

EXTENSIONS OF REMARKS

PERSONAL EXPLANATION

HON. RON KIND

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. KIND. Mr. Speaker, I was unable to have my votes recorded on the House floor on Monday, February 2, 2015. Weather across the Midwest delayed my flight to Washington, DC until after votes had been called. Had I been present, I would have voted in favor of H.R. 361, H.R. 615, and H.R. 623.

PERSONAL EXPLANATION

HON. WILLIAM R. KEATING

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. KEATING. Mr. Speaker, on February 2, 2015, I missed recorded votes #51–53 due to weather-related travel delays.

I would like to reflect how I would have voted if I were present:

On Roll Call #51, I would have voted YEA (Passage of H.R. 361, the Medical Preparedness Allowable Use Act).

On Roll Call #52, I would have voted YEA (Passage of H.R. 615, the Department of Homeland Security Interoperable Communications Act).

On Roll Call #53, I would have voted YEA (Passage of H.R. 623, the Social Media Working Group Act of 2015).

CONGRATULATING KNOX COLLEGE FOR INCLUSION IN THE 2014 PRESIDENT'S HIGHER EDUCATION COMMUNITY SERVICE HONOR ROLL

HON. CHERI BUSTOS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mrs. BUSTOS. Mr. Speaker, I rise today to congratulate Knox College in Galesburg, Illinois, on being part of the 2014 President's Higher Education Community Service Honor Roll, the highest federal award that an educational institution can receive for its commitment to community service.

Knox College was one of four finalists in the Economic Opportunity Category of the honor roll. KnoxCorps works with the Galesburg Community Foundation to place students and recent graduates with local nonprofits that help promote economic stability and vitality in Galesburg. One student club on campus, Blessings in a Backpack, collected and distributed food donations to more than 150 school children throughout the community. Knox College has also partnered with the FISH Food Pantry. The food pantry trains students to de-

sign their own service projects to help eliminate food insecurity in their community.

These are just a few of the many ways Knox College has worked diligently to better its surrounding community through innovative programs. This marks the fifth time in six years that Knox has been recognized on the President's Higher Education Community Service Honor Roll.

Mr. Speaker, I'd like to recognize Knox College for its outstanding commitment to service and thank its students, faculty and alumni for making the Galesburg community a better place.

PERSONAL EXPLANATION

HON. BRIAN HIGGINS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. HIGGINS. Mr. Speaker, inclement weather hindered my travel to Washington on February 2. Consequently I missed several votes in the House of Representatives.

I would like to submit how I intended to vote had I been present:

On Roll Call 51, the motion to suspend the rules and pass H.R. 361, I would have voted YEA.

On Roll Call 52, the motion to suspend the rules and pass H.R. 615, I would have voted YEA.

On Roll Call 53, the motion to suspend the rules and pass H.R. 623, I would have voted YEA.

THE GLOBAL MAGNITSKY HUMAN RIGHTS ACCOUNTABILITY ACT: HOLDING PERPETRATORS ACCOUNTABLE

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. SMITH of New Jersey. Mr. Speaker, on Friday my colleague Mr. MCGOVERN and I introduced the Global Magnitsky Human Rights Accountability Act.

In November of 2012, almost every Member of this House voted for the forerunner of this legislation, the Sergei Magnitsky Rule of Law Accountability Act of 2012, which was included in Public Law 112–208. The 2012 law focused on perpetrators in a single country, Russia, and authorized and required the President to list and sanction individuals who the President determined was responsible for the detention, abuse, and death of Sergei Magnitsky, as well as other gross violations of human rights.

This law sent a strong message of personal responsibility by targeting bad actors, publicly naming and shaming individuals who commit horrific abuses.

My new bill builds on these provisions and expands the law globally. It requires the Presi-

dent to determine when foreign persons are complicit in egregious, internationally recognized human rights abuses or major acts of corruption; and then prohibits them from coming to the United States, remaining in the U.S. if they are already here, or owning property in our country. Further, my bill will require the administration to publish their names in an annual "Global Magnitsky List" unless there is a compelling, national security reason not to.

Mr. Speaker, I think we can all agree that the U.S. should not provide refuge for those who commit human rights abuses. We can and should take away the privilege of U.S. visas that afford a measure of respectability as well as a quick exit for those who worry daily that they may be held accountable for their crimes against their countrymen. This bill will help bring human rights victims some justice, and deny perpetrators the respectability, mobility, and wealth they crave.

Specifically, the bill I introduced Friday expands and strengthens the Magnitsky law in several key ways, and keeps some of its key provisions:

Like the Magnitsky law, it authorizes and requires the President to sanction perpetrators of human rights violations, rather than simply allowing him to do so.

The bill prioritizes violations against people who "seek to expose illegal activity carried out by government officials; or to obtain, exercise, defend, or promote internationally recognized human rights and freedoms, such as the freedoms of religion, expression, association, and assembly, and the rights to a fair trial and democratic elections," but it also allows for the sanctioning of individuals for heinous human rights abuses against other victims.

It requires the President to issue an annual report—on December 10th, Human Rights Day—with the names of persons who have been sanctioned or were removed from sanctions over the previous year, providing Congress and the public with the opportunity to review the implementation and impact of the Magnitsky List and to discuss who is or should be on the List.

If the President decides to include a sanctioned person in the classified section of the annual Global Magnitsky List for national security reasons, he will be required to list their country of citizenship and the number of people sanctioned from each country. This information will give us a better understanding of whether particular countries with many known perpetrators are being overlooked.

As introduced, the Global Magnitsky Act will also require an independent audit by the Government Accountability Office to ensure the provisions are being implemented effectively, efficiently, and as Congress intended.

I urge my colleagues to help us continue the legacy of Sergei Magnitsky—the brave man for whom this bill is named—and cosponsor this legislation. Murderers and torturers, and their money, are not welcome in this country.

● This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

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

TRIBUTE TO LIEUTENANT
COLONEL EARL DEVINE

HON. MARTHA MCSALLY

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Ms. MCSALLY. Mr. Speaker, I rise today to acknowledge Lieutenant Colonel Earl Devine and to congratulate him on his recently awarded title of Greater Sierra Vista Veteran of the Year for 2015.

Earl graduated from Highland High School in New York in 1953. He went on to receive a Bachelor of Science in Mathematics from Oklahoma State University in 1958. That same year, Earl was commissioned in the Army and rose to the rank of Captain in Air Defense Artillery, where he commanded a Nike Hercules missile battery.

Earl was then assigned to the US Military Assistance Command, Vietnam (MAC-V), serving as an intelligence staff officer and member of the MAC-V defense force during the Tet Offensive. He was then selected to be a test director for the newly activated Modern Army Selected Systems Test, Evaluation, and Review Activity.

Earl was selected as the Operations Officer for the Current Intelligence and Indications Center, North American Air Defense Command and was responsible for threat assessment of foreign missile launches and mission determination of foreign space launches. He completed his active duty as director of administration and logistics for an intelligence organization at Fort Bragg, North Carolina.

After military retirement, Earl spent 19 years with the US Army Communications Command and successor organizations receiving numerous sustained superior performance and special act awards.

Mr. Devine has been a member of the Sierra Vista Municipal Property Corporation for over 12 years and served as president for the last four. He is a member of the Southern Arizona Veterans' Memorial Cemetery Foundation, American Veterans (AMVETS), the Benevolent and Protective Order of Elks of the USA Lodge #2065, the Coronado Chapter of MOAA, where he served as Deputy Director for the past 19 years, and the election committee of Post 52 of the American Legion for the past ten years.

The people of Southern Arizona owe him a great deal of gratitude for all he has done for Sierra Vista and the veteran community. Earl's continued efforts to honor the brave men and women who served our country, often in times of its greatest need, are exemplary. He truly embodies the meaning of the word "service" and will have a lasting impact on the community for generations to come.

Through Mr. Devine's efforts to honor those who served, he continues to go above and beyond the call of duty. For that, he has unquestionably earned the title of Greater Sierra Vista Veteran of the Year for 2015.

Mr. Speaker, please join me in honoring Colonel Devine for being awarded the Sierra Vista Veteran of the Year and thanking him for his years of exemplary service to our country and Southern Arizona.

PERSONAL EXPLANATION

HON. STEVE KING

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. KING of Iowa. Mr. Speaker, on roll call no. 51, had I been present, I would have voted Yes.

PERSONAL EXPLANATION

HON. KATHERINE M. CLARK

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Ms. CLARK of Massachusetts. Mr. Speaker, last night I was regrettably detained by a snow storm and missed votes. Had I been present, I would have voted yes on H.R. 361, yes on H.R. 615, and yes on H.R. 623.

PERSONAL EXPLANATION

HON. FRANK C. GUINTA

OF NEW HAMPSHIRE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. GUINTA. Mr. Speaker, on roll call no. 53 I was unable to vote because my flight was cancelled due to inclement weather. Had I been present, I would have voted yes.

INTRODUCTION OF THE UPDATE,
PROMOTE AND DEVELOP AMERICA'S
TRANSPORTATION ESSENTIALS
ACT OF 2015, AND THE ROAD
USAGE CHARGE PILOT PROGRAM
ACT OF 2015

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 3, 2015

Mr. BLUMENAUER. Mr. Speaker, today, I am introducing two pieces of legislation to address America's growing infrastructure funding crisis and looming transportation cliff. The reason is simple: America is falling apart and falling behind. The American Society of Civil Engineers (ASCE) rated our infrastructure as a D+ and America, which once had the finest infrastructure in the world, was ranked 25th, behind Barbados and Oman, in 2013. The funding mechanism for our transportation system has been broken for years, and the Highway Trust Fund will run dry in May. On the eve of peak construction season, the U.S. Department of Transportation will be forced to stop reimbursing states for highway and transit projects. The uncertainty is already causing states and local governments to put off or cancel much-needed maintenance, let alone new investment.

If this sounds familiar, it's because we've been here before. Since the last full six year surface transportation bill expired in 2003, Congress has passed 2 partial authorizations and 23 short-term extensions, most recently in August 2014. The federal gas tax, unchanged since 1993, has locked the Highway Trust

Fund in a death spiral, and the search for necessary revenue has derailed a traditionally bipartisan, consensus-driven policy process. Just to maintain current, inadequate transportation funding, Congress has had to borrow more than \$65 billion from the general fund since 2008, in an increasingly desperate search for revenue in all corners of the federal budget.

The gas tax, since it was last raised to 18.4 cents a gallon in 1993, has lost nearly 40% of its purchasing power due to inflation and rising fuel efficiency. If the gas tax had been indexed to inflation in 1993, it would be at nearly 30 cents a gallon. Instead, the gas tax is barely higher in real terms than the first federal gas tax, levied at one cent a gallon in 1932. We're trying to fund 21st Century infrastructure with a Depression Era level of investment. It's no surprise that we face Depression Era consequences.

The Highway Trust Fund will run an annual shortfall of more than \$15 billion after 2017, and unless Congress acts, we face a drop in transportation funding of 30% over the next ten years. The situation is already dire—rough roads alone cost each driver an average of \$324 a year, and the cost of time wasted sitting in traffic will top \$1000 per family by 2020. Further, the American Society of Civil Engineers estimates that our deteriorating infrastructure will restrict our national GDP growth by nearly \$900 billion by 2020.

The case for increasing our investment in infrastructure is clear. A recent S&P Ratings report suggests that every \$1.3 billion invested in infrastructure would add 29,000 jobs, \$2 billion in economic growth, and cut the deficit by \$200 million. Two congressionally authorized commissions, the Simpson Bowles deficit reduction plan, and organizations representing business, labor, environmentalists, car advocates and cyclists, all agree on the solution to solve the Highway Trust Fund crisis and increase transportation investment: raise the federal gas tax.

The UPDATE Act, which I introduced today, would increase federal gas and diesel taxes by a nickel a year, phased in over each of the next three years, and index those taxes to inflation. This would generate \$210 billion over the next ten years, enough to make up the Highway Trust Fund shortfall and increase infrastructure investment by at least \$4 billion a year. It would cost the average driver roughly \$70 a year over the next six years, or less than 20% of what every American is already paying in vehicle maintenance, lost travel time, and carbon pollution.

Increasing the gas tax is the only solution to our growing revenue crisis that is dedicated to transportation spending, sustainable for the long term, and is big enough to do the job. For the first time in years, it's also politically possible. World oil prices have fallen nearly 60% since June 2014, and prices at the pump were at a six year low last week. More than 12 states are now considering increasing gas taxes, taking advantage of low prices. 8 states acted to raise gas taxes in the last two years, including Wyoming and New Hampshire. A growing number of Senators from both parties and Democratic Leader NANCY PELOSI have signaled openness, if not outright support for raising the gas tax.

The UPDATE Act will stabilize the Highway Trust Fund, and make sure that our infrastructure crisis does not worsen. The legislation