly. Of course, that brings with it greater efficiency.

It will put a lot of people back to work. Everyone has told us that infrastructure, transportation is fundamental to our ability to grow jobs, to grow our economy, and to strengthen business opportunities.

I am particularly grateful for our Duth amendment that solves a particular little problem, but an impor-

tant one, that we have there with regard to logging trucks on our Main Street.

Last but not least, I want to commend the leadership for including the reauthorization of Ex-Im Bank with this. As we all know, it is a great banking institution that helps us reduce the deficit and creates jobs throughout the country, including the Eighth District of Minnesota.

Thank you to all who were a part of moving this important legislation forward.

Mr. SHUSTER. Mr. Speaker, I yield 4 minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, I appreciate the opportunity to be here today.

This is a historic event. For 10 years now, we have been doing patches and temporarily providing funding for our roadways. It costs taxpayers money to do that, to do these temporary extensions, to compartmentalize the funding. You have to take projects, and you have to separate them into smaller pieces. You have to pay for contractors to come out and to leave and to come back again. I will say it again: It costs taxpayers money to continue to do these patches and these temporary extensions.

This is historic because it provides 5 years of funding. It provides funding certainty.

Having run a large-scale infrastructure program for a number of years, I am well aware of the difficulty caused by doing these temporary patches and the increased cost. I will tell you, I think it results in less safe roads. It absolutely doesn't deliver what taxpayers deserve.

The other great thing about this bill and a reason that it is historic is that it is bipartisan, something that has been lacking for some time now, to see that Members on both sides come together on something as important as infrastructure funding.

I want to thank Chairman SHUSTER, I want to thank Ranking Member DEFAZIO, respective staff directors Chris and Kathy, and everyone who worked on this bill on the conference staff. I know you put in a lot of time and you gave up your Thanksgiving. I want to thank you very much for all the work that has been done.

This bill also increases funding for transportation. It results in nearly a 10-percent increase in investment in infrastructure. In the case of Louisiana, we will see a \$100 million increase in the fifth year of this bill—a \$100 million increase just in that one year as compared to current funding levels. We need these funds.

Something else important in this bill is the grant program that was established in the House bill for nationally significant corridors, for freight corridors, \$800 million to \$1 billion a year to address these large-scale infrastructure needs that have not been addressed.

In the case of my home State of Louisiana, we are in dire need of a new crossing on the Mississippi River. Getting across that extraordinary bottleneck, where the interstate drops down to one lane—the only place in the United States—is a great need that we have. It causes incredible traffic problems.

Addressing roads that need to be upgraded, like LA 1, Highway 30, connecting Walker to Gonzales, addressing a Pecue Lane exit, upgrading Highway 90 to interstate standards—projects that are in dire need and cause national implications because of their inability to efficiently move commerce across this country, Louisiana being one of the top export States in the United States.

This bill also ensures that the roads are safer, ensures that we address at-grade rail crossings, ensures that we have the right safety mechanisms in place to ensure that we are not going to have fatalities associated with driving and traffic accidents.

Importantly, this bill addresses technology. Mr. Speaker, we are still using traffic light technology from the 1920s. It is 2015. We can actually do on our telephones what took mainframe computers decades ago.

This bill establishes a framework to ensure that innovation, to ensure that competition is actually integrated into our traffic management systems so we are not sitting around at traffic lights when no other cars are there, to ensure that our cars can communicate with one another, our phones can communicate with traffic lights, where we can really take intelligent transportation systems to the next level.

It expedites the NEPA and environmental review process to ensure that we are getting dirt turned and getting roads in place as soon as possible while still respecting the environment.

It, importantly, includes something that we were pushing very hard, the Sport Fish Restoration and the Boating Safety Act, ensuring that boat safety, ensuring that sport fish and restoration, ensuring that the CWPPRA program continues to move forward and we have those important restoration activities.

Lastly, Mr. Speaker, I just want to say I appreciated very much the opportunity to be a conferee. This is a historic bill. And I want to urge: Increased funding, safer roads—this is the right direction for this country. Support this conference report.

Mr. DEFAZIO. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Mrs. CAPPs).

Mrs. CAPPs. Mr. Speaker, I thank my colleague from Oregon for yielding.

The bipartisan highway conference compromise before us is just that, a compromise. But, despite its faults, I will support it.

While this bill adequately funds our Nation's long-term highway infrastructure needs, which our communities desperately need, it does fall short of mak-

ing the robust long-term investments our crumbling infrastructure truly needs.

I am pleased the bill does take an important step to protect consumers by prohibiting companies from renting or loaning out dangerously recalled vehicles for the first time. I have spearheaded this effort for years in honor of Raechel and Jacqueline Houck, two young sisters who were killed by their rented vehicle that was under recall.

To be clear, this is an important step for consumer safety. But I am disappointed that, during conference, companies with fewer than 35 rental or loaner vehicles were exempted. Unfortunately, by our bowing to special interests, some consumers will still be at risk.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. DEFAZIO. Mr. Speaker, I yield the gentlewoman an additional 30 seconds.

Mrs. CAPPs. However, we will continue to build on the important step of holding large rental companies and auto dealers accountable until, one day, all Americans can be confident that the cars that they drive are safe. This is our goal: that all rental cars be safe for their drivers to engage in as they rent them.

□ 1230

Mr. SHUSTER. Mr. Speaker, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I have already thanked the committee staff. They did do a fabulous job.

I also want to recognize others who were involved: the Senate staff of the Committee on Environment and Public Works; the Committee on Banking, Housing, and Urban Affairs; the Committee on Commerce, Science, and Transportation; and the Committee on Finance.

Over here, we are a little more consolidated when we deal with these issues. The Senate is a little more spread out, but that is the Senate. They were all involved and all a critical part of this product.

I also want to thank some others, beyond committee staff. The House Legislative Counsel, led by Curt Haensel, has provided a tremendous assistance in the drafting of this very extensive legislation, as well as the staff of the U.S. Department of Transportation, particularly the Federal Highway Administration.

Curt Haensel and Carolyn Edwards of FHWA have been involved in every surface transportation bill since the nineties, and their expertise was invaluable. We come up with policy ideas, but they have to figure out a way to lay down the legislative language so that we accomplish those goals. So they did great work.

Mr. Speaker, this is, as many have said, historic for this Congress and recent Congresses in terms of the bipar-

tisan nature of it and the fact that we are putting in place long-term assurances for major investments that our country needs for our transportation infrastructure. But it is a starting point. This is not the end.

It provides certainty and modest funding increases for the next 5 years, but it does not even rise to the level of assuring that our transportation infrastructure 5 years from today will be in a better state of repair than it is now.

There are tremendous unmet needs out there. This will help, but it is not the overall solution. Numerous times we have moved money from the general fund into the highway trust fund. We are again engaging in that activity here. The total, at this point, is \$145 billion.

I don't resent moving general fund money, but I think there are better ways and more certain ways and more robust ways to finance the future of our investments in infrastructure.

So we can say today we are celebrating, as we should, but there is more work to do. Next week, we should begin anew and recognize that we have to work together—Democrats and Republicans, truckers, transit agency, builders, and shippers—to find a way to restore the user fee mechanism to finance these investments.

President Eisenhower is often credited with establishing the Interstate Highway System, which now bears his name. Actually, Congress designated the system in the forties, but it was not until 1956 that Congress, with then-President Eisenhower, developed a user fee system to actually construct our incredible interstate system.

So we need to work together to renew the mandate and find a path forward for long-term, sustainable funding for these critical investments. Celebrate today, but it is back to work tomorrow.

Mr. Speaker, I yield back the balance of my time.

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

In my closing, I would like to take this opportunity to thank my House colleagues on both sides of the aisle, members of the committee, and the conferees.

There was broad, bipartisan support of this bill. There are over 250 Members of this House that contributed to the bill. Working together on this important piece of legislation I think proves to the American people that we can get big things done.

I would also like to thank Mr. DEFAZIO. He has been a real partner in this. We certainly had our moments of disagreement, but we were able to work through it and get a bill which he and I say is a good, solid piece of legislation. And, through that effort, we were able to achieve that.

I also want to thank Chairman GRAVES and Ranking Member NORTON for their hard work and support in this effort.

I want to thank the vice chair of the full committee, Mr. DUNCAN, who

chaired two important panels last Congress, one on freight movement and one on public-private partnerships. From that work with a cross-section of the committee and across jurisdictional lines of the subcommittees, they were able to produce recommendations that became critical parts of this bill. So I thank Congressman DUNCAN from Tennessee for his work.

Finally, I thank the Speaker of the House. In becoming Speaker, he told the Conference and our House he was going to make sure we did regular order. This bill is a product of regular order. He had an open process on the House floor. We dealt with over 103 amendments specific to the transportation portion of the bill but then another 20 or so that dealt with provisions in this bill.

So it was an open process, and, again, I want to thank Speaker RYAN for keeping his word to the Members of this body to have regular order and an open process.

I also want to thank my Senate colleagues and their conferees for their efforts in putting together this bill.

I want to thank the House and Senate Legislative Counsel, who don't often get a whole lot of credit, but I thank Curt Haensel, Tom Dillon, Rosemary Gallagher, Karen Anderson, and Tim Brown, for their efforts in writing up this bill and helping us throughout this process.

Finally, I want to thank the staffs of both the majority and minority of the Transportation and Infrastructure Committee. As I said in the opening remarks, they worked through the Thanksgiving holiday, a lot of long hours, and they are dedicated to the work of this committee. We wouldn't be here today without their efforts. I thank them from the bottom of my heart for their efforts.

I will include in the RECORD the names of those committee staff people because it is a long list and I don't want to screw anybody's name up. I just want to say thanks again for their long hours in getting this bill put together and brought to the floor.

TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE STAFF

REPUBLICAN T&I STAFF

Chris Bertram, Matt Sturges, Jennifer Hall, Murphie Barrett, Geoff Gosselin, Mary Phillips, Alex Etchen, Caryn Moore Lund, Nicole Christus, Kristin Alcalde, Jim Billimoria, Clare Doherty, Keith Hall, Justin Harclerode, Holly Woodruff Lyons, Hannah Matesic, Collin McCune, Tracy Mosebey, Anna Oak, Max Rosen.

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Mr. SHUSTER. The FAST Act is absolutely critical to America and our economy. I think everybody speaking

here today laid out the many provisions. It is important to America.

I would encourage my colleagues to all support this bipartisan, bicameral agreement. And I believe it will have strong support today.

Mr. Speaker, I urge everybody to vote for this bill. It is good for America.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE ON CONFERENCE H.R. 22, FIXING AMERICA'S SURFACE TRANSPORTATION ACT

Title XLIII of the Joint Explanatory Statement provides a summary of section 4301 concerning requirements in agency rulemakings pursuant to this Act. Section 4301 of the House amendments to H.R. 22 was not agreed to in conference and does not appear in the conference report to accompany H.R. 22. The summary of section 4301 in the Joint Explanatory statement therefore appears in error. Accordingly, title XLIII of the Joint Explanatory Statement has no effect.

Mr. SHUSTER. Mr. Speaker, I yield back the balance of my time.

Mr. PALLONE. Mr. Speaker, I am pleased that we were able to come together to find a longer-term solution for our nation's infrastructure. We cannot keep operating on short-term fixes. Investments in our country's infrastructure need certainty. Though I would have preferred to see greater funding levels across the board, I am pleased to see provisions such as the High Density States Program are protected and funded for the next five years. While I will vote for this bill because it puts Americans back to work and allows our state and transit authorities to do long-term planning for our crumbling infrastructure, I must highlight some of the reasons this bill falls short.

The most substantial decreases in injuries and deaths on our roads and highways occurred as a result of major safety advancements, such as requiring seatbelts and airbags in all new cars. Today, we have a vehicle title that does not include such a safety advancement and does little to improve safety. This was a missed opportunity. This bill could have included meaningful safety improvements, such as imminent hazard authority to allow NHTSA to expedite a recall order when necessary, a requirement that ensured recalled used cars are repaired before they are sold, safety standards for rear seat crashworthiness, and the elimination of regional-only recalls that no longer make sense for our increasingly mobile world. And civil penalties should have been higher so that sacrificing safety will not be treated as a "slap on the wrist" or just another cost of doing business.

Instead, this vehicle title includes provisions that take a step backwards on safety and that could actually lead to more injuries and deaths on our roads. For example, it includes a provision that exempts an unlimited number of replica cars—that is, new cars made to resemble old cars—from vehicle safety laws, clean air requirements, and state emissions testing. It also includes a whistleblower provision that will not encourage, and may effectively discourage, whistleblowers from reporting serious safety problems to the government. And even the promising rental car provision section, which requires rental car companies and auto dealers to repair recalled cars before renting or loaning them to customers, was weakened by excluding those that have a fleet of fewer than 35 vehicles.

I am disappointed that the bicameral, bipartisan process failed to craft a vehicle title that actually enhances safety.

Mrs. COMSTOCK. Mr. Speaker, I rise in support of this bipartisan transportation authorization, the Fixing America's Surface Transportation Act, also known as the FAST Act.

I thank the Chairman for his leadership on this bipartisan transportation reauthorization.

This is a 5-year bill that provides both budgetary certainty and project flexibility for our states and localities so that they may invest in and upgrade our transportation system and do so with more innovative technologies and approaches.

The certainty provided by this long-term bill also saves money by stopping the short term patches that complicate planning and yield cost overruns.

As a representative in Northern Virginia, I know too well the traffic congestion issues we face and appreciate that this bill provides much-needed assistance in this area.

I am pleased to have served on the Conference Committee for this bill, and pleased that numerous provisions from one of my bills on congestion relief and research were included.

This measure will help promote the development of transportation technologies and tools for congestion relief.

The bill also includes some of my provisions related to Metro safety and accountability that I worked on with my DC and Maryland counterparts, Ms. HOLMES NORTON and Ms. EDWARDS.

Again, I thank everyone involved in this process.

I urge my colleagues to support the FAST Act.

Mr. BEYER. Mr. Speaker, now that the House has approved the conference report I would like to recognize and commend my colleagues on both sides of the aisle for supporting the inclusion of bill language in H.R. 22 (Fixing America's Surface Transportation Act of 2015) that will help protect consumers from the longstanding problem of predatory towing.

For some time now, egregious vehicle towing and storage practices performed by some unscrupulous companies have been a serious concern in many parts of the country. While the vast majority of towing and storage firms are honest and well-intentioned, some have been engaged in predatory business tactics designed to delay access to vehicles and increase costs for consumers. Because these companies have possession of vehicles, they are in a position to take advantage of consumers and charge excessive towing and storage fees.

For reasons that are not entirely clear, current Federal law allows states to regulate some, but not all aspects of tow truck operations, limiting their ability to protect consumers from predatory towing tactics. The language included in the amendment introduced by myself and Rep. VAN HOLLEN broadens the authority of states and localities to regulate tow truck operations, which is limited by current motor carrier law. This additional authority will now allow states and localities to regulate all aspects of tows conducted without the prior

consent or authorization of the owner or operator of a vehicle. The language is also intended to apply to accident scene and breakdown towing, to allow states to protect consumers who are often unable to make an informed choice and give meaningful consent or acknowledgment on towing in those situations.

I want to thank the conference chair and vice chair for their support of this important provision. I would also like to thank my predecessor, Jim Moran, who was a champion on this issue for so long and first introduced this language during the 109th Congress.

Mr. BARLETTA. Mr. Speaker, today is a historic day, as we are voting for a five year surface transportation reauthorization bill that provides critical investment to our roads and bridges. This will help keep America competitive and provide certainty to states and communities planning infrastructure projects.

However, it is irresponsible that neither the House nor the Senate has worked on serious reforms. We have not adjusted the user fee for our infrastructure in 20 years or considered new, sustainable revenue streams. Instead, we have spent valuable time searching for short term gimmicks. Make no mistake; I am disappointed with the offsets in this bill. We should not be robbing the banks or Customs to pay for our roads and bridges.

This is fiscally irresponsible. At some point, we have to say enough is enough. That time has come. We need a long-term, robustly funded bill. We missed an opportunity with this legislation, but we in Congress must work together to continue finding common ground on innovative ideas to ensure the Highway Trust Fund has a sustainable revenue source. We cannot allow our children and grandchildren to pay for the investments we should be making now.

As a Conferee, I was happy to work with Chairman SHUSTER, Ranking Member DEFAZIO, and my Senate Colleagues on important roadway safety issues, such as preventing heavier trucks from driving on our local roads.

This bill fully funds the Highway Safety Improvement Program, which invests in infrastructure like guardrails, rumble strips, and retroreflective signs. While you will never read the headline, "Rumble strip saves family of four," this program saves lives every day and for that reason alone, I urge my colleagues to support this bill today.

Additionally, I was pleased to see common-sense provisions that I championed included in the final agreement. For example, I introduced the Local Farm Vehicle Flexibility Act to make sure farm vehicles are not regulated like long haul trucks. Today, this highway bill includes language to prevent farmers from getting tickets for driving from field to field without covering their load.

It makes crude oil being transported by freight rail safer and gives first responders more time to react in the unlikely event of a derailment by including top fitting protections for the pressure relief valves. It also includes language that I strongly support to reduce paperwork burdens on concrete truck drivers.

I worked with my fellow conferees to encourage the use of U.S. iron and steel in rolling stock frames and car shells. This provision will increase use of U.S. iron and steel in the fabrication of rolling stock frame and car shell components and subcomponents.

Finally, many of the policy ideas that I introduced in the Safer Trucks and Buses Act were

incorporated in this final version. We must work to make sure we fix the important safety score program so that good decisions can be made on scores that actually represent truck and bus safety records.

Investing in infrastructure is good for the economy and good for America. I am happy to vote for this long term bill and look forward to working with my colleagues on policy ideas that could be included in a comprehensive tax reform bill to ensure the Highway Trust Fund has a sustainable funding source.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of the Conference Report to H.R. 22, the "Surface Transportation Reauthorization and Reform Act of 2015," a bill to authorize Federal Funding for highways, highway safety programs, and transit programs.

I thank Transportation and Infrastructure Chairman SHUSTER, Ranking Member DEFAZIO and the House and Senate Conferees for their work in bringing the Conference Report for the Surface Transportation Reauthorization and Reform Act to the floor for a vote.

It is good to see the spirit of bipartisanship return to the process of funding our nation's transportation needs.

As the former Ranking Member of the House Homeland Security Subcommittee on Transportation Security, I am well aware of the importance of our nation's transportation system.

A well-functioning transportation system is critical to the nation's prosperity.

Whether it is by road, transit, aviation, rail, or waterway, we rely on our transportation system to move people and goods safely, facilitate commerce, attract and retain businesses, and support jobs.

Houston is the fourth most populous city in the country; but unlike other large cities, we have struggled to have an effective mass transit system.

Over many decades Houston's mass transit policy was to build more highways with more lanes to carry more drivers to and from work.

The city of Houston has changed course and is now pursuing mass transit options that include light rail.

This decision to invest in light rail is strongly supported by the increased use by Houstonians in the light rail service provided by previous transportation appropriations bills.

The April 2014, Houston Metropolitan Transit Authority report on weekly ridership states that 44,267 used Houston's light rail Service—representing a 6,096 or 16% change in ridership in April of last year.

This increase in light rail usage outpaced ridership of other forms of mass transit in the city of Houston: metro bus had a 2.3% increase over April 2013; metro bus-local had a 1.3% increase over April 2013; and Metro Bus-Park and Ride had an 8.0% increase over April 2013.

On February 5, 2013, the Houston Chronicle reported on the congestion Houston drivers face during their daily commute to and from work.

The article reported that Houston commuters continue to experience some of the worst traffic delays in the country, according to the 2012 urban mobility report. Houston area drivers wasted more than two days a year, on average, in traffic congestion, costing them each \$1,090 in lost time and fuel.

Funds made available by the legislation will be available for the construction of the Univer-

sity rail line and support of local government decisions by the Houston Metropolitan transit Authority and the city of Houston to expand rail service.

More needs to be done to address the transportation needs of our nation from rural communities to major metropolitan areas.

I appreciate that two Jackson Lee Amendments are included in the underlying bill.

The first Jackson Lee Amendment ensures that the goals of improving transportation efficiency and safety take into consideration the topic of public safety, a rest stop, and public parking that is funded by this bill.

The Jackson Lee Amendment requires the Transportation Secretary to report to Congress on the security of locations that are intended to encourage public use of alternative transportation, as well as personal transportation parking areas.

An essential part of the success of public transportation usage is the ability of automobile drivers to park their vehicles in safety.

More than 1 in 10 property crimes occur in parking lots or garages.

The report will provide an opportunity for Congress to do more to enhance the safety of parking areas that are used by students, women, seniors, disabled, and other vulnerable members of the public.

The Bureau of Justice Statistics provides a detailed report on the place of occurrence for violent and property crimes from 2004 through 2008.

For example, purse snatchings and pocket pickings typically occur away from home.

According to Bureau of Justice Statistics 28.2% of purses snatched occur in open areas such as the street or on public transportation.

The inclusion of this Jackson Lee Amendment will lead to enhanced safety of car pool parking lots, mass transit parking; local, state, and regional rail station parking; college or university parking; bike paths, walking trails, and other locations the Secretary deems appropriate.

The Bureau of Justice Statistics reports that victimization and property crimes occurring between 2004 and 2008 in parking lots and garages include: 213,540 victimization crimes that occurred in noncommercial parking lots and garages; and 864,190 property crimes.

The Bureau's report on victimization crimes that occur at public transportation or in stations was 49,910 and property crimes was 132,190.

The Jackson Lee Amendment will make surface transportation travel safer.

More importantly, it will increase safety of the traveling public, especially women, seniors, students, disabled persons, and children.

The second Jackson Lee Amendment included in the Conference Report provides a report to Congress from the Secretary of the Department of Transportation on the "Internet of Things" (IoT) and its potential to improve transportation services to the elderly and persons with disabilities as well as assist local, state and federal transportation planners in achieving better efficiencies and cost effectiveness, while protecting privacy and security of persons who use IoT technology.

The IoT refers to the wireless environment that will support networking of physical objects or "things" embedded with wireless electronic components, software, sensors, and network connectivity technology, which enables these objects to collect and exchange data on people, places and things.

The IoT will introduce the functionality of computing into physical space as computing technology is integrated into devices and systems.

It will also challenge the privacy and security of users of the technology if precautions are not taken to ensure that information on these devices is not protected.

This Jackson Lee Amendment will allow Congress to take into consideration how IoT technologies can be used to make public transportation, safer, more convenient to the elderly and disabled, and how it may improve mass and personal transportation efficiency.

The ability to include wireless technology into physical things or support communication among digital devices that may be nearby or at distances will offer many benefits to consumers.

IoT products are already being deployed for personal, recreational, city planning, public safety, energy consumption management, healthcare, and many other applications.

Today, local governments are working to incorporate IoT services into transportation; garbage pickup, as well as the provision of wireless connectivity for their residents.

The Jackson Lee Amendment will help ensure that we harness the benefits of the “Internet of Things” for the travelling public and minimize the threats to privacy and cybersecurity presented by this new and exciting technology.

This is a good bill and I encourage my colleagues to support its passage.

Mr. LOBIONDO. Mr. Speaker, I rise today to offer comment on the FAST Act.

I will support the bill. This is a strong, multi-year reauthorization which includes desperately needed funding for infrastructure repair and investment. I commend Chairman SHUSTER and Ranking Member DEFAZIO for their work in producing a bipartisan bill.

I will also take this opportunity to remind my colleagues of a priority of mine to promote storm-resilient construction projects within the Federal Highway Administration (FHWA).

The concrete products industries in my district in southern New Jersey has much to offer in helping the country build its transportation infrastructure. I know that many of my colleagues have similar constituent companies and workers, and I urge them to take note of my comments.

I was pleased to support language in MAP-21 that was designed to help incorporate permeable pavements into the FHWA mission. Many of us on the eastern seaboard learned the utility of permeable pavements on Superstorm Sandy, and what flooding can do to our districts without warning if we are not prepared. I am happy to report that that language in MAP-21 dealing with permeable pavements is making good progress toward technological innovation that will improve storm water mitigation, water quality, and more while providing aesthetically appealing paving surfaces.

I will remind my constituents in New Jersey that, while the FAST Act overlooked an opportunity to take that technology further, I am still looking for ways to move permeable pavement technologies into the mainstream where they can benefit our constituents and save taxpayer money as well.

In accordance with that goal, I submit the following material on passage of the FAST Act, and I hope that staff at FHWA and that the House and Senate will take note as well.

MAP-21 authorized the Secretary to conduct technology transfer and adoption of permeable infiltration paving materials, practices, and systems that are designed to minimize environmental impacts, stormwater runoff, and flooding. Prior to MAP-21 and since, extreme rain events like Hurricanes Katrina and Rita, and Superstorm Sandy, have underscored the need for stormwater mitigation. We encourage the Secretary to accelerate work on permeable pavements in anticipation of future events like Katrina, Rita, and Sandy. The Secretary is encouraged to conduct research on full scale load testing in permeable pavements for street, highway, and road shoulders to decrease environmental impacts and enhance sustainability. The Secretary is encouraged to conduct permeable pavement projects that demonstrate flood control and stormwater pollutant and volume reductions, including mitigation of impacts from superstorms and hurricanes, and life cycle cost analysis compared to conventional impervious pavements. Projects may include re-use and integration of permeable pavements with other cost-effective water conservation practices designed to treat, reduce, or remove pollutants by allowing stormwater runoff to retain infiltration capability similar to predevelopment hydrologic conditions, and for stormwater harvesting.

We hope that FHWA will act upon language in Sec. 1428 of the FAST Act and previously existing authority to improve infrastructure integrity by adding innovative segmental wall technology for soil bank stabilization and roadway sound attenuation, and articulated technology for hydraulic shear-resistant erosion control—areas in which emerging technologies could improve deliver marked benefits in surface transportation. Examples of emerging technologies that could meet the goals of this Act include cost effective segmental retaining walls that can make use of native soils and reduce construction costs, durable geosynthetic soil stabilization and anchoring, more durable articulated segmental unit slope protection and erosion control that are more resistant to hydraulic shear and overtopping than riprap, and segmental roadway sound attenuation barriers that can give planners more options and help reduce procurement costs. We hope the Secretary will place primary emphasis on activities designed to assist state and local transportation agencies in reducing initial cost of construction of retaining walls, slope protection and erosion control, and sound attenuation barriers using high-quality transportation-grade materials, designs and engineering techniques. Specific activities might include validation of technology materials, soils requirements, design methodologies and engineering data; research to develop current, accurate scientific data on the performance of geosynthetic reinforcement for structural characteristics; a cost-sensitivity analysis to assist state and local authorities in projecting initial construction cost savings to life cycle requirements while providing competitive reliability; calibrating design methodologies based on tests of instrumented, full-scale testing of walls and barriers, slope stability, and segmental sound attenuation assemblies.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today in support of H.R. 22, the Fixing America's Surface Transportation (FAST) Act. This long-term authorization of surface transportation programs will provide the certainty that states and municipalities

need to plan and build out critical transportation infrastructure projects.

This 5-year, \$305 billion measure represents a bi-partisan compromise to help repair our crumbling infrastructure and secure our economic future while creating thousands of good paying jobs. As both a conferee to the transportation bill and the senior Texan on the House Transportation and Infrastructure Committee, I can say with strong confidence that this legislation is a good-faith effort to make the important investments in our transportation infrastructure that our nation so desperately needs. While there are some shortcomings in the bill and some of us would like to have higher levels of investments be included, this bill will still help to further new and existing projects for the long-term.

I am pleased to see that this bill supports research and development, including expanding university transportation center outreach to women and underrepresented populations. In going forward, I hope that we can do more to elevate our nation as a leader in multimodal transportation innovation.

Mr. Speaker, Americans demand more investment in infrastructure and it is the responsibility of this Congress to make that investment. I applaud Chairman SHUSTER and Ranking Member DEFAZIO and other members from the various committees of jurisdiction for their hard work on this bill. Passage of this legislation is a strong first step in keeping America competitive and helping to build and maintain our nation's critical transportation infrastructure.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 546, the previous question is ordered.

The question is on the conference report.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. SHUSTER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 359, nays 65, not voting 9, as follows:

[Roll No. 673]

YEAS—359

Abraham	Brown (FL)	Comstock
Adams	Brownley (CA)	Conaway
Aderholt	Buchanan	Connolly
Allen	Bucshon	Conyers
Ashford	Bustos	Cook
Babin	Butterfield	Cooper
Barletta	Byrne	Costa
Barr	Calvert	Costello (PA)
Barton	Capps	Courtney
Bass	Capuano	Cramer
Beatty	Cardenas	Crawford
Becerra	Carney	Crenshaw
Benishek	Carson (IN)	Crowley
Bera	Carter (GA)	Cummings
Beyer	Carter (TX)	Curbelo (FL)
Bilirakis	Cartwright	Davis (CA)
Bishop (GA)	Castor (FL)	Davis, Danny
Bishop (MI)	Castro (TX)	Davis, Rodney
Bishop (UT)	Chabot	DeFazio
Black	Chu, Judy	DeGette
Blum	Cicilline	Delaney
Blumenauer	Clark (MA)	DeLauro
Bonamici	Clarke (NY)	DelBene
Bost	Clay	Denham
Boustany	Cleaver	Dent
Boyle, Brendan	Clyburn	DeSaulnier
F.	Cohen	Deutch
Brady (PA)	Cole	Diaz-Balart
Brady (TX)	Collins (GA)	Dingell
Brooks (IN)	Collins (NY)	Doggett

Dold
Donovan
Doyle, Michael F.
Duckworth
Duncan (TN)
Edwards
Ellison
Ellmers (NC)
Emmer (MN)
Engel
Eshoo
Esty
Farenthold
Farr
Fattah
Fincher
Fitzpatrick
Fleischmann
Forbes
Fortenberry
Foster
Frankel (FL)
Frelinghuysen
Fudge
Gabbard
Gallego
Garamendi
Gibbs
Gibson
Goodlatte
Graham
Granger
Graves (GA)
Graves (LA)
Graves (MO)
Grayson
Green, Al
Green, Gene
Griffith
Grijalva
Guinta
Guthrie
Gutiérrez
Hahn
Hanna
Hardy
Harper
Hartzler
Hastings
Heck (NV)
Heck (WA)
Herrera Beutler
Higgins
Hill
Himes
Hinojosa
Honda
Hoyer
Huffman
Hultgren
Hunter
Hurd (TX)
Israel
Jackson Lee
Jeffries
Jenkins (KS)
Jenkins (WV)
Johnson (GA)
Johnson (OH)
Johnson, E. B.
Jolly
Joyce
Kaptur
Katko
Keating
Kelly (IL)
Kelly (MS)
Kelly (PA)
Kennedy
Kildee
Kilmer
Kind
King (IA)
King (NY)
Kinzinger (IL)
Kirkpatrick
Kline
Knight
Kuster
LaHood
LaMalfa
Lance
Langevin
Larsen (WA)
Larson (CT)
Latta
Lawrence
Lee
Levin
Lewis
Lieu, Ted
Lipinski
LoBiondo
Loebsock
Lofgren
Long
Loudermilk
Love
Lowenthal
Lowe
Lucas
Luetkemeyer
Lujan Grisham (NM)
Lujan, Ben Ray (NM)
Lummis
Lynch
MacArthur
Maloney, Carolyn
Maloney, Sean
Marino
Matsui
McCarthy
McCaul
McCormack
McDermott
McGovern
McHenry
McKinley
McMorris
Rodgers
McNerney
McSally
Meadows
Meehan
Meng
Messer
Mica
Miller (MI)
Moolenaar
Mooney (WV)
Moore
Moulton
Mullin
Murphy (FL)
Murphy (PA)
Nadler
Napolitano
Neal
Newhouse
Noem
Nolan
Norcross
Nunes
O'Rourke
Olson
Palazzo
Pallone
Pascrell
Paulsen
Pelosi
Perlmutter
Perry
Peters
Peterson
Pingree
Pittenger
Pitts
Pocan
Poe (TX)
Poliquin
Polis
Price (NC)
Price, Tom
Quigley
Rangel
Reed
Reichert
Ribble
Rice (NY)
Rice (SC)
Richmond
Rigell

NAYS—65

Amash
Amodi
Blackburn
Brat
Bridenstine
Brooks (AL)
Buck
Burgess
Chaffetz
Clawson (FL)
Coffman
Culberson

Roby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rokita
Rooney (FL)
Ros-Lehtinen
Ross
Rothfus
Rouzer
Roybal-Allard
Royce
Ruiz
Rush
Russell
Ryan (OH)
Sánchez, Linda T.
Sarbanes
Scalise
Schakowsky
Schiff
Schradler
Scott (VA)
Scott, Austin
Scott, David
Sensenbrenner
Serrano
Sessions
Sewell (AL)
Sherman
Shimkus
Shuster
Simpson
Sinema
Sires
Slaughter
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Speier
Stefanik
Stivers
Stutzman
Swalwell (CA)
Takano
Thompson (CA)
Thompson (MS)
Thompson (PA)
Thornberry
Tiberi
Titus
Tonko
Torres
Trott
Tsongas
Turner
Upton
Valadao
Van Hollen
Vargas
Veasey
Vela
Velázquez
Visclosky
Wagner
Walberg
Walden
Walorski
Walters, Mimi
Walz
Wasserman
Schultz
Waters, Maxine
Watson Coleman
Webster (FL)
Welch
Westerman
Westmoreland
Whitfield
Wilson (FL)
Wittman
Womack
Woodall
Yarmuth
Young (AK)
Young (IA)
Young (IN)
Zeldin
Zinke

DeSantis
DesJarlais
Duffy
Duncan (SC)
Fleming
Flores
Fox
Franks (AZ)
Garrett
Gohmert
Gosar
Gowdy
Grothman
Harris
Hensarling
Hice, Jody B.
Holding
Hudson
Huelskamp
Huizenga (MI)
Hurt (VA)
Issa
Jones
Jordan
Labrador
Lamborn
Marchant
Massie
McClintock
Miller (FL)
Mulvaney
Neugebauer
Nugent
Palmer
Pearce
Pompeo

NOT VOTING—9

Aguilar
Cuellar
Johnson, Sam
Meeks
Payne
Ruppersberger
Sanchez, Loretta
Takai
Williams

□ 1325

Messrs. CLAWSON of Florida and WALKER changed their vote from “yea” to “nay.”

Mr. HOYER, Ms. ESTY, and Mr. YOUNG of Indiana changed their vote from “nay” to “yea.”

So the conference report was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. WILLIAMS. Mr. Speaker, on rollcall 672 on final passage of H.R. 8, the North American Energy Security and Infrastructure Act of 2015, I would have voted “aye,” which is consistent with my position on this legislation.

Ms. LORETTA SANCHEZ of California. Mr. Speaker, on December 3, 2015, I was unable to vote on the Conference Report to accompany H.R. 22, the Surface Transportation Reauthorization and Reform Act of 2015 (rollcall No. 673). Had I been present, I would have voted “yes.”

PERSONAL EXPLANATION

Mr. RUPPERSBERGER. Mr. Speaker, I was not able to vote today for medical reasons.

Had I been present on rollcall vote 666, I would have voted “no.”

Had I been present on rollcall vote 667, I would have voted “yes.”

Had I been present on rollcall vote 668, I would have voted “yes.”

Had I been present on rollcall vote 669, I would have voted “no.”

Had I been present on rollcall vote 670, I would have voted “yes.”

Had I been present on rollcall vote 671, I would have voted “yes.”

Had I been present on rollcall vote 672, I would have voted “no.”

Had I been present on rollcall vote 673, I would have voted “yes.”

PERSONAL EXPLANATION

Mr. CUELLAR. Mr. Speaker, on Thursday, December 3rd, I am not recorded on any votes because I was absent due to family reasons. If I had been present, I would have voted: “nay,” on rollcall 666, on ordering the Previous Question providing for further consideration of H.R. 22; “yea,” on rollcall 667, on H. Res. 546, providing for consideration of the Conference Report to Accompany H.R. 22; “yea,” on rollcall 668, on the Cramer Amendment to H.R. 8; “nay,” on rollcall 669, on the Rouzer Amendment to H.R. 8; “nay,” on rollcall 670, on the Pallone Amendment to H.R. 8;

“yea,” on rollcall 671, on the motion to recommit H.R. 8; “yea,” on rollcall 672, on passage of H.R. 8; “yea,” on rollcall 673, on passage of the Conference Report to Accompany H.R. 22.

PERSONAL EXPLANATION

Mr. TAKAI. Mr. Speaker, on Thursday, December 3, I was absent from the House due to illness. Due to my absence, I am not recorded on any legislative measures for the day. I would like the record to reflect how I would have voted had I been present for legislative business.

Had I been present, I would have voted “no” on rollcall 666, the previous question providing for consideration of the Conference Report to Accompany H.R. 22.

I would have voted “no” on rollcall 667, the rule providing for consideration of the Conference Report to Accompany H.R. 22.

I would have voted “no” on rollcall 668, the Cramer Amendment to the North American Energy Security and Infrastructure Act of 2015.

I would have voted “no” on rollcall 669, the Rouzer Amendment to the North American Energy Security and Infrastructure Act of 2015.

I would have voted “yea” on rollcall 670, the Pallone Amendment to the North American Energy Security and Infrastructure Act of 2015.

I would have voted “yea” on rollcall 671, the Democratic Motion to Recommit H.R. 8.

I would have voted “no” on rollcall 672, final passage of the North American Energy Security and Infrastructure Act of 2015.

I would have voted “yea” on rollcall 673, Agreeing to the Conference Report to Accompany H.R. 22.

PERSONAL EXPLANATION

Ms. KUSTER. Mr. Speaker, I rise to correct the RECORD regarding my vote on H.R. 8, the North American Energy Security and Infrastructure Act.

On final passage, I voted “yes” and I actually intended to vote “no.”

H.R. 8 contains a number of provisions that would negatively impact the environment and undermine our Nation’s ability to move away from fossil fuel.

This legislation would undermine previously enacted initiatives to modernize America’s energy infrastructure and increase our energy efficiency and capacity and would provide unnecessary handouts to the fossil fuel industry at a time when we should be focusing on expanding our Nation’s clean, renewable energy portfolio.

LEGISLATIVE PROGRAM

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

Mr. HOYER. Mr. Speaker, I yield to the gentleman from California (Mr. MCCARTHY) for the purpose of inquiring of the majority leader the schedule of the week to come.

Mr. MCCARTHY. I thank the gentleman for yielding.

Mr. Speaker, on Monday, the House will meet at noon for morning hour and

2 p.m. for legislative business. No votes are expected in the House in order to accommodate Members going to the White House event.

On Tuesday, the House will meet at 10 a.m. for morning hour and noon for legislative business. Members are advised that the first votes of the week are expected mid-afternoon on Tuesday.

On Wednesday, the House will meet at 10 a.m. for morning hour and noon for legislative business. On Thursday, the House will meet at 9 a.m. for legislative business.

Last votes of the week are still to be determined, but Members are encouraged to keep their schedules flexible as we approach the end of the year.

Mr. Speaker, the House will consider a number of suspensions next week, a complete list of which will be announced by close of business tomorrow. Included will be a bill to make urgent and necessary changes to the Visa Waiver Program.

H.R. 158, sponsored by Representative CANDICE MILLER, will close loopholes in the visa waiver system to prevent terrorists from exploiting the system to come to America to wreak havoc.

The House has identified a host of recommendations to improve the visa waiver system in a bipartisan way. I do want to thank the gentleman for his work and cooperation on this critical bill.

In addition, the House will consider H.R. 2130, the Red River Private Property Protection Act, sponsored by Representative MAC THORBERRY, which will provide legal certainty to property owners in Texas.

Mr. Speaker, the House may also consider the conference report to H.R. 644, the Trade Facilitation and Trade Enforcement Act of 2015, as well as a bill to extend certain provisions of the Tax Code.

Additionally, it is possible that the House will consider an omnibus appropriations act.

Finally, Mr. Speaker, the House may also consider budget reconciliation, if the Senate acts on that measure.

□ 1330

Mr. HOYER. I thank the gentleman for that information.

I want to also thank him for the work that he has done on the Visa Waiver Program. His staff and my staff and the staff on Homeland Security on both sides of the aisle and the staff on the Judiciary Committee on both sides of the aisle, including the leaders on both sides, have worked very hard.

I think we have come up with a bipartisan effort to keep America safer while at the same time providing for access to people who do not pose a threat to America or to Americans.

I thank him for his leadership on that. I am pleased to have had the opportunity to work with him, and I look forward to the bill's passing with big majorities next week. So I thank him for that.

Mr. Leader, there is indication that the appropriation bills, or the omnibus, as we are now calling it, will come to the floor. Can the leader tell me whether or not we are making any progress on riders?

Obviously, as I understand it, essentially, we have agreement on the allocation of the dollars, which of course is the responsibility of the Appropriations Committee, and that is what they do.

Clearly, we seem to be having difficulty with the so-called riders—that is, additions to the appropriations bill—which accomplish legislative objectives either through a “none of the funds” provision or a legislative provision which would require a waiver.

Does the gentleman know whether or not we are making progress on eliminating riders that are controversial so that we can move the bill in a bipartisan fashion next week?

I yield to my friend.

Mr. MCCARTHY. I thank the gentleman for yielding.

As the gentleman knows, negotiations are ongoing. The appropriators are working hard in trying to wrap up the bill, and I will advise the Members as soon as action is scheduled in the House.

Mr. HOYER. I thank the gentleman for that.

Can I ask the gentleman again in terms of the timing of the omnibus. The existing CR, which is funding the government at the present time, expires as of midnight on the 11th. Does the gentleman have any insight as to the scheduling of the omnibus?

Presumably, we will have to pass it and give enough time for the Senate to consider it and then for the President to sign it.

I yield to my friend.

Mr. MCCARTHY. I thank the gentleman for yielding.

As the gentleman knows, wrapping up legislative business in December is always unpredictable. In knowing that the omni is a larger bill, we want to allow plenty of time for Members to be able to see it and read it, but it is our intention to get it done by the deadline.

If we have to move it a few days later, we shall. We are scheduled to be here until the 18th, but we will get our business done.

Mr. HOYER. I thank the gentleman.

I understand that we are here until the 18th. Does the gentleman contemplate the possibility of a short-term CR from the 11th to the 18th at any point in time?

Mr. MCCARTHY. I thank the gentleman for yielding.

Only if necessary. I would rather get it done by the 11th.

Mr. HOYER. I thank the gentleman, and I certainly share his view on that. It will be better for the country and better for the House if we do that.

The gentleman also referenced tax extenders. Obviously, we have tax extenders that expired in December of

2014, which have not been extended. Does the gentleman have any knowledge as to whether or not we have reached an agreement on a tax extender bill and, if so, the substance of that and when it might be scheduled?

I yield to my friend.

Mr. MCCARTHY. I thank the gentleman for yielding.

As the gentleman knows, this side of the aisle did not want to wait on tax extenders, and many times we have passed the bills here to make them permanent.

There are ongoing negotiations. There is good movement, and I hope to see that done very soon. When it is, I will advise the Members of the action to be taking place.

Mr. HOYER. I thank the gentleman.

Let me just observe to the majority leader, Mr. Speaker, that I have great reservations. I want to let the gentleman know that, on this side of the aisle, I think we have great reservations about doing in this short time that we have left any kind of comprehensive tax extender bill, which will adversely impact the possibility of tax reform, which all of us have said we want.

But if we make a major effort on taxes now, particularly making many, many items permanent, some of which I support making permanent, it will have an adverse effect on the ability to do a big tax reform bill, bring corporate rates down, look at preference items, and try to make sure that we have a fiscally responsible piece of legislation.

So I would hope that there is an alternative, obviously, and that is a short-term bill that the Senate has passed and that that would be part of the discussions as a fallback.

I don't know that I am for a larger bill that I have heard about, but I would hope, certainly, that the alternative that the Senate has passed would be an alternative if, in fact, we cannot get agreement on a bigger package so that we will have, at least for last year and the year to come, some certainty with respect to tax consequences of certain actions that private businesses may be taking.

I yield to my friend if he has any comment.

Mr. MCCARTHY. I thank the gentleman.

As the gentleman knows, at times, we have philosophical differences. I think the greater certainty we can give to the American public, the more they can keep in their pockets and the stronger the economy is. I do not believe that if we solve tax extenders that that harms us in any way in getting overall tax reform.

But I do look forward to working with you on overall tax reform, and hopefully we can work in the same manner that we were able to on the Visa Waiver Program.

Mr. HOYER. I thank the gentleman.

As I said on the floor a little earlier today, this was a good week. We passed

an education bill in an overwhelmingly bipartisan fashion. Just a few minutes ago, we passed an infrastructure-highway transportation bill with overwhelming bipartisan support.

I hope America feels good about what we have been able to do this week, and I hope America and I and others can feel good about what we will do next week.

Unless the gentleman has any further comments, I yield back the balance of my time.

ADJOURNMENT FROM THURSDAY,
DECEMBER 3, 2015, TO MONDAY,
DECEMBER 7, 2015

Mr. MCCARTHY. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet on Monday, December 7, 2015, when it shall convene at noon for morning-hour debate and 2 p.m. for legislative business.

The SPEAKER pro tempore (Mr. BISHOP of Michigan). Is there objection to the request of the gentleman from California?

There was no objection.

SHIRLEY JOHNSON

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

Mr. OLSON. Mr. Speaker, this morning, the Texas skies were not as big and they weren't as bright. We lost Shirley Johnson, the wife of our hero and our colleague, SAM JOHNSON.

They were high school sweethearts and were married for over 65 years. The entire 8 years that SAM was being tortured in Hanoi, Shirley kept a seat at the family dinner table for SAM. She knew SAM would come home.

SAM came home broken and battered. He worried, how would his family react to the new SAM? As you can see, SAM had nothing to worry about. Led by Shirley, he was swarmed with love back home in Texas.

Shirley is now among the heavens, and those Texas skies tonight will be as bright and big as ever.

God bless Shirley Johnson.

NEW MEXICO'S EDUCATION SYSTEM

(Ms. MICHELLE LUJAN GRISHAM of New Mexico asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. MICHELLE LUJAN GRISHAM of New Mexico. Mr. Speaker, I rise to draw attention to the concerns and frustrations among parents, educators, business leaders, and so many others in my home State of New Mexico.

Today, I voted in favor of the Every Student Succeeds Act because I believe this legislation is better, quite frankly, than the status quo, and it will work to improve our education system.

However, we cannot forget that many of New Mexico's schools are in trouble. These troubled schools stem from a lack of leadership at both the Federal and State levels.

Unfortunately, the U.S. Department of Education has not held New Mexico's leadership accountable for this failure. In fact, the Federal Government has enabled our States, including New Mexico, to put special interests ahead of student success.

That is why Education Week ranked New Mexico as 49th out of 51, with a D-plus in preparing kids for college and a D-minus in K-12 achievement.

This lack of accountability at the State and Federal levels is harming a generation of New Mexico students. New Mexicans deserve far better. It is time we had leaders who take responsibility for improving our schools and that hold each other accountable when their actions are failing students.

While the ESEA moves beyond the status quo, more needs to be done to help our students. I hope we will work together to do that.

JAMES ZADROGA 9/11 HEALTH AND COMPENSATION REAUTHORIZATION ACT

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

Mr. ROONEY of Florida. Mr. Speaker, I rise today to urge the House to bring the James Zadroga 9/11 Health and Compensation Reauthorization Act to a vote before the end of the year.

On September 11, 2001, my wife and I were stationed at Fort Hood, Texas, celebrating the birth of our first son, Tommy. We watched in horror the attacks on the World Trade Center and on the Pentagon. Like many of you, we will never forget the brave efforts of the men and women who served as first responders on that tragic morning.

Today, Tommy is 14 years old, and my children have grown up in a post-9/11 America. They will never know what America was like before those attacks, but they have been taught to look with pride at the heroes who risked their lives to help others.

With that same pride, I rise today to ask my colleagues to support a bill that protects the benefits of those first responders.

How often do we as politicians show up at 9/11 memorials to honor the first responders? How often do we talk about the heroes who rushed into those falling buildings when everybody else was running out?

Now is our chance to do our part and give the men and women we call heroes the benefits they deserve. I encourage all of you to support the James Zadroga 9/11 Health and Compensation Reauthorization Act and bring it to a vote before the end of the year.

GUNS

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

Mr. PETERS. Mr. Speaker, over a month ago, I stood in this Chamber and delivered a message from San Diegans who were calling on Congress to expand background checks for gun purchases. Since then, Congress has done nothing.

Last week, a gunman attacked a Planned Parenthood clinic in Colorado Springs. What did Congress do? Nothing.

Yesterday, there were deadly shootings in Houston, Savannah, and, in San Bernardino, 14 people were killed at a social services center.

Today, here we stand in the only building in the Nation that could do something to curb this awful violence, and we cannot even get the Speaker of this House to let Congress vote to let us act on one of the several proposed laws that many of my colleagues and I support.

Thoughts and prayers are not enough. Moments of silence are not enough. Maybe, Mr. Speaker, instead of a moment of silence, the American people could get a moment of action—a moment of action that might keep their communities from being next.

If we want to honor these victims and their families, then we should do our jobs, and we should act now.

FAIR BURDENS ACT

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

Mr. ROTHFUS. Mr. Speaker, the mass production of cheap, reliable energy has powered the greatest expansion of wealth and opportunity in human history. It has resulted in higher living standards and improved health in the United States and around the globe.

Notwithstanding this too often ignored reality, the President wants to commit the United States to even more stringent, anti-energy regulations than those currently in place. The President's Clean Power Plan alone is expected to increase our energy prices by nearly \$300 billion over the next 15 years and reduce annual job creation by over 200,000.

According to the EPA's only models, the impact of all of these rules on global temperature increases will be near zero.

The United States cannot effect change alone. China, the world's largest polluter, and other top emitters of global CO₂ emissions need to come to the table too.

That is why, today, I introduced the Fighting Against Imbalanced Regulatory Burdens Act, or H.R. 4169. This bill will prevent the EPA from imposing any restrictions on CO₂ emissions from power plants unless countries responsible for 80 percent of non-U.S. emissions have enacted similarly stringent policies.

I encourage my colleagues to support me in this effort.

□ 1345

REMEMBERING MRS. BETTY FISCHER

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

Mr. VEASEY. Mr. Speaker, I rise today to honor the life of longtime Tarrant County Democratic leader, Ms. Betty Fischer.

In 1950, Ms. Fischer and her husband moved to Arlington, Texas, with their three children. Eight years later, she completely dedicated herself to Tarrant County Democratic politics. She served as a party volunteer. She was also the first woman chair of the party in 1982. She helped get one of our former Congressmen, Martin Frost, elected to office back during that time period. She was just a great person.

I can tell you that, in addition to her work for the Tarrant County Democratic Party and all her Democratic efforts, that she and her husband were also involved in the labor movement. She strongly believed that every man and woman in Tarrant County deserved the right to be able to take care of their family and make a decent living for them.

In short, Ms. Betty Fischer did it all. There are very few left like her today. We were blessed to have her in Tarrant County. I am glad that our time on this Earth overlapped with each other, and I just wish her family all the best during this time period as they cope with their recent loss.

ACCESS TO GUNS

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

Mr. RICE of South Carolina. Mr. Speaker, yesterday two terrorists murdered 14 people in a gun-free zone in San Bernardino, California, and my heart certainly goes out to the residents of San Bernardino, all of California, and all of this country.

The President's response today, after revelations that these people had been radicalized and had traveled to the Middle East recently was that he felt they had "mixed motives." His solution to this is to propose restrictions for law-abiding citizens' access to guns.

I have two questions for the American public:

One, do you believe that further restricting law-abiding citizens' access to guns would have solved this tragedy?

Two, do you believe that this is the last time we will see radical Islamic terrorism on our shores?

HONORING PARKER WESTBROOK

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

Mr. HILL. Mr. Speaker, I rise today to honor the life and legacy of one of

Arkansas' great leaders, my friend, Parker Westbrook, who passed away last month at the age of 89.

Parker and his vast love for historic preservation will be missed in Arkansas and throughout our country. Throughout his life, he was at the forefront of preserving Arkansas' history, earning the nickname, "Arkansas's father of State preservation."

Parker received numerous awards for his work, including the Preservation Honor Award from the National Trust for Historic Preservation, and was acknowledged as a national treasure.

For over 20 years, Parker and I worked together on the Historic Arkansas Museum, passionately expanding its exceptional museum and collections of Arkansas-made art, furniture, and mechanical arts. I will miss his encyclopedic knowledge of all things Arkansas.

I extend my warmest regards to and prayers for Parker's many friends and loved ones. Parker Westbrook's name will forever be preserved in our State and national history.

HONORING DARRELL ALLEN

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentleman from Texas (Mr. FLORES) is recognized for 60 minutes as the designee of the majority leader.

Mr. FLORES. Mr. Speaker, I rise today to honor Darrell Allen of Garland, Texas, who passed away on November 10, 2015, as a result of wounds received while he was serving his community.

Darrell Allen was chief of police for the city of Marlin. He selflessly served his community, and he will be greatly missed.

Darrell was born January 17, 1972, in Galveston, Texas. He graduated from Texas City High School and went on to obtain an associate's degree in criminal justice from McLennan Community College in Waco, Texas. In his pursuit to better serve his community, Darrell returned to school and received his bachelor in criminal justice in May of this year.

Since he was a child, Darrell dreamed of becoming a police officer. He began his career in law enforcement in 1994 with the Galveston County Sheriff's Department. Darrell's distinguished career also included service with the Alvin Independent School District, the Hitchcock Police Department, the Danbury Police Department, the Arcola Police Department, the Harris County Precinct 6 Constable's Office, and chief of police at the Lott Police Department.

In 2005, Darrell joined the City of Marlin Police Department, where he proceeded to climb through the department ranks. He was promoted to assistant chief of police in 2006 and elevated to chief of police in 2009.

As Marlin's chief of police, Darrell focused his efforts on building police

community relations and increasing juvenile safety. He consistently drove down the community's crime rate. Today Marlin is one of the safest communities in America. His efforts garnered recognition for the Marlin Police Department from the Texas Police Chief Association's Foundation for Law Enforcement Agency Best Practices Programs.

Darrell worked tirelessly to better our central Texas community. He loved his city, and he left an enduring impression on those he served. This is evident from the scores of residents who gathered together recently in memory of their fallen chief. He will forever be remembered for his devotion to public service, as a father to his children, and as a friend to countless Marlin citizens.

My wife, Gina, and I offer our deepest and heartfelt condolences to the Allen family. We also lift up the family and friends of Darrell Allen in our prayers.

As I close, I ask that all Americans continue to pray for our country, for our military men and women who protect us abroad, and for our first responders who protect us here at home.

Honoring Diana R. Garland

Mr. FLORES. Mr. Speaker, I rise today to honor Diana R. Garland of Waco, Texas, who passed away on September 21, 2015.

Diana Garland was a teacher, dean, and a valued leader in the Baylor University community. She led a full life and will be greatly missed in our community.

Diana was born on August 18, 1950, in Oklahoma City. She earned her undergraduate, master's, and doctoral degrees from the University of Louisville. After completing her degree, she went on to serve as professor of Christian family ministry and social work at the Southern Baptist Theological Seminary in Louisville.

In 1997, Diana and her husband, David, moved to Waco and joined the faculty at Baylor University. One year later, Diana was named the director of the university's Center and Community Ministries. Under her leadership, Baylor University expanded its social work program. Later when the university created the School of Social Work, she was appointed its founding dean.

During the following decade, Diana oversaw the school's rise to national recognition. Under her guidance, the School of Social Work grew to 20 full-time faculty members and 240 graduate and undergraduate students. During her tenure, she helped raise more than \$7 million for research and established an endowment of \$14.5 million.

In 2010, Diana administered the school's move to downtown Waco. This move allowed the school to triple its teaching and lab space. To commemorate her achievements as the school's dean, the Board of Regents recently voted to name the university's School of Social Work in her honor.

In addition to her teaching duties, Diana was the author, coauthor, and editor of 21 books and more than 100

academic articles. Her literary works included: "Flawed Families of the Bible: How God's Grace Works Through Imperfect Relationships"; "Inside Out Families: Living the Faith Together"; and "Why I Am a Social Worker: 25 Christians Tell Their Life Stories."

Diana was also the first lady of Baylor University while her husband, David Garland, served as the interim president from 2008 to 2010.

Diana stepped down as dean on June 1 of this year due to her battle with cancer. She enjoyed the last few months of her life taking in God's beauty in Colorado.

Mr. Speaker, Diana Garland left a strong legacy at Baylor University and touched the lives of many. She will be forever remembered as a cherished mentor, a loving wife, and a visionary servant leader.

My wife, Gina, and I offer our deepest and heartfelt condolences to the Garland family. We also lift up the family and friends of Diana Garland in our prayers.

As I close, I ask that all Americans continue to pray for our country during these difficult times, for our military men and women who protect us abroad, and for our first responders who protect us here at home.

Mr. Speaker, I yield back the balance of my time.

EXCESSIVE USE OF FORCE BY POLICE

The SPEAKER pro tempore (Mr. BOST). Under the Speaker's announced policy of January 6, 2015, the gentleman from Illinois (Mr. RUSH) is recognized for 60 minutes as the designee of the minority leader.

Mr. RUSH. Mr. Speaker, I rise to address this esteemed House of Representatives on an issue that is facing the American people, an issue that is facing our great Nation from coast to coast. This is the issue of wanton, senseless murders of unarmed young Black men and women throughout this Nation.

This past year, Mr. Speaker, we have all seen on the many news platforms all across this Nation—the morning news, the noon news, the evening news—all have been punctuated with videotapes of unarmed Black men mostly, Hispanic men, men and women, boys and girls, teenagers, being shot down in cold blood by just a few—I want to emphasize "a few"—rogue cops that hunt our Nation's cities, that hide behind a badge and a gun. These rogue police officers operate not to serve and protect, but to commit murder and mayhem and use their badge, their official status to get away with it.

□ 1400

This popular television show, "How to Get Away With Murder," could use many departments all across this Nation as a formula, indeed as the plot of "How to Get Away With Murder."

I bear witness that this has been going on, these murders—wanton,

senseless, lawless murders—have been going on in this Nation for far too long.

Last year, Mr. Speaker, at this same time I stood before the Members of this body sharing with the Members of Congress the life and the murder of my best friends in Chicago, Fred Hampton and Mark Clark. They were both members of the Illinois chapter of the Black Panther Party.

They were young men full of leadership abilities, young men who were committed to serving their neighbor, young men who were committed to try to uplift the African American community and similarly situated communities all across this Nation.

At this very time last year, I talked about December 4, 1969, the day that Fred Hampton and Mark Clark were killed by the Chicago Police Department and the State's Attorney's police department in my city of Chicago. They were shot.

Our pathologists indicated that, at the time that the police raided their apartment, Fred Hampton lay sleeping in his bed, that he had been drugged with a drug called Seconal, and that Fred had in his body at the time of his murder enough Seconal to immobilize an elephant. That is what the science and our pathologists indicated to us.

On December 4, 1969, at 4 o'clock in the morning, members of the Chicago Police Department sneaked into the streets on the west side of the city of Chicago in utility trucks, trucks that had been decorated with the signage of the local gas company, and came in with murder in their hearts. They knocked on the door of the apartment.

Mark Clark answered: "Who is it?"
The police at the front door said: "Tommy."

Mark said: "Tommy who?"
The police at the front answered: "Tommy Gun, Tommy Gun."

At that time, after kicking the door down, they came in shooting with a machine gun and other automatic weapons, aiming to kill everybody in that apartment.

After the first shot was fired in the front door, then that was a signal to those who were gathered in the rear, and they came bursting in, firing. Ninety-nine shots all total went into that apartment.

A Federal grand jury indicated after the investigations were concluded that possibly only one shot exited that apartment. One shot fired out and 99 fired in. Cold-blooded murder 46 years ago.

Fast-forward to today. All across this Nation cops are killing citizens, cold blooded, without any justification, and getting away with it. It is not only in Chicago, but all across this Nation, all across America.

Dontre Hamilton was a 31-year-old African American male killed by the Milwaukee Police Department in Milwaukee, Wisconsin, on April 30, 2014, just a little over a year ago.

Eric Garner, an unarmed 43-year-old father, was killed by the New York

City Police Department on July 17, 2014, a little over a year ago.

On August 9, 2014, Michael Brown, an 18-year-old unarmed teenager, was killed by the Ferguson, Missouri, police department, a little over a year ago.

A little over a year ago, Mr. Speaker, Ezell Ford, an unarmed 25-year-old mentally ill man, was killed by the Los Angeles Police Department, Los Angeles, California, August 11, 2014, a little over a year ago.

Mr. Speaker, Laquan McDonald, a 17-year-old teenager, was killed by a member of the Chicago Police Department on October 20, 2014, a little over a year ago.

A little over a year ago, Mr. Speaker, in Cleveland, Ohio, Tamir Rice, a 12-year-old boy, was killed by the Cleveland Police Department on November 22, 2014.

In the State of my birth, in DeKalb County, Georgia, Anthony Hill, a 27-year-old unarmed Air Force veteran, was killed by the DeKalb County Police Department on March 6, 2015, less than a year ago.

Less than a year ago, Nicholas Thomas, a 23-year-old unarmed Black man, again in my birth State of Georgia, in Smyrna, Georgia, was killed by the Smyrna Police Department on March 24, 2015, less than a year ago.

Less than a year ago, Mr. Speaker, Freddie Gray, a 25-year-old Black man, while in custody of the Baltimore Police Department in Baltimore, Maryland, was killed on April 12, 2015, less than a year ago.

We all remember Sandra Bland, a 28-year-old woman who was found hanging in a jail cell in Waller County, Texas, on July 13, 2015, less than a year ago.

The list goes on, Mr. Speaker. November 16, 2015, Jamar Clark, a 24-year-old unarmed Black man, was killed by a member of the Minneapolis Police Department, less than a month ago.

Mr. Speaker, there are many, many others. In my city, a few years back, about 3 years ago, Rekia Boyd was killed by a police officer who was out of uniform, firing over his shoulder and striking Rekia Boyd in her head, killing her.

The now-terminated ex-police superintendent of the Chicago Police Department, Garry McCarthy, at the time of Rekia Boyd's murder had the unmitigated gall to stand before the citizens of Chicago and say that this unarmed, young Black woman who was killed was the target, that the police officer aimed at the person who he killed.

□ 1415

This statement has been repudiated so many, many times. He fired over his shoulder into a crowd of people.

There is a conspiracy in our police departments, a cancer in our police departments, all across our very Nation. State by State, urban area by urban

area, large cities and small cities, young Black men and young Black women are targets, fair game, for some who are wearing a badge and a gun and hiding behind a uniform and a vow that they don't believe in and that doesn't govern their lives and their official and unofficial duty.

They don't believe in serving and protecting. They believe in: How can we commit murder and get away with it? How can we murder those who don't look like us, murder those who we stereotypically view as criminals and thugs? We have a right because we wear a badge. We have a gun and we have a uniform to hide behind. We have an unmitigated right to shoot them down at will.

There are laws in this Nation that protect even wild animals from being killed.

In Chicago, Illinois, my city, there are only about 30 officers who have in excess of 10 citizen complaints against them. This police officer who was just indicted for the first time in the history of our city—only one police officer indicted for the murder of an unarmed Black man in Chicago—had 18 citizen complaints against him—18—mostly for excessive use of force.

Why was he even on the street? Why was he wearing a uniform? Why were our tax dollars being used to pay for his livelihood when he had no appreciation for the lives and the rights of American citizens 18 times?

He shot Laquan McDonald while Laquan was walking away from him. That is what the video showed. Laquan McDonald wasn't even within 20 feet of this police officer, now ex-police officer.

But he shot him 16 times, 15 times when Laquan McDonald was on the ground. He couldn't have threatened him at all. He fired 16 rounds, 15 of them while Laquan McDonald was on the ground. He fired 16 rounds in 15 seconds.

Forty-six years later we have these kinds of police atrocities occurring throughout the Nation. It is up to this body, Mr. Speaker, this Congress, to finally stand up and protect all of the people of this great Nation from these rogue cops who are roaming to and fro in our communities mercilessly, wantonly murdering our citizens, mostly Black and Latino young men and young women.

Mr. Speaker, I will be introducing in a matter of days a resolution to establish a permanent select committee on the excessive use of force by America's police departments, a permanent and select committee on excessive use of force by America's—yours and mine, the Members of this body—police departments.

Mr. Speaker, if we can have a select committee on Planned Parenthood and women's health, we can have a select committee on excessive use of force by America's police departments.

This select committee will be authorized and directed to conduct a full and

complete investigation and study and to issue a report and recommendations of its findings to the House of Representatives regarding each of the following:

Number one, a uniform definition of excessive use of force;

Number two, create national guidelines on excessive use of force;

Number three, collect accurate and reliable data on police shootings and use of excessive force, both lethal and nonlethal;

Number four, implement and create a national database to make available public data of citizen complaints filed against police officers and departments;

Number five, include demographic data on police officers involved in shootings in the Uniform Crime Reporting Program;

Number six, require mandatory FBI reporting of police departments on the number of justifiable homicides committed by those departments;

Number seven, create effective training methods and mental counseling of police officers to increase their understanding of the word "threat" and weed out any indication of racial animus and hostility;

Number eight, create adequate training for police officers dealing with mentally ill persons.

Yes, we have mentally ill patients and police do not know how to deal with them. Under this resolution, this select committee will require training for our Nation's police to deal with mentally ill patients.

Number nine, require transparency of internal police discipline and police accountability;

Number ten, report to this Congress on the rising cost of lawsuits and settlements that are indicative of problematic policing and civil rights violations and civil rights abuses.

This is the resolution that I will be introducing over the next few days, Mr. Speaker.

Mr. Speaker, I just want to conclude by repeating something that I said last year, and I intend to repeat this throughout the remaining days of my life.

□ 1430

The murders, the political assassinations, the cold-blooded murders of Fred Hampton and Mark Clark on December 4, 1969, will not be in vain.

The murders of American citizens, particularly young, unarmed African American boys and girls, Hispanic American boys and girls, other minorities, unarmed mentally ill Americans, unarmed White Americans, these murders by America's police agencies must come to a screeching halt. Justice demands it. This Congress ought to promote it.

This Congress, this esteemed body, ought to protect all of our citizens. We have to show and demonstrate, beyond a shadow of a doubt, that just because you have a badge, you wear a badge,

just because you are dressed in a uniform, just because you have a gun, with a license to arrest and detain, just because you have those assets, those powers, you do not have a right, the authority, the power to commit cold-blooded murder. And don't believe, not for 1 millisecond, that you will continue to get away with it.

Mr. Speaker, I yield back the balance of my time.

JUST ANOTHER DAY IN AMERICA

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentleman from Connecticut (Mr. LARSON) is recognized for the remainder of the hour as the designee of the minority leader.

Mr. LARSON of Connecticut. Mr. Speaker, may I inquire how much time I have.

The SPEAKER pro tempore. The gentleman has 25 minutes remaining.

Mr. LARSON of Connecticut. Mr. Speaker, today, like so many Americans, we are in utter disbelief that our country is once again left reeling after yet another horrific massacre of innocent Americans. There is grave concern that this has become the norm.

In fact, this is how the BBC characterized the shootings in California yesterday:

Just another day in the United States of America—another day of gunfire, panic, and fear. This time in California.

But it could have been, as it was last week, in Colorado, or in Arizona, or Oregon, or South Carolina, or Nevada, or Wisconsin, or D.C., or in Georgia, where it also transpired.

In the capital city of Connecticut, in Hartford alone, there have been 28 deaths this year as a result of gun violence.

In 11 days, we will be passing and observing the third anniversary of the mass murder of schoolchildren and their teachers at Sandy Hook Elementary School in Newtown, Connecticut.

In the 3 years since that tragic day in 2012, when many thought, "Well now, finally now, this innocence, this slaughter of innocent children, surely there will be change. Surely the United States Congress will take a vote. Surely Congress will respond. They will take a vote. They will take action," but as we did then, we will do next week. We will stand in silence, a respectful and heartfelt silence, for victims of what happened in California and Georgia just yesterday. It is something this Congress repeats in such a way that the BBC characterizes it as just another day in America.

In the 3 years since that tragic day in December, in fact, there have been an additional—additional—1,000 mass shootings in the United States of America. One thousand mass shootings in the United States of America—that averages almost a mass shooting per day—and yet not a single vote, not a vote. Irrespective of where you stand on the issue, in the great Chamber

where the country looks to for leadership, not a single vote.

Mr. Speaker, I want to put up this chart that I think graphically displays what has been going on in this country to illustrate a point—a sad point, no matter how you view this chart.

Between 2001 and 2013, guns killed more people in the United States of America than AIDS, illegal drug overdoses, wars, and terrorism combined. Gun violence has taken more individuals than all these other tragedies and calamities combined.

Far more Americans have faced and, as the families of victims, they hear the remorse, they hear the platitudes, they observe the moments of silence and the laying of wreaths, but there is no action that comes from the United States Congress. These statistics should stagger anyone who reads them and compel Congress to take action, any action, to address this epidemic of gun violence.

Now, I say “any action.” Whether you believe, as I do, that we should have commonsense, universal background checks so that we keep guns out of the hands of criminals, the mentally ill, and terrorists on a watch list, this is common sense. This is what I believe the Nation should be doing, and I believe, frankly, so do a majority of people in this Chamber and throughout this country, but we have yet to take a vote. We have yet, though there are bills on the floor, though they are bipartisan. At least the Senate, in a bill sponsored by Senator JOE MANCHIN, Senator PAT TOOMEY, put forward a reasonable proposition.

Whether you believe that it is a panacea or not or that it will somehow help, or maybe not, aren't the citizens of this country, aren't the families of the victims entitled to a vote? What do we owe our constituents if not a vote?

If the United States Congress continues to remain silent, as it has, I submit, we are complicit in these deaths every time we remain silent and every time we take no action.

It doesn't take a lot of courage, frankly, to vote. We are protected in this building by police. We are surrounded by armed guards. There is nothing that threatens any Member of Congress from doing his constitutional responsibility to vote.

What takes courage is what Officer Garrett Swasey did just last week, giving his life in the line of duty, defending and protecting people under siege.

□ 1445

Mr. Speaker, do you want to talk about terrorist threats? There is real terrorism happening in America every day: more than 1,000 mass shootings since Sandy Hook, deaths on our streets due to gun violence.

We could rush in a matter of days to this floor when an outrage occurred in Paris, rush to this floor in days with legislation to deal with refugees, and yet, in our own country, in our own cities across this Nation and throughout

our States, can we not have a vote in Congress?

I recognize and respect the fact that people will disagree and perhaps think that background checks are not necessary or won't solve the problem. Maybe that is true. I don't believe so. But aren't we entitled to a vote? Aren't those victims of those families entitled to a vote? Do their voices mean anything?

If the vote fails, the body will have spoken, and if the vote succeeds, this body will have spoken also and will have an opportunity to see its results and observe it.

Mr. Speaker, that is how this great body works. To be denied the opportunity to vote only, in my mind, makes us further complicit to the tragedies that are happening all across this country.

Another day in America, another day of gunfire, panic, and fear. How about a day where Congress actually votes, where Members actually stand up and are accountable for what they say they believe in so no matter how you feel on this issue—and I truly respect people who disagree with me.

But I would like to have the opportunity to vote the conscience of my constituency and the beliefs that I deeply hold. It would seem to me that, in this day and age, in this body, we ought to be able to do that.

I recognize that there are probably not many people listening to my remarks right now, and I realize that Americans are incredibly frustrated with the United States Congress in general because of its inaction on so many levels.

But I urge anyone who is listening across America, whether you are opposed to universal background checks or you are in favor of them, to call their Representatives and demand of them before they go home to enjoy the Christmas holidays, before we adjourn, that we take a vote on this issue. Demand that we show you where we stand on commonsense background checks.

If you really believe in your position, what is there to hide from? We need to take a vote. Americans need to know where we stand. This isn't a profile in courage; this is our responsibility.

This issue has been looked at, it has been studied, and it has supporters on both sides. There is a discharge petition on the floor, but, frankly, this bill ought to be brought to the floor and voted on.

It should be voted on in the Senate Chamber. It is my understanding that HARRY REID will include it as an amendment. The Senate then will have voted twice, and the House remains silent. We need to vote.

In this body, in this great Chamber, I would much rather be known by the votes I have taken than the speeches I have made, the press releases that have gone out, and the 30-second sound bites that will follow. I would like to be known, as I believe all Members of this body would, for the votes I have taken

standing up on behalf of my constituents.

Above the podium of the Speaker, there is a famous quote from Daniel Webster, and I paraphrase that quote. Webster asked aloud of all Members of this body whether, in our day and generation, we will perform something for which we will be remembered. I ask this body for a vote for which we will be remembered.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Members are reminded to address their remarks to the Chair and not to a perceived viewing audience.

SELF-DEFENSE ISSUES OF THE DAY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the Chair recognizes the gentleman from Texas (Mr. GOHMERT) for 30 minutes.

Mr. GOHMERT. Mr. Speaker, it was 2 years ago this week that a precious life was cut short tragically. Kari Renee Hunt, a resident of Marshall, Texas, was murdered by her estranged husband in a hotel.

They were in the hotel room. While the estranged husband was assaulting Kari, her 9-year-old daughter, while witnessing the murder, did what most parents teach their kids to do in an emergency. She dialed 911—and got nothing.

Because what this precious 9-year-old—and the family hasn't used her name publicly, so I will not either—what the precious girl didn't know is what a lot of folks dialing 911 in that situation wouldn't know, that you have to dial 9 before you can dial 911. In order to dial the 911, you need to dial the 9 prefix in order to get an outside line.

Mr. Speaker, she didn't know that. She was desperately trying to get help to save her mother before the assault turned into murder. She never got help, not in time.

Kari's father, Hank Hunt, has worked tirelessly to try to get something done. The State legislature in Texas has enacted a law, but from the Federal Government end, we can make it universal across the country.

I do thank my friend Kevin Eltife for his work in the State legislature.

Mr. Speaker, our bill is a little different. I was surprised to find out that, actually, most of the time, there is no cost whatsoever to requiring that a phone be furnished to a business or a home or anywhere where there might be a need to punch 9 to get an outside line—there is no cost to having a default that you can dial 911 without the prefix, and it will go straight to the emergency help.

Once I learned that, it became clear there was no reason not to have a law that just tells providers, provide the phone so that the default when you dial 911 is to get emergency help, that

you don't need a prefix to get an outside line.

So, today, after a lot of help—again, I am thankful to Hank Hunt for his tireless work—a number of groups have made this easier to come together on language that was acceptable to most. There were a couple of objections, but this is the final language.

So I want to thank Mark Fletcher with AH&LA, the American Hotel & Lodging Association; FCC Commissioner Pai; and the 911 Association.

Mr. Speaker, the bill we filed today is H.R. 4167, and, as it says in the bill, the purpose is to amend the Communications Act of 1934 to require multiline telephone systems to have a default configuration that permits users to directly initiate a call to 911 without dialing an additional digit, code, prefix, or postfix. That is the purpose.

It is a short bill of three pages. If it had been the law 2 years ago, help would likely have gotten there before Kari's murder was final. So, while this legislation will not reverse the heart-breaking loss of Kari, Kari's law should prevent it from happening again. And when it doesn't cost anything, why not?

Mr. Speaker, I thank all of those who have helped, and, actually, I want to thank the news media in east Texas for being so helpful in bringing attention to this issue and helping us get to the point where we are.

Now we have to get through committee and get it to the floor. We have Senators, one in particular, looking at it to bring to the Senate floor so we can get this done and make it law.

There has been no veto threat on this bill, so I would doubt the President would refuse to sign it if we would just pass it.

Since the shootings in San Bernardino, I guess it shouldn't have been surprising that so many people would immediately call out for gun control even before they knew how Farouk—the defendants, the shooters, the evil shooters, acquired their guns.

It is interesting that I believe there were 13 bombs already made, a number of bombs already made. So if guns were completely outlawed in the United States, it wouldn't change the evil in the hearts of radical Islamists who are bent on terrorizing and killing people.

Mr. Speaker, it gets tiresome hearing people feel like they always have to say, "All Muslims we know don't feel this way," yet they have no conviction and no compulsion, when they condemn Christians as being guilty of crusades, of saying, "But we know all Christians don't feel this way."

I would submit, Mr. Speaker, that the fact is I don't know whether that shooter in Colorado Springs was self-described as a Christian or not. He obviously was confused about his gender.

□ 1500

Maybe the next thing we will hear is that—since he apparently checked off—or it is reported that he had filed a reg-

istration where he indicated he was an unaffiliated female, perhaps the next we will be told is that maybe, if he had been allowed to go into the little girl's restroom in elementary school, he wouldn't have later snapped and did those merciless killings.

It has also been interesting—and, as a former prosecutor, a judge, also—I don't know if there is anybody else in this body of 435 representatives or anybody in the Senate—I don't know—who has ever been court-appointed to appeal a death penalty conviction as I was.

Even though I begged the judge not to appoint me, he did. And I do believe in our adversarial system to the point like John Adams said after the Boston Massacre, for our system to work, it requires adversaries on both sides doing the best they can legally and ethically.

When I got into it, it appeared clear he had not gotten a fair trial. I later convinced the highest court in Texas to reverse his capital murder conviction, which it did. I don't know how many others in this body or the Senate have appealed and reversed a capital murder conviction. People always think I am such a heartless guy, but I do believe in the rule of law and I do believe it should be followed.

I don't believe it helps the lawlessness that is breaking out across our land to have an administration that picks and chooses the laws that it likes to enforce and have an IRS that abuses their positions in the law, that has Homeland Security that deletes thousands of documents that would help us identify terrorists and then go after the guy that preserved them on his own classified IronKey.

He is a real hero, but he has now been forced out of Homeland Security. He resigned. But after they empanelled a grand jury to investigate him, became terrorists in the way that the government treated them, not with guns, but with the power of this administration.

I mean, with somebody as law-abiding as some of our whistleblowers have been only to find that this administration will come after you if you try to stand up for truth and integrity, can we not expect lawlessness to break out? John Adams wrote: This government was intended for the governing of a moral and religious people. It is not fit to govern any others.

I know the President and others keep saying there is nowhere in the world that has the frequency of shootings like this or mass murders like we do in the United States. But, as I have mentioned before, there was an article by Kyle Becker 4 months ago. He has a chart and says, if you don't compare apples and oranges, if you actually compare the number of rampage shooting fatalities to the number of people in the country, then Norway is first, 15.3 per million; 1.85 per million in Finland; 1.47 per million in Slovakia; 1.38 in Israel; .75 in Switzerland; and .72 per million in the United States.

The trouble is the loss of even one life is unnecessary, and appropriate steps should be taken to prevent them.

My friend John Lott has an article out today in National Review. He says—this is John Lott:

"On Sunday, Hillary Clinton slammed Republicans for not being serious about protecting Americans from terrorism. 'How many more Americans need to die before we take action?' Clinton asked in response to Friday's shooting at a Planned Parenthood clinic in Colorado Springs. She believes that stopping such attacks involves 'common-sense steps like comprehensive background checks, closing the loopholes that let guns fall into the wrong hands.' Within minutes of the attack in San Bernardino, California, yesterday, Clinton pushed again for more regulations.

"Clinton also wants to crack down on terrorism by prohibiting people on the no-fly list from buying guns. 'If you are too dangerous to fly in America, you are too dangerous to buy a gun in America.'"

And I will insert parenthetically that I have got one of the most patriotic friends I know who is a highly decorated general in the United States Army who lived just outside Marshall, Texas.

We have had a number of times tried to help the general, this patriotic freedom-loving American, who has put his life on the line repeatedly. We have had to repeatedly work to get his name off the no-fly list because, apparently, there is someone with a similar name. And whoever that person is, this patriot's name is on the list.

Well, John Lott goes on:

"Are Republicans really putting Americans in danger by opposing new gun-control laws?"

"After every mass shooting, Clinton and President Obama have called for 'comprehensive' or 'universal' background checks, which would apply not only to the purchase of guns from a dealer, but also to private transfers of guns. However, it wouldn't have stopped any of the mass shootings during Obama's tenure. Last weekend, Clinton, Obama, and other Democrats issued their calls for new legislation before anyone even knew how the Colorado shooter had obtained his rifle.

"Colorado already had expanded background checks two years ago. So had Oregon before the Umpqua Community College shooting in October. France also has a background-check system. So too does California, which experienced yesterday's attack. Yet, while the existing laws didn't stop shootings of the very kind Clinton claims that they will stop, she uses these failures to justify imposing similar laws on the rest of the country.

"The American background-check system is supposed to prevent the purchase of a gun by anyone who has been convicted of a felony or certain misdemeanors. The Feinstein amendment would also ban the sale of guns to anyone who is on the terrorist watch list.

Now, being on the watch list sure sounds bad, but it doesn't mean that a person has been convicted of anything. In fact, it is pretty easy to get on the watch list; you can be on it simply because the FBI wants to interview you about someone you might know. According to the TechDirt website, about 40 percent of the people on the watch list are considered to be under 'reasonable suspicion' even though they have absolutely 'no affiliation with known terrorist groups.'

"The number of people on the list has grown dramatically during the Obama administration; by 2013, there were about 700,000 people on the list. As of 2014, about 50,000 people were on the no-fly list. This is a ten-fold increase since Obama became president.

"Between February 2004 and December 2014, over 2,000 people on the watch list bought one or more guns. The government has not identified a single one of these people as using a gun in a crime.

"Should the government be able to deny you the right to protect yourself simply because it wants to ask you about someone you might know? And that isn't the only problem posed by the proposed expanded background checks. In New York, today's background checks add about \$80 to the cost of transferring a gun. In Washington State, they add about \$60. In Washington, D.C., they add \$200. In effect, these laws put a tax on guns and can prevent less affluent Americans from purchasing them. This disproportionately affects poor minorities who live in high-crime urban areas.

"While some people on 'no-fly' lists are there because they are suspected of terrorist activity, you can also get added because you are a suspect in a criminal case, made controversial statements or tweets unrelated to terrorism, are the victim of a clerical error, or refused to become a government informant."

And I might add, last November, as I was leaving London, I had a security person tell me they realized I was a U.S. Congressman and, "We are very sorry," but that our Homeland Security Department here in the United States said I was to be thoroughly personally searched along with my bags.

I don't know. Maybe they didn't like my questioning of the Secretary of Homeland Security and were threatened by my questions trying to get truth out of them.

"Between February 2004 and December 2014, over 2,000 people on the watch list bought one or more guns." It is pretty amazing there. But not one of them—not a single one of those people have been accused of using a gun in a crime.

So even if these people wanted this law to be changed, it would not have changed the outcome in Oregon, Colorado, or California. It seems as if my well-meaning friends proposing tougher and tougher laws to take away our Second Amendment rights mean well,

but they are proposing things without even knowing whether they would save a single life. Certainly they will take away rights of law-abiding Americans, but they certainly would not have changed the outcome in Colorado or California.

"The error rate for identifying potential terror threats is probably similar to the error rate for background checks on gun purchases. Over 94 percent of 'initial denials' for gun purchases are dropped after just a preliminary review. These cases were dropped either because the wrong person had been stopped or because the covered offenses were decades old and the government decided not to prosecute. The total error rate comes to about 99 percent.

"Putting people on a list and prohibiting them from legally purchasing guns doesn't really stop them from getting weapons. The fact that people are prohibited from buying certain drugs doesn't mean people can't get them. It's the same with guns. And, incidentally, drug gangs supply both illegal drugs and illegal guns.

"Indeed, since Clinton wants to make a comparison to last week's Paris attacks, we should point out that France's strict weapon bans didn't stop the terrorists from getting the AK-47s and explosive belts they used in the attacks.

Strangely, the Oregon, Colorado, California, and Paris shootings are being used to push for additional gun-control laws of the sort that failed to prevent those attacks."

That is John R. Lott, Jr., today writing.

When I proposed and filed Kari's Law today, I had to be sure that it would make a difference and that the added burden would not cause any extra effort, cost money, hardly ever, just something that needed to be done.

Kari's Law would be a great law for our country, whereas, the laws being hailed as something we must pass wouldn't have saved a single one of the lives that we will pause in silence and for whom most of us will pray.

□ 1515

Mr. Speaker, I know that Christians are being reviled. Certainly, in the Middle East, they are being beheaded. Here, in the United States, after leaders talked about praying for the victims' families, there have been belittling comments made.

But I look at the quote that Thomas Jefferson provided. It is inscribed in his memorial:

"God who gave us life gave us liberty. And can the liberties of a nation be thought secure when we have removed their only firm basis, a conviction in the minds of the people that these liberties are of the gift of God? that they are not to be violated but with His wrath? Indeed, I tremble for my country when I reflect that God is just; that His justice cannot sleep forever."

Jefferson, on March 4, 1805, in his second inaugural, said:

". . . I shall, need to the favor of that Being in whose hands we are, who led our forefathers, as Israel of old, from their native land and planted them in a country flowing with all the necessities and comforts of life."

James Madison made many declarations and statements.

On July 23, 1813, in the National Day of Public Humiliation and Prayer Proclamation, James Madison, who is given credit for being the most prolific author in the Constitution, said:

"If the public homage of a people can ever be worthy of the favorable regard of the Holy and Omniscient Being to whom it is addressed, it must be that in which those who join in it are guided only by their free choice, by the impulse of their hearts, and the dictates of their consciences; and such a spectacle must be interesting to all Christian nations as proving that religion, that gift of Heaven for the good of man, freed from all coercive edicts, from that unhallowed connection with the powers of this world which corrupts religion . . . and making no appeal but to reason, to the heart, and to the conscience, can spread its benign influence everywhere and can attract to the divine altar those freewill offerings of humble supplication, thanksgiving, and praise, which alone can be acceptable to Him . . ."

We have observed a time now in our country's history where we have gone from, not nine Supreme Court Justices—most of the time, it is just five—who have said, even though the Founders have been requiring every day to start with prayer since the beginning of the new Constitution, we don't think you should have prayer in public places.

That was a shocker. It would have been a shocker to the Founders since they started with prayer in the very beginning and have continued through to this day.

The Supreme Court goes on to say that they don't think you should talk about Jesus. You can talk about Mohammed, and you can talk all about Islam, but you can't talk about Jesus Christ. We have even had Federal judges say you can't mention the name "God" in your graduation ceremony. Our judicial system has a small group of judges who has run amuck, who has lost its way, and it has taken the country with them.

Abraham Lincoln said:

"It is the duty of nations as well as of men, to own their dependence upon the overruling power of God, to confess their sins and transgressions, in humble sorrow, yet with assured hope that genuine repentance will lead to mercy and pardon; and to recognize the sublime truth, announced in the Holy Scriptures and proven by all history, that those nations only are blessed whose God is the Lord."

It is remarkable that this is 2 years and 40-something days before his assassination.

Abraham Lincoln, with people dying all over the country, put this in print

in his National Day of Humiliation, Fasting and Prayer Proclamation.

Abraham Lincoln said:

“We have forgotten God. We have forgotten the gracious hand which preserved us in peace and multiplied and enriched and strengthened us; and we have vainly imagined, in the deceitfulness of our hearts, that all these blessings were produced by some superior wisdom and virtue of our own. Intoxicated with unbroken success, we have become too self-sufficient to feel the necessity of redeeming and preserving grace, too proud to pray to the God that made us.

“It behooves us then to humble ourselves before the offended Power, to confess our national sins, and to pray for clemency and forgiveness.”

I will just share one more, Mr. Speaker.

William Howard Taft is the only man in U.S. history to have been President and Chief Justice—or any Justice—on the Supreme Court.

In 1908, William Howard Taft said:

“No man can study the movement of modern civilization from an impartial standpoint and not realize that Christianity and the spread of Christianity are the only basis for the hope of modern civilization and the growth of popular self-government. The spirit of Christianity is pure democracy. It is the equality of man before God, the equality of man before the law, which is, as I understand it, the most godlike manifestation that man has been able to make.”

Mr. Speaker, I yield back the balance of my time.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. PAYNE (at the request of Ms. PELOSI) for today on account of a medical appointment.

ADJOURNMENT

Mr. GOHMERT. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 3 o'clock and 22 minutes p.m.), under its previous order, the House adjourned until Monday, December 7, 2015, at noon for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

3630. A letter from the Under Secretary, Comptroller, Department of Defense, transmitting a letter reporting a violation of the Antideficiency Act, Navy case number 14-01, pursuant to 31 U.S.C. 1351; Public Law 97-258, Sec. 1351; (96 Stat. 926); to the Committee on Appropriations.

3631. A letter from the Assistant Director for Legislative Affairs, Consumer Financial Protection Bureau, transmitting the Bu-

reau's report on the impact of the Credit Card Accountability Responsibility and Disclosure Act of 2009 on the consumer credit card market, pursuant to 15 U.S.C. 1616(d); Public Law 111-24, Sec. 502(d); (123 Stat. 1756); to the Committee on Financial Services.

3632. A letter from the Associate General Counsel for Legislation and Regulations, Department of Housing and Urban Development, transmitting the Department's interim final rule — Changes to Accounting Requirements for the Community Development Block Grants (CDBG) Program [Docket No.: FR 5797-I-01] (RIN: 2506-AC39) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

3633. A letter from the Chair, Securities and Exchange Commission, transmitting the Commission's 2014 Annual Report of the Securities Investor Protection Corporation, pursuant to 15 U.S.C. 78ggg(c)(2); Public Law 91-598, Sec. 7(c)(2); (84 Stat. 1652); to the Committee on Financial Services.

3634. A letter from the Program Analyst, NHTSA, Department of Transportation, transmitting the Department's final rule — List of Nonconforming Vehicles Decided to be Eligible for Importation [Docket No.: NHTSA-2015-0087] received December 2, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

3635. A letter from the Secretary, Federal Trade Commission, transmitting the Commission's eleventh annual report on Ethanol Market Concentration, pursuant to 42 U.S.C. 7545(o)(10)(B); Public Law 90-148, Sec. 1501(B) (as added by Public Law 109-58, Sec. 1501(a)); (119 Stat. 1074); to the Committee on Energy and Commerce.

3636. A letter from the Director, Office of Congressional Affairs, Nuclear Regulatory Commission, transmitting the Commission's final rule — Cyber Security Event Notifications, Regulatory Guide 5.83, received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

3637. A letter from the Chairman, Consumer Product Safety Commission, transmitting the Commission's Fiscal Year 2015 Agency Financial Report, pursuant to 31 U.S.C. 3515(a); Public Law 101-576, Sec. 303(a); (104 Stat. 2849); to the Committee on Oversight and Government Reform.

3638. A letter from the Chief Executive Officer, Corporation for National and Community Service, transmitting the Corporation's semiannual report to Congress for the period from April 1, 2015, through September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452, Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3639. A letter from the Secretary, Department of Agriculture, transmitting the Department's semiannual report to Congress covering the 6-month period that ended September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452, Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3640. A letter from the Assistant Director, Senior Executive Management Office, Department of Defense, transmitting a notification of a federal vacancy, pursuant to 5 U.S.C. 3349(a); Public Law 105-277, 151(b); (112 Stat. 2681-614); to the Committee on Oversight and Government Reform.

3641. A letter from the Secretary, Department of Health and Human Services, transmitting the Department's Semiannual Report to Congress for the period ending September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452,

Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3642. A letter from the Chairman, Federal Labor Relations Authority, transmitting the Authority's FY 2015 Performance and Accountability Report, pursuant to 31 U.S.C. 3515(a); Public Law 101-576, Sec. 303(a); (104 Stat. 2849); to the Committee on Oversight and Government Reform.

3643. A letter from the Chairman and Members, Federal Labor Relations Authority, transmitting the Authority's semiannual report for the period April 1, 2015, through September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452, Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3644. A letter from the Chairman, Federal Maritime Commission, transmitting the Commission's Performance and Accountability Report for fiscal year 2015, pursuant to 31 U.S.C. 3515(a); Public Law 101-576, Sec. 303(a); (104 Stat. 2849); to the Committee on Oversight and Government Reform.

3645. A letter from the Chairwoman, Federal Trade Commission, transmitting the Commission's Fiscal Year 2015 Agency Financial Report, pursuant to 31 U.S.C. 3515(a); Public Law 101-576, Sec. 303(a); (104 Stat. 2849); to the Committee on Oversight and Government Reform.

3646. A letter from the Administrator, General Services Administration, transmitting the Administration's Semiannual Management Report to Congress for the period of April 1, 2015, through September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452, Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3647. A letter from the Labor Member and Management Member, Railroad Retirement Board, transmitting the Board's semiannual report for the period April 1, 2015, through September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452, Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3648. A letter from the Chairwoman, U.S. Election Assistance Commission, transmitting the Commission's semiannual report for the period from April 1, 2015, through September 30, 2015, pursuant to 5 U.S.C. app. (Insp. Gen. Act) Sec. 5(b); Public Law 95-452, Sec. 5(b); (92 Stat. 1103); to the Committee on Oversight and Government Reform.

3649. A letter from the Chief, Border Security Regulations Branch, U.S. Customs and Border Protection, Department of Homeland Security, transmitting the Department's final rule — Technical Amendment to List of Field Offices: Expansion of San Ysidro, California Port of Entry to include the Cross Border Xpress User Fee facility [CBP Dec.: 15-17] received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3650. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pacific Aerospace Limited Airplanes [Docket No.: FAA-2015-3620; Directorate Identifier 2015-CE-029-AD; Amendment 39-18319; AD 2015-23-03] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3651. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Agusta S.p.A. Helicopters [Docket No.: FAA-2015-3969; Directorate Identifier 2014-SW-010-AD; Amendment 39-18318; AD 2015-23-

02] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3652. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Airplanes [Docket No.: FAA-2015-1425; Directorate Identifier 2014-NM-185-AD; Amendment 39-18312; AD 2015-22-07] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3653. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2015-0244; Directorate Identifier 2014-NM-127-AD; Amendment 39-18313; AD 2015-22-08] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3654. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2015-4211; Directorate Identifier 2015-NM-150-AD; Amendment 39-18311; AD 2015-22-06] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3655. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc Turbofan Engines [Docket No.: FAA-2015-0593; Directorate Identifier 2015-NE-08-AD; Amendment 39-18254; AD 2015-17-21] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3656. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2014-0649; Directorate Identifier 2014-NM-132-AD; Amendment 39-18314; AD 2015-22-09] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3657. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2014-0454; Directorate Identifier 2013-NM-138-AD; Amendment 39-18298; AD 2015-21-06] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3658. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2015-2461; Directorate Identifier 2013-NM-202-AD; Amendment 39-18310; AD 2015-22-05] (RIN: 2120-AA64) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the

Committee on Transportation and Infrastructure.

3659. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Van Nuys, CA [Docket No.: FAA-2015-1138; Airspace Docket No.: 15-AWP-3] received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3660. A letter from the Ombudsman, FMCSA, Department of Transportation, transmitting the Department's final rule — Prohibiting Coercion of Commercial Motor Vehicle Drivers [Docket No. FMCSA-2012-0377] (RIN: 2126-AB57) received December 2, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

3661. A letter from the Assistant Administrator, Office of Procurement, National Aeronautics and Space Administration, transmitting the Administration's final rule — NASA FAR Supplement: Safety and Health Measures and Mishap Reporting (RIN: 2700-AE16) received November 30, 2015, pursuant to 5 U.S.C. 801(a)(1)(A); Added by Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Science, Space, and Technology.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mrs. MILLER of Michigan: Committee on House Administration. H.R. 195. A bill to terminate the Election Assistance Commission (Rept. 114-361). Referred to the Committee of the Whole House on the state of the Union.

Mrs. MILLER of Michigan: Committee on House Administration. H.R. 412. A bill to reduce Federal spending and the deficit by terminating taxpayer financing of presidential election campaigns (Rept. 114-362, Pt. 1). Ordered to be printed.

Mr. McCAUL: Committee on Homeland Security. H.R. 3869. A bill to amend the Homeland Security Act of 2002 to require State and local coordination on cybersecurity with the national cybersecurity and communications integration center, and for other purposes (Rept. 114-363). Referred to the Committee of the Whole House on the state of the Union.

Mr. MILLER of Florida: Committee on Veterans' Affairs. H.R. 3106. A bill to authorize Department major medical facility construction projects for fiscal year 2015, to amend title 38, United States Code, to make certain improvements in the administration of Department medical facility construction projects, and for other purposes; with an amendment (Rept. 114-364). Referred to the Committee of the Whole House on the state of the Union.

Mr. MILLER of Florida: Committee on Veterans' Affairs. H.R. 2915. A bill to amend title 38, United States Code, to direct the Secretary of Veterans Affairs to identify mental health care and suicide prevention programs and metrics that are effective in treating women veterans as part of the evaluation of such programs by the Secretary; with an amendment (Rept. 114-365). Referred to the Committee of the Whole House on the state of the Union.

Mr. BISHOP of Utah: Committee on Natural Resources. H.R. 1107. A bill to require the Secretary of the Interior to submit to

Congress a report on the efforts of the Bureau of Reclamation to manage its infrastructure assets; with an amendment (Rept. 114-366). Referred to the Committee of the Whole House on the state of the Union.

Mr. CHAFFETZ: Committee on Oversight and Government Reform. S. 1580. An act to allow additional appointing authorities to select individuals from competitive service certificates (Rept. 114-367). Referred to the Committee of the Whole House on the state of the Union.

Mr. CHAFFETZ: Committee on Oversight and Government Reform. S. 1629. An act to revise certain authorities of the District of Columbia courts, the Court Services and Offender Supervision Agency for the District of Columbia, and the Public Defender Service for the District of Columbia, and for other purposes (Rept. 114-368). Referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. DOLD (for himself and Ms. LINDA T. SÁNCHEZ of California):

H.R. 4165. A bill to amend the Internal Revenue Code of 1986 to provide a tax incentive for the installation and maintenance of mechanical insulation property; to the Committee on Ways and Means.

By Mr. BARR (for himself and Mr. DAVID SCOTT of Georgia):

H.R. 4166. A bill to amend the Securities Exchange Act of 1934 to provide specific credit risk retention requirements to certain qualifying collateralized loan obligations; to the Committee on Financial Services.

By Mr. GOHMERT (for himself, Mr. FARENTHOLD, Mr. DUNCAN of Tennessee, Mr. THOMPSON of California, and Mr. CULBERSON):

H.R. 4167. A bill to amend the Communications Act of 1934 to require multi-line telephone systems to have a default configuration that permits users to directly initiate a call to 9-1-1 without dialing any additional digit, code, prefix, or post-fix, and for other purposes; to the Committee on Energy and Commerce.

By Mr. POLIQUIN (for himself and Mr. VARGAS):

H.R. 4168. A bill to amend the Small Business Investment Incentive Act of 1980 to require an annual review by the Securities and Exchange Commission of the annual government-business forum on capital formation that is held pursuant to such Act; to the Committee on Financial Services.

By Mr. ROTHFUS (for himself, Mr. MCKINLEY, Mr. BARR, Mrs. NOEM, Mr. MOONEY of West Virginia, Mr. ZINKE, Mr. CRAMER, Mr. STUTZMAN, Mr. PITTINGER, Mr. WEBER of Texas, and Mr. ROUZER):

H.R. 4169. A bill to amend the Clean Air Act to prohibit any regulation under such Act concerning the emissions of carbon dioxide from a fossil fuel-fired electric generating unit from taking effect until the Administrator of the Environmental Protection Agency makes certain certifications, and for other purposes; to the Committee on Energy and Commerce.

By Mr. CARTWRIGHT:

H.R. 4170. A bill to require the Secretary of Labor, in consultation with the Secretary of Health and Human Services, to draft disclosures describing the rights and liabilities of customers of domestic care services and require that such services provide such disclosures to customers in any contract for such

services; to the Committee on Education and the Workforce.

By Mr. CROWLEY:

H.R. 4171. A bill to amend title 49, United States Code, to prohibit the operation of certain aircraft not complying with stage 4 noise levels, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. ELLISON (for himself, Mr. FITZPATRICK, Mr. AL GREEN of Texas, Mr. RENACCI, Ms. MOORE, Mr. DUFFY, Mr. HIMES, Mr. MULVANEY, Mr. CARNEY, Mr. PITTINGER, Mr. HINOJOSA, Mr. JONES, Mr. GRIJALVA, Mr. SCHWEIKERT, Mr. RUSH, Mrs. LOVE, Mr. MCNERNEY, Mr. STIVERS, and Mr. BLUMENAUER):

H.R. 4172. A bill to amend the Fair Credit Reporting Act to clarify Federal law with respect to reporting certain positive consumer credit information to consumer reporting agencies, and for other purposes; to the Committee on Financial Services.

By Mr. BRENDAN F. BOYLE of Pennsylvania (for himself and Ms. MCCOLLUM):

H.R. 4173. A bill to provide that an alien who has traveled to Iraq or Syria during the 5-year period prior to the alien's application for admission is ineligible to be admitted to the United States under the visa waiver program, and for other purposes; to the Committee on the Judiciary.

By Mr. CÁRDENAS (for himself and Mr. ASHFORD):

H.R. 4174. A bill to establish a program that promotes reforms in workforce education and skill training for manufacturing in States and metropolitan areas, and for other purposes; to the Committee on Education and the Workforce, and in addition to the Committees on Science, Space, and Technology, and Appropriations, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CRAWFORD:

H.R. 4175. A bill to amend the Internal Revenue Code of 1986 to allow a deduction for conservation expenditures to reduce groundwater consumption; to the Committee on Ways and Means.

By Mr. DEUTCH:

H.R. 4176. A bill to amend title 18, United States Code, to limit the recovery of damages in a civil action related to the disclosure of certain personal information from State motor vehicle records, and for other purposes; to the Committee on the Judiciary.

By Mr. GOSAR (for himself, Mr. BRAT, Mr. BUCK, Mr. DUNCAN of South Carolina, Mr. DUNCAN of Tennessee, Mr. FRANKS of Arizona, Mr. GOHMERT, Mr. JONES, Mrs. KIRKPATRICK, Mr. LAMALFA, Mr. MESSER, Mr. PEARCE, Mr. POSEY, Mr. ROUZER, Mr. SALMON, Mr. SESSIONS, Mr. STUTZMAN, Mr. AMODEI, Mr. DESJARLAIS, Mr. WILSON of South Carolina, Mr. FITZPATRICK, Mr. RIGELL, and Mr. BABIN):

H.R. 4177. A bill to amend the Federal Election Campaign Act of 1971 to prohibit the acceptance by political committees of online contributions from certain unverified sources, and for other purposes; to the Committee on House Administration.

By Mr. LOWENTHAL (for himself, Ms. KUSTER, and Mr. CÁRDENAS):

H.R. 4178. A bill to amend the Internal Revenue Code of 1986 to extend the work opportunity tax credit and to allow small employers a credit against income tax for hiring individuals receiving unemployment compensation; to the Committee on Ways and Means.

By Mr. BEN RAY LUJÁN of New Mexico (for himself, Mr. PALLONE, Ms. ESHOO, Mr. YARMUTH, Mr. WELCH, Ms. MATSUI, Mr. MICHAEL F. DOYLE of Pennsylvania, and Ms. CLARKE of New York):

H.R. 4179. A bill to direct the Federal Communications Commission to promulgate regulations requiring material in the online public inspection file of a covered entity to be made available in a format that is machine-readable; to the Committee on Energy and Commerce.

By Mr. MEADOWS (for himself and Mr. CONNOLLY):

H.R. 4180. A bill to improve Federal agency financial and administrative controls and procedures to assess and mitigate fraud risks, and to improve Federal agencies' development and use of data analytics for the purpose of identifying, preventing, and responding to fraud, including improper payments; to the Committee on Oversight and Government Reform.

By Mrs. NOEM (for herself, Mr. PASCRELL, and Mr. BLUM):

H.R. 4181. A bill to amend the Internal Revenue Code of 1986 to modify the incentives for the production of biodiesel; to the Committee on Ways and Means.

By Mr. ROONEY of Florida (for himself and Ms. FRANKEL of Florida):

H.R. 4182. A bill to require the lender or servicer of a home mortgage, upon a request by the homeowner for a short sale, to make a prompt decision whether to allow the sale; to the Committee on Financial Services.

By Mr. ROONEY of Florida (for himself and Mr. RYAN of Ohio):

H.R. 4183. A bill to increase the penalties for fentanyl trafficking; to the Committee on the Judiciary, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HIMES (for himself, Ms. ESTY, Mr. RANGEL, Mr. SCHIFF, Ms. NORTON, Mr. GRAYSON, Mr. HONDA, Ms. SLAUGHTER, Mr. LOWENTHAL, Ms. SPEIER, Mr. CARTWRIGHT, and Mr. POCAN):

H. Res. 548. A resolution expressing support for designation of February 12, 2016, as "Darwin Day" and recognizing the importance of science in the betterment of humanity; to the Committee on Science, Space, and Technology.

By Ms. DELBENE (for herself, Mr. LOWENTHAL, Mr. LARSEN of Washington, Mr. POCAN, Mr. JEFFRIES, Mr. HASTINGS, Mr. ENGEL, Mr. TAKANO, Mr. KEATING, Mrs. WATSON COLEMAN, Mr. KILMER, Mr. TED LIEU of California, Mr. VAN HOLLEN, Ms. NORTON, Mr. POLIS, Mr. HINOJOSA, Mr. GRIJALVA, Ms. LEE, Ms. SPEIER, Ms. CASTOR of Florida, Mr. ASHFORD, Mr. GALLEGO, Ms. HAHN, Mr. LOEBSACK, Mr. CARSON of Indiana, Mr. RUSH, Mr. LEWIS, Mr. MOULTON, Ms. VELÁZQUEZ, Mrs. DAVIS of California, Mr. SCHIFF, Ms. MATSUI, Ms. CLARK of Massachusetts, Mr. HIGGINS, Ms. DEGETTE, Mr. SMITH of Washington, Mr. RANGEL, Mr. SWALWELL of California, Mr. CICILLINE, Mr. DELANEY, Ms. TITUS, Ms. SLAUGHTER, Mr. NORCROSS, Mr. PASCRELL, Mr. KENNEDY, Mr. LANGEVIN, Mr. HONDA, Ms. ESTY, Ms. MENG, Mr. BRADY of Pennsylvania, Mr. MURPHY of Florida, Mr. GARAMENDI, Ms. JUDY CHU of California, Mr. PALLONE, Ms. CLARKE of New York, Mr. YARMUTH, Mr. HECK of Washington, Ms. LOFGREN, Ms. MCCOLLUM, Ms. TSONGAS, Mr.

MCDERMOTT, Mrs. DINGELL, Mrs. CAPPAS, Mr. BLUMENAUER, Ms. BASS, Ms. BROWNLEY of California, Mr. GUTIÉRREZ, Ms. WILSON of Florida, Mr. SERRANO, Mr. NADLER, Mr. KILDEE, Mr. BRENDAN F. BOYLE of Pennsylvania, Mr. CÁRDENAS, Ms. SINEMA, Mr. SEAN PATRICK MALONEY of New York, Mrs. BUSTOS, Mr. MCNERNEY, Mr. THOMPSON of California, Mr. KIND, Mr. GRAYSON, Ms. MOORE, Ms. BONAMICI, Ms. PINGREE, Miss RICE of New York, Ms. SCHAKOWSKY, Mr. DESAULNIER, Ms. FRANKEL of Florida, Ms. KUSTER, Ms. WASSERMAN SCHULTZ, Mr. CROWLEY, Mr. MICHAEL F. DOYLE of Pennsylvania, Mr. CARTWRIGHT, Mr. BEYER, and Ms. DUCKWORTH):

H. Res. 549. A resolution expressing support for the designation of June 26 as "LGBT Equality Day"; to the Committee on the Judiciary.

By Mr. CONYERS (for himself, Mr. GOODLATTE, Mr. NADLER, Ms. JUDY CHU of California, Mr. COHEN, Mrs. LAWRENCE, Mr. RANGEL, Ms. JACKSON LEE, Mr. DEUTCH, Mr. PALLONE, Ms. DELBENE, Mr. UPTON, Mrs. BLACKBURN, Mr. JEFFRIES, Mrs. DINGELL, Mr. BENISHEK, Mr. RICHMOND, Mr. KILDEE, Mr. CHABOT, Ms. LOFGREN, Mr. BUTTERFIELD, Mrs. MILLER of Michigan, and Mr. CICILLINE):

H. Res. 550. A resolution honoring the achievements of Berry Gordy, Jr. and the musical history he created through Motown Records; to the Committee on the Judiciary.

By Mr. TED LIEU of California (for himself, Mr. POE of Texas, Mr. ROYCE, and Mr. ENGEL):

H. Res. 551. A resolution recognizing the importance of the United States-Israel economic relationship and encouraging new areas of cooperation; to the Committee on Foreign Affairs.

By Mr. PAYNE (for himself, Mr. MULLIN, Mr. BUCHANAN, Mrs. NAPOLITANO, and Mr. RYAN of Ohio):

H. Res. 552. A resolution expressing support for health and wellness coaches and "National Health and Wellness Coach Recognition Week"; to the Committee on Energy and Commerce.

By Mr. ZINKE (for himself, Mr. COFFMAN, Mrs. LOVE, Mr. WILSON of South Carolina, Mr. ROKITA, Mr. POMPEO, Mr. RUSSELL, Mr. NEWHOUSE, Mrs. WAGNER, Mr. WEBER of Texas, Mr. BABIN, Mr. ADERHOLT, Mr. GUTHRIE, Mr. MESSER, Mr. YODER, Mr. ROYCE, Mrs. LUMMIS, Mr. LONG, Mr. ZELDIN, Mr. SHUSTER, Mr. SCHWEIKERT, Mr. LAMBORN, Mr. MILLER of Florida, Mr. MCCAUL, Mr. CONAWAY, Mr. CHAFFETZ, Mr. SALMON, Mr. COLLINS of New York, Mr. ABRAHAM, Mr. DESANTIS, and Mrs. BLACK):

H. Res. 553. A resolution urging the President and the International Atomic Energy Agency (IAEA) to submit to Congress the text of all side agreements entered into between the IAEA and Iran with respect to the Joint Comprehensive Plan of Action; to the Committee on Foreign Affairs.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Mr. DOLD:

H.R. 4165.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 1.

By Mr. BARR:

H.R. 4166.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3

By Mr. GOHMERT:

H.R. 4167.

Congress has the power to enact this legislation pursuant to the following:

Under Article I, Section 8 of the U.S. Constitution, "The Congress shall have Power . . . to regulate Commerce . . . among the several States." Telecommunication devices, such as a multi-line telephone system (MLTS), enable the interstate transmission of voice telephony communication. Additionally, MLTS devices enter the stream of commerce as part of an economic enterprise and affect interstate commerce in that they are bought, sold and transported across state lines, and under Article I, Section 8 Congress has the authority to regulate products in interstate Commerce. See also, U.S. v. Lopez, 514 U.S. 549 (1995).

In addition to Congress's power under the Commerce Clause, "Congress shall [also] have Power . . . To make all Laws which shall be necessary and proper for carrying into Execution" its power to regulate Commerce among the several States. U.S. Constitution Article I, §8, clause 18.

By Mr. POLIQUIN:

H.R. 4168.

Congress has the power to enact this legislation pursuant to the following:

The constitutional authority on which this bill rests is the power of Congress "To regulate Commerce with foreign Nations, and among the several States, and with the Indian Tribes:" as enumerated in Article 1, Section 8 of the United States Constitution.

By Mr. ROTHFUS:

H.R. 4169.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 1: All legislative Powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives. Article I, Section 8, Clause 3: The Congress shall have Power to regulate Commerce with foreign Nations, and among the several States, and with the Indian Tribes.

By Mr. CARTWRIGHT:

H.R. 4170.

Congress has the power to enact this legislation pursuant to the following:

Article I; Section 8; Clauses 3 and 18 of the U.S. Constitution

By Mr. CROWLEY:

H.R. 4171.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3: "The Congress shall have Power [. . .] To regulate Commerce with foreign Nations, and among the several States . . ."

By Mr. ELLISON:

H.R. 4172.

Congress has the power to enact this legislation pursuant to the following:

Congress has the power to enact this legislation pursuant to Article I, Section 8, Clause 1.

By Mr. BRENDAN F. BOYLE of Pennsylvania:

H.R. 4173.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the U.S. Constitution under the General Welfare Clause

By Mr. CARDENAS:

H.R. 4174.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8

The Congress shall have Power To lay and collect Taxes, Duties, Imposts and Excises, to pay the Debts and provide for the common Defence and general Welfare of the United States; but all Duties, Imposts and Excises shall be uniform throughout the United States;

By Mr. CRAWFORD:

H.R. 4175.

Congress has the power to enact this legislation pursuant to the following:

Congress has the power to enact this legislation pursuant to the enumerated powers listed in Article 1, Section 8, Clause 1 of the U.S. Constitution that states "the Congress shall have power to lay and collect taxes, duties, impost and excises, to pay the debts and provide for the common defence and general welfare of the United States."

By Mr. DEUTCH:

H.R. 4176.

Congress has the power to enact this legislation pursuant to the following:

Clause 1 of Section 8 of Article I of the U.S. Constitution and Clause 18 of Section 8 of Article I of the U.S. Constitution.

By Mr. GOSAR:

H.R. 4177.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 18, the Necessary and Proper Clause

In 2011, the United States District Court for the District of Columbia held in *Bluman v. FEC* that "It is fundamental to the definition of our national political community that foreign citizens do not have a constitutional right to participate in, and thus may be excluded from, activities of democratic self-government." *Bluman* specifically addressed and prohibited political campaign contributions to U.S. elections.

In 2012, the United States Supreme Court affirmed, holding that the prohibition in 2 U.S.C. 441 (e) on campaign contributions by any "foreign national" was narrowly tailored to achieve a compelling government interest.

Given that the Stop Foreign Donations Affecting Our Elections Act supplements the intent of these rulings and the 1966 law that banned such contributions, it is both within the scope of Congress's power and is thus constitutional.

By Mr. LOWENTHAL:

H.R. 4178.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 1

The Congress shall have Power to lay and collect Taxes, Duties, Imposts and Excises, to pay the Debts and provide for the common Defence and general Welfare of the United States; but all Duties, Imposts and Excises shall be uniform throughout the United States

By Mr. BEN RAY LUJÁN of New Mexico:

H.R. 4179.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8.

By Mr. MEADOWS:

H.R. 4180.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3 of the United States Constitution.

By Mrs. NOEM:

H.R. 4181.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 1

The Congress shall have power to lay and collect taxes, duties, impost and excises, to

pay the debts and provide for the common defense and general welfare of the United States; but all duties, impost and excises shall be uniform throughout the United States;

By Mr. ROONEY of Florida:

H.R. 4182.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3—The clause that states Congress has the power "to regulate Commerce with foreign nations, and among several States, and with the Indian Tribes."

By Mr. ROONEY of Florida:

H.R. 4183.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 3—The clause that states Congress has the power "to regulate Commerce with foreign nations, and among several States, and with the Indian Tribes."

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions, as follows:

H.R. 158: Ms. SINEMA, Mr. FOSTER, Mr. FORTENBERRY, Mrs. WAGNER, Mr. LATTA, Mr. NUNES, Mr. ZINKE, Mr. QUIGLEY, Mr. PITTENGER, Ms. ESTY, Mr. POLIQUIN, Mr. COLLINS of New York, Mr. JOHNSON of Ohio, Mrs. WALORSKI, Mr. STEWART, Mr. COOK, Mrs. BLACK, Mr. BYRNE, Mr. DONOVAN, Mr. CULBERSON, Mr. SMITH of Missouri, Mr. HARPER, and Mr. STIVERS.

H.R. 170: Mr. WILLIAMS.

H.R. 317: Mr. PRICE of North Carolina.

H.R. 344: Ms. ADAMS.

H.R. 363: Mr. KILDEE.

H.R. 379: Mr. GIBSON and Ms. BROWNLEY of California.

H.R. 430: Mr. KILDEE.

H.R. 546: Ms. MCSALLY.

H.R. 592: Mrs. HARTZLER.

H.R. 721: Ms. ROYBAL-ALLARD.

H.R. 746: Mr. CUMMINGS.

H.R. 921: Mr. MACARTHUR and Mr. FARENTHOLD.

H.R. 1076: Mr. HONDA, Ms. MATSUI, Mr. DONOVAN, Ms. DELAURO, Mr. LANGEVIN, Ms. DUCKWORTH, Mr. MEEKS, Ms. DELBENE, and Mr. PETERS.

H.R. 1197: Ms. GRAHAM and Mr. TIBERI.

H.R. 1220: Mr. CARDENAS and Mr. GUNTA.

H.R. 1288: Mr. KENNEDY, Mr. FOSTER, and Ms. FRANKEL of Florida.

H.R. 1309: Mr. KATKO.

H.R. 1342: Mr. RIGELL.

H.R. 1399: Mr. WELCH and Mr. COLLINS of New York.

H.R. 1421: Mr. NORCROSS.

H.R. 1427: Mr. KENNEDY.

H.R. 1457: Ms. BROWNLEY of California.

H.R. 1475: Mr. FITZPATRICK.

H.R. 1586: Ms. SPEIER.

H.R. 1670: Mrs. COMSTOCK.

H.R. 1671: Mr. NEUGEBAUER.

H.R. 1728: Mr. SCHRADER, Ms. MATSUI, Mr. DANNY K. DAVIS of Illinois, and Miss RICE of New York.

H.R. 1733: Ms. BROWNLEY of California.

H.R. 1736: Mr. DOLD, Mr. FINCHER, and Mr. MOOLENAAR.

H.R. 1769: Mr. HASTINGS.

H.R. 1786: Mr. COOPER.

H.R. 2058: Mr. MOONEY of West Virginia.

H.R. 2125: Mr. KILDEE.

H.R. 2138: Mr. HUFFMAN.

H.R. 2156: Mr. WILLIAMS.

H.R. 2228: Mr. GARAMENDI.

H.R. 2293: Ms. TSONGAS.

H.R. 2302: Ms. KELLY of Illinois.

H.R. 2342: Mr. GOODLATTE and Mr. LOEBSACK.

- H.R. 2382: Mr. MEEHAN.
 H.R. 2477: Mr. MOULTON.
 H.R. 2493: Mr. DESAULNIER.
 H.R. 2612: Mr. BERA.
 H.R. 2680: Mr. PASCRELL.
 H.R. 2716: Mr. LONG.
 H.R. 2802: Mr. LONG.
 H.R. 2850: Ms. TSONGAS.
 H.R. 2874: Mr. ISSA and Mr. SCHWEIKERT.
 H.R. 2880: Mr. RUSH, Mr. ELLISON, and Mr. BLUMENAUER.
 H.R. 3036: Mr. COSTELLO of Pennsylvania, Mrs. McMORRIS RODGERS, and Mr. JENKINS of West Virginia.
 H.R. 3051: Mr. KILDEE, Mrs. LAWRENCE, Mr. RICHMOND, Mr. RANGEL, Ms. BONAMICI, and Mr. KEATING.
 H.R. 3119: Mr. RODNEY DAVIS of Illinois.
 H.R. 3159: Mrs. LOVE.
 H.R. 3180: Ms. EDDIE BERNICE JOHNSON of Texas.
 H.R. 3183: Mr. MESSER.
 H.R. 3222: Mr. HUNTER.
 H.R. 3225: Mr. WILLIAMS.
 H.R. 3268: Mr. CONYERS.
 H.R. 3314: Mrs. WALORSKI.
 H.R. 3323: Mr. LAHOOD.
 H.R. 3326: Mr. CHAFFETZ and Mr. JODY B. HICE of Georgia.
 H.R. 3437: Mr. BURGESS, Mr. MARCHANT, Mr. BARTON, Mr. FLORES, Mr. SMITH of Texas, Mr. FARENTHOLD, Mr. OLSON, Mr. CULBERSON, Mr. WEBER of Texas, Mr. WESTMORELAND, Mr. BISHOP of Utah, and Mr. PALAZZO.
 H.R. 3455: Mr. RUIZ.
 H.R. 3497: Mr. KEATING.
 H.R. 3520: Ms. SCHAKOWSKY and Mr. GUINTA.
 H.R. 3551: Mrs. BEATTY.
 H.R. 3565: Mr. THOMPSON of California, Ms. HAHN, Mrs. TORRES, Mr. TAKANO, Mr. SHERMAN, Mr. SCHIFF, and Mr. FARR.
 H.R. 3667: Mr. POSEY.
 H.R. 3706: Mrs. BEATTY.
 H.R. 3713: Mr. CURBELO of Florida, Mrs. LAWRENCE, Ms. LEE, Ms. VELÁZQUEZ, Mrs. BEATTY, Mr. O'ROURKE, Mr. PAYNE, Mr. TAKANO, and Mr. HIGGINS.
 H.R. 3721: Mr. COURTNEY.
 H.R. 3734: Mr. ZINKE.
 H.R. 3760: Mr. TAKANO.
 H.R. 3785: Ms. VELÁZQUEZ, Miss RICE of New York, and Mr. DELANEY.
 H.R. 3808: Mrs. WAGNER and Mr. KING of New York.
 H.R. 3846: Mr. MCGOVERN, Mr. KILMER, and Mr. RENACCI.
 H.R. 3852: Mr. TAKAI.
 H.R. 3880: Mrs. WAGNER and Mr. HULTGREN.
 H.R. 3888: Mr. KEATING.
 H.R. 3917: Mr. WALBERG, Mr. FLEISCHMANN, Ms. FUDGE, Mr. RODNEY DAVIS of Illinois, and Mr. MARCHANT.
 H.R. 3926: Mr. KEATING.
 H.R. 3940: Mr. ROTHFUS, Mr. COFFMAN, Mr. CRAMER, and Mr. BISHOP of Michigan.
 H.R. 3965: Ms. SPEIER.
 H.R. 3986: Mr. CÁRDENAS.
 H.R. 3997: Mr. SARBANES.
 H.R. 4014: Miss RICE of New York.
 H.R. 4019: Mr. CÁRDENAS.
 H.R. 4032: Mr. CULBERSON and Ms. GRANGER.
 H.R. 4040: Ms. DELAURO.
 H.R. 4062: Mr. KELLY of Pennsylvania.
 H.R. 4084: Mr. KNIGHT and Ms. ADAMS.
 H.R. 4087: Ms. PINGREE.
 H.R. 4109: Mr. HINOJOSA.
 H.R. 4113: Mr. SWALWELL of California and Mrs. NAPOLITANO.
 H.R. 4122: Mr. PERRY.
 H.R. 4131: Ms. MCCOLLUM, Mr. SIMPSON, Mr. KIND, and Mr. YOUNG of Alaska.
 H.R. 4153: Mr. HANNA.
 H. J. Res. 11: Mr. ABRAHAM.
 H. J. Res. 23: Mr. GRAYSON.
 H. J. Res. 74: Mr. FORBES.
 H. Con. Res. 17: Mr. EMMER of Minnesota.
 H. Con. Res. 97: Mr. HILL.
 H. Con. Res. 98: Ms. JUDY CHU of California.
 H. Res. 130: Mr. DIAZ-BALART.
 H. Res. 220: Mr. DIAZ-BALART, Mr. LOWENTHAL, and Ms. BONAMICI.
 H. Res. 265: Ms. JUDY CHU of California.
 H. Res. 343: Mr. THOMPSON of Pennsylvania.
 H. Res. 393: Mr. BRADY of Pennsylvania.
 H. Res. 419: Mr. SMITH of Washington.
 H. Res. 432: Mr. BILIRAKIS, Mr. LANGEVIN, Mr. LAMALFA, and Mr. PETERS.
 H. Res. 467: Mrs. TORRES, Ms. LOFGREN, Mr. LANGEVIN, Mr. PAYNE, Mrs. KIRKPATRICK, Ms. LINDA T. SÁNCHEZ of California, Mr. COURTNEY, Mr. CLAY, Ms. LORETTA SÁNCHEZ of California, Mr. COOPER, and Mr. HIGGINS.
 H. Res. 523: Mr. LOEBESACK.
 H. Res. 535: Mr. COLLINS of New York.
 H. Res. 536: Mr. POE of Texas, Ms. WASSERMAN SCHULTZ, and Mr. CURBELO of Florida.
 H. Res. 544: Mr. GRAVES of Louisiana and Mr. MILLER of Florida.