

words “never again.” And I wish I could promise you, Elie, that the lessons of history have been learned. I can only urge the leaders of the world not to repeat the mistakes of the past, not to sacrifice the future for the present, not to ignore aggression in the hopes of gaining an illusory peace. But I can guarantee you this: the days when the Jewish people remain passive in the face of genocidal enemies, those days are over. We are no longer scattered among the nations, powerless to defend ourselves. We have restored our sovereignty in our ancient home, and the soldiers who defend our home have boundless courage.

For the first time in 100 generations, we, the Jewish people, can defend ourselves. This is why, as Prime Minister of Israel, I can promise you one more thing. Even if Israel has to stand alone, Israel will stand. But I know that Israel does not stand alone. I know that America stands with Israel, I know that you stand with Israel. You stand with Israel because you know that the story of Israel is not only the story of the Jewish people but of the human spirit that refuses again and again to succumb to history’s horrors.

Facing me right up there in the gallery, overlooking all of us in this august Chamber, is the image of Moses. Moses led our people from slavery to the gates of the Promised Land. And before the people of Israel entered the land of Israel, Moses gave us a message that has steeled our resolve for thousands of years.

I leave you with his message today: Be strong and resolute. Neither fear nor dread them.

My friends, may Israel and America always stand together, strong and resolute. May we neither fear nor dread the challenges ahead. May we face the future with confidence, strength, and hope.

May God bless the State of Israel, and may God bless the United States of America.

Thank you. Thank you very much. Thank you all. You are wonderful. Thank you, America. Thank you.

(Applause, the Members rising.)

At 11 o’clock and 54 minutes a.m., His Excellency Binyamin Netanyahu, Prime Minister of Israel, accompanied by the committee of escort, retired from the Hall of the House of Representatives.

The Assistant to the Sergeant at Arms escorted the Acting Dean of the Diplomatic Corps from the Chamber.

#### JOINT MEETING DISSOLVED

The SPEAKER. The purpose of the joint meeting having been completed, the Chair declares the joint meeting of the two Houses now dissolved.

Accordingly (at 11 o’clock and 54 minutes p.m.), the joint meeting of the two Houses was dissolved.

The Members of the Senate retired to their Chamber.

The SPEAKER. The House will continue in recess subject to the call of the Chair.

□ 1232

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. PALAZZO) at 12 o’clock and 32 minutes p.m.

#### PRINTING OF PROCEEDINGS HAD DURING RECESS

Mr. WOODALL. Mr. Speaker, I ask unanimous consent that the proceedings had during the recess be printed in the RECORD.

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

There was no objection.

#### PROVIDING FOR CONSIDERATION OF H.R. 749, PASSENGER RAIL REFORM AND INVESTMENT ACT OF 2015, AND PROVIDING FOR PROCEEDINGS DURING THE PERIOD FROM MARCH 6, 2015, THROUGH MARCH 13, 2015

Mr. WOODALL. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 134 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

#### H. RES. 134

*Resolved*, That at any time after adoption of this resolution the Speaker may, 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. 749) to reauthorize Federal support for passenger rail programs, and for other purposes. 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 Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule an amendment in the nature of a substitute consisting of the text of Rules Committee Print 114-9. That amendment in the nature of a substitute shall be considered as read. All points of order against that amendment in the nature of a substitute are waived. No amendment to that amendment in the nature of a substitute shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments 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. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the

amendment in the nature of a substitute made in order as original text. 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.

SEC. 2. On any legislative day during the period from March 6, 2015, through March 13, 2015—

(a) the Journal of the proceedings of the previous day shall be considered as approved; and

(b) the Chair may at any time declare the House adjourned to meet at a date and time, within the limits of clause 4, section 5, article I of the Constitution, to be announced by the Chair in declaring the adjournment.

SEC. 3. The Speaker may appoint Members to perform the duties of the Chair for the duration of the period addressed by section 2 of this resolution as though under clause 8(a) of rule I.

SEC. 4. At any time through the legislative day of March 13, 2015, the Chair may postpone further consideration of a measure in the House to such time as may be designated by the Speaker.

The SPEAKER pro tempore. 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 Massachusetts (Mr. McGOVERN), 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.

Mr. Speaker, I always enjoy hearing the Reading Clerk read the work of the Rules Committee. I always look around to see how many folks are fixated on those words because words matter, and we spend a lot of time trying to craft the rules to be just right.

But as proud as I am of the work we do in the Rules Committee, I confess that coming down here to this floor just moments after the Prime Minister of Israel delivered the speech that he just delivered—wow, you talk about words that matter.

I knew I was going to learn something in that speech, Mr. Speaker. I knew I was going to feel something in that speech. And just here moments after, what I came away with was, number one, we can learn a lot from the Prime Minister about leadership, about saying what you mean and meaning what you say. When the stakes are high, when the results impact all the families that we serve, it matters.

We care a lot about people in this Chamber. Sometimes we have a crisis of leadership. Sometimes we have a crisis of followership. It is tremendously meaningful to me to see the leadership that was on display here, not just for America but for the world.

Number two, Mr. Speaker, the Prime Minister had a lesson for us all about class. He spent the first 5 minutes of that speech talking about his affection for President Obama, talking about his respect for President Obama, talking about the relationship between the United States of America and how President Obama had played a meaningful role in keeping Israel safe.

We are not always in that place down here. And oftentimes, we find politics gets under our skin. Oftentimes, when there is a big debate surrounding a serious issue, we take it as a personal affront. And sometimes when we come back down to the House floor, we don't talk to one another with the mutual respect that, I would argue, every single Member of this Chamber has earned. We don't talk to each other across the aisle, I think, in ways that would always make our constituents back home proud.

It meant a lot to me, given the emotion that surrounded the invitation of the Prime Minister to be here, that he spent his first moments of that speech not talking about frustrations, not talking about who did what to whom, but talking about his deep respect for the leader of the United States of America and what President Obama had meant to the safety and the security of Israel. I value that.

It kind of makes what we are going to talk about next, Mr. Speaker, seem a little small, but it is not small. We are talking about passenger rail in this bill.

Mr. Speaker, this rule, H. Res. 134, allows us to bring up H.R. 749, the Passenger Rail Reform and Investment Act. They call it PRRIA. And it passed unanimously out of the Transportation Committee. I have the great pleasure, Mr. Speaker, of serving both on the Rules Committee and the Transportation Committee, and rail isn't one of those you think about as being a unanimous issue.

In my great State of Georgia, Mr. Speaker—and I have taken the train from Atlanta down to New Orleans, so I know we have some great stops on Amtrak in the great State of Mississippi. But if you want to take the train from Atlanta to Columbia, South Carolina—it is about a 3-hour drive right across the way—that train is going to leave tonight, out of Atlanta at 8 o'clock, and not tomorrow but 2 days from now, that train is going to arrive in Columbia, South Carolina, having connected through the city of Washington. It makes no sense whatsoever, but that is just where the rails are. That is where the rails are.

Now, you contrast that—the complete meaninglessness that rail has for me, that Amtrak has for me in the great State of Georgia, since it takes me absolutely nowhere I want to go, at a speed that I desire, at a price that I can afford—contrast that with what is going on in the Northeast corridor.

My friend from Massachusetts, I wonder if he ever gets on a plane to fly back home. If I lived in New York City and worked in Washington, D.C., I wouldn't even have a Delta frequent flyer number. I would be on the train every single trip. Why? Because it provides reliable, fast, inexpensive service for the most densely populated population corridor in the United States of America.

That has always confounded this body, Mr. Speaker. How do we balance

the needs of that northeastern transportation corridor, where Amtrak is so meaningful, so valuable to so many people—I don't think the roads and the bridges could handle the crush of humanity in the absence of Amtrak—how would we balance that success story, the only profitable corridor on the Amtrak route, with what, I would argue, is a tremendous failure in the rest of the country, where I can fly to Jacksonville, Florida, 48 hours faster than I can ride the train there, and at a lower price?

This bill is about reform, Mr. Speaker. And I am not even going to argue that we, in the Transportation Committee, got it exactly right. We worked awfully hard on it. There was a lot of leadership provided by Members on both sides of the aisle.

But on the outside chance that we didn't get it exactly right, the Rules Committee came together yesterday, Mr. Speaker, and made amendments in order. One of the great parts of this process is that you don't have to be on the committee of jurisdiction in order to have an impact on legislation. Any Member of the House can come to the Rules Committee and ask for an amendment to be made in order. This rule today makes in order seven such amendments to improve this bill. Four of those amendments come from Democratic Members. Three of those amendments come from Republican Members. Again, we were trying to maintain that collegial, bipartisan spirit that we had in the Transportation Committee on the underlying bill. We tried to continue that in the Rules Committee again last night.

I don't know how those amendments are going to shake out down here today, Mr. Speaker. And I am glad that I don't know how they are going to shake out. I don't think having a predetermined destination on this floor is what our constituents sent us here to do. I don't think that is what being a representative democracy is. I think what you want are folks to be able to come down here and express their opinions. I have the great pleasure of serving on the Rules Committee, which enables that to happen.

One of the great changes in this bill, Mr. Speaker, is we take those dollars that American citizens are paying to ride Amtrak on that northeastern corridor, that profitable corridor, and we leave those dollars there so that that route can expand and improve. The population continues to grow there. Transportation needs continue to expand there. And we create a partnership with States in those areas to say, Mr. Speaker, if you have a priority, as a Governor, as a State legislature, if you want to partner with the Federal Government to make your train service more effective, more efficient, we want to partner with you.

But if your idea of a transportation plan is to do nothing locally but rely on the Federal Government to do it all for you, we have no money for you.

That seems fair. The Federal Government is not a piggy bank that State and local communities can come to and withdraw from for their needs. What it is is a partner that, for these large transportation projects, for these projects of national significance, States and localities can partner with to make those a reality.

I don't know that we will ever get the kind of Amtrak service in your or my part of the world, Mr. Speaker, that we have in the Northeast corridor. And candidly, I don't know that our constituencies will ever clamor for that service. But it is meaningful to me that even though we have different views on the issue of rail, even though we have different views on the future of rail, that we were able to come together, again, in a unanimous way to put forward a bill that will celebrate and fund those parts of the rail system that are successfully serving America and that will reform and, in some cases, eliminate those unprofitable parts of the rail system that I don't think any member of our constituency would be enthusiastic about funding with their hard-earned tax dollars.

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

□ 1245

Mr. McGOVERN. Mr. Speaker, I want to thank the gentleman from Georgia (Mr. WOODALL) for yielding me the customary 30 minutes.

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

(Mr. McGOVERN asked and was given permission to revise and extend his remarks.)

Mr. McGOVERN. Mr. Speaker, we support the rule, and we support the underlying bill.

With that, I reserve the balance of my time.

Mr. WOODALL. Mr. Speaker, I told a group of constituents just a moment ago—I don't know if I look a little wet up here. It is not perspiration from running back to the House floor. I feel obligated to tell my friends that. It is dripping a little bit outside, and that is the fastest way to get here from my office.

But I was back in my office with constituents from AIPAC. Sixteen thousand men and women from AIPAC came into town this week to make their voice heard. Now, I couldn't find anybody who was here on paid vacation, and I couldn't find anyone else that had someone else foot the bill. What I saw was 16,000 people who put their money where their mouth is to come and petition the government, to come and try to make us better.

I bring that up, Mr. Speaker, because what I told those men and women today of AIPAC was that there were grumpy faces on the floor of the House yesterday. I remember seeing a few. In fact, I might have been one. I will go ahead and confess, Mr. Speaker, I was one. We have some serious problems here, some serious challenges, and

some serious disagreements. In the now almost 1 hour since the Prime Minister finished speaking, I have seen more smiles; I have seen more collegiality; and I have seen more Members enjoying each other and working together in just that 1 hour than I have seen in the entire month of February.

I bring that up, Mr. Speaker, because the gentleman from Massachusetts and I have been working on rules for a long time together—a long time together—and I don't think it would offend the gentleman if I were to say that he and I often disagree about the way a rule ought to be crafted. We often disagree about the underlying legislation. Here we are on the Rules Committee, Mr. Speaker, but we may spend an hour or 2 or 3, sometimes longer, debating the merits of the underlying legislation. So to come here 1 hour after that spectacular come-together-for-things-that-matter speech the Prime Minister just gave and to find agreement with my friend on the Rules Committee—not just on the rule but, I daresay, on the underlying bill—I hope it is a sign of things to come—not just a thing to come in the regular relationship between my friend from Massachusetts and me, because that relationship is strong, but a relationship across the board.

We have passed and sent to the President lots of bills this Congress, Mr. Speaker. In fact, I think we have passed something like 40 bills out of the U.S. House of Representatives. I don't know if I went home and asked my constituency that they can name two. I think they would know the XL pipeline bill, because that is something everyone has been focused on. But I don't think, as a population, they could name two.

I hope this is the start of a success that the Rules Committee is going to have together over the next 18 months. I hope this is going to be the start of the kinds of agreements that we can create together, Mr. Speaker.

I thank my friend from Massachusetts for being part of, again, making today a little bit better than yesterday was.

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

Mr. MCGOVERN. Mr. Speaker, again, I thank the gentleman for his comments. We support the rule and the underlying bill, and with that, I reserve the balance of my time.

#### GENERAL LEAVE

Mr. WOODALL. 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 H. Res. 134.

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

There was no objection.

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

Mr. Speaker, while we talk about agreements here on the floor, I think sometimes folks back home are con-

cerned that we are agreeing on the little things, things that don't matter, that we are talking about renaming a post office. While that is important to that community and while that is important to the man or woman being honored, I would argue it doesn't necessarily advance the cause of freedom and democracy. I can't tell you with a straight face that what we are doing on passenger rail today is going to advance the cause of freedom and democracy. If you want to advance the cause of freedom and democracy, you needed to be here 2 hours ago when the Prime Minister came to deliver his message to the United States Congress. Freedom and democracy lived there.

What we are advancing on this passenger rail bill, Mr. Speaker, is just common sense. It is just common sense. I don't want to get in the weeds of all the exciting things that go on in there, Mr. Speaker. I serve on the Transportation Committee. Of course it is exciting to me. Of course I am going to be involved in the minutia. I don't know that my other colleagues are quite as enthusiastic about that.

I would encourage folks to go to transportation.house.gov, Mr. Speaker. The Transportation Committee, like all committees on Capitol Hill, has a Web page, and on that Web page you can get deep into the weeds. If you are a policy wonk like I am and you want to dig down into the minutia and find out what subparagraph (f) says about clause 2, you can absolutely do it. But there are some top line numbers there, too.

And again, I want folks to have something to celebrate here. I want folks to be able to be enthusiastic about their representative body. I would argue, as the Prime Minister argued, that the greatest deliberative body, the greatest bastion of freedom on the planet, if you want to know what is going on, go to that Transportation Committee Web site. You are going to find—well, you are going to find all sorts of information. You will find something like this one-pager right here, whether you are a high school student who cares about passenger rail or whether you are a transportation engineer leading your local Department of Transportation, all of those details can be found there.

I will give you one example.

Could you believe—you come from a constituency much like I do, Mr. Speaker, but can you believe that in the United States of America today, in the era of sequester—in the era of sequester—that not one Member of this body would say isn't having an impact on our social safety net, where not one Member of this body wouldn't say isn't having an impact on our national security, in this era of sequester, Amtrak subsidizes food and beverage service—subsidizes food and beverage service. It is a loss-leading part of the transportation funding on Amtrak.

I will just tell you, I have ridden Amtrak to New York a time or two. I

didn't have any beverage service. It is not like my friends on Delta who will bring me a Coca-Cola product on my flight to Washington, D.C., here. You have to go down to the beverage car. Now, if you would like to bring your own lunch on Amtrak, you absolutely can. If your husband or wife wants to make you a sack at home, you can bring it on in and eat it right there on the train. Yet the American taxpayer, as we sit here right now—this isn't prospective. This is as we sit here right now. The American taxpayer is funding—subsidizing—food service for those men and women who happen to ride Amtrak every day.

Again, for your and my constituencies, Mr. Speaker, that is worth nothing. That is worth nothing. But even for those constituencies that ride Amtrak to work every single day, don't you think in this time of budget cutting, of trying to end the \$18 trillion of borrowing from our children and grandchildren, this time of trying to balance our national security needs with our social safety net needs, don't you think that one of the things we could agree on is we don't need to subsidize snack food for train riders?

The truth is, Mr. Speaker, I say that like it is a rhetorical question, that I am going to start to get out my sharp stick and poke the other side. I am not. It happens to be one of the things that we agree on.

How many years have you and I been in Congress, Mr. Speaker, trying to get rid of silly stuff that the Federal Government does? Well, for you and me, the answer is 4. For 4 years we have been working on trying to get rid of silly stuff that the Federal Government does; subsidizing Twinkies, part of that silly stuff. I am not picking on Twinkies. I have great respect for Twinkie eaters. But I don't want my tax dollars subsidizing that habit.

Unanimously, on the Transportation Committee, Mr. Speaker, we have come together to say: I don't know why we didn't do this a long time ago, I don't know why the other previous Congress hadn't gotten it done, but the buck stops here. We are going to work together and do that.

Where are those dollars going to go instead, Mr. Speaker? They are going to go to improving quality of service. Find me that constituent back home; find him in Atlanta; find him in Mississippi; find those constituents back home who wouldn't make that trade with their tax dollars every day of the week. We are doing it. We are doing it together, and we are doing it in a way I hope the Senate will act on it. If they can't take wisdom as we have defined it, I welcome a conference, and I hope we will be able to get this bill on the President's desk.

All of these great ideas that we have come together, that we have done in a collaborative way, Republicans and Democrats on the committee, Republicans and Democrats here on the floor of the House, the seven amendments

that we are going to be considering today, all of these things we have done collaboratively, Mr. Speaker, mean nothing—mean nothing—if they don't go to the President's desk for his signature. This is but a first step, but it is a proud first step.

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

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

Mr. Speaker, again, we agree with the rule, and we agree with the underlying bill. If the gentleman would like more time, I am happy to yield to him because I always enjoy hearing him speak in the Rules Committee, and I think our colleagues could benefit from his speaking on the House floor. But I don't know what else to add except we are all in agreement, so I reserve the balance of my time.

Mr. WOODALL. Mr. Speaker, while I appreciate the accolades of my friend from Massachusetts, the truth is I am not an expert on this bill. The Transportation Committee is staffed with those experts at a staff level and at an elected Member level.

At this time, Mr. Speaker, it is my pleasure to yield 5 minutes to the gentleman from California (Mr. DENHAM), who has been a leader on the Transportation Committee, not looking for Republican solutions and not looking for Democratic solutions, but looking for commonsense solutions and then selling those to his colleagues on both sides.

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

Mr. Speaker, I just want to touch on a few of the great things on this reform bill. Make no mistake, this will reform passenger rail as we know it today in many different areas.

First of all, we expect that Amtrak will be utilized more often in a more efficient way and in a more transparent way operating more like a business, a business that will give results back to its customers.

This is going to be a bill that sets up different lines of business. So if you are on the Northeast corridor and you are paying a ticket that is high priced, you don't want to subsidize Amtrak across the Nation, your money is now going to stay on the Northeast corridor so you have not only improved infrastructure, but a smoother ride, a more efficient ride, and a quicker transit time.

We want to fix rail across the Nation. We want to make sure that we are doing it in a fiscally responsible manner. On the Northeast corridor, we are going to see significant improvements and jobs created at the same time.

We are going to see in other areas of the country, in areas like mine where you have got rail that we want to extend further, we want to be able to utilize RIF loans. RIF loans have been a great program that has been sorely underutilized. You talk to companies out there that want to use RIF loans, it is amazing that they won't even apply for them because they know they will slow

their projects down. The wait time in actually getting them approved to release that capital will shut your project down, so they just don't apply. We streamline that process so that we can actually unleash that capital not only for Amtrak to improve its lines of business, but for other rails across the entire country to improve theirs as well.

We also introduced competition. This leverages the private sector to reduce Amtrak's subsidies and uses our stations and right-of-way as actual income streams. Amtrak should be utilizing every income stream available to them and utilizing their right-of-way for signage, for cellphone towers, and utilizing their stations to actually generate a larger profit.

Mr. Speaker, let me just touch on one other area that I am very, very passionate about, one that hasn't been talked about a lot on this floor but one that is getting a great deal of press across the entire country. To those families that have a pet at home, to those families that have to make a decision "Do I leave my dog or cat at home, or I am actually able to travel with them on a train?" right now they have to make a decision to either take a car or take an airplane.

It is amazing to me to find out, as somebody from California, when I travel back and forth with my dog, I can put them on a plane, but yet I can't put them on a train to go up the Northeast corridor or anywhere else across the country. This is something that will allow new riders that didn't previously want to ride the train before because they couldn't take their pet on there to do so, but also a new revenue generation with paying for those pets the same way that our airplanes across the country are paid for taking their pets as well.

Now, this is a great, bipartisan bill, one that I am very proud that we reached across both aisles. We whipped every Member of the Transportation Committee to make sure that we had true results across the entire country to get not only bipartisan support, but unanimous support. You talk about the right way to get a bill done, this is it, by encouraging Members of both parties to actually work together for real reforms that move America forward. This rail bill does just that. It will create jobs; it will create a more efficient passenger rail; and this is going to give new opportunities to those that never were able to ride rail before the opportunity to be greater involved.

Let me just touch on one last point. Across the entire country, our passenger rail oftentimes rides on our freight rail system. They have to share the same tracks.

□ 1300

Well, one of the challenges is we have bottlenecks across the entire country. As we expand that new infrastructure, as we create these new jobs, as we create greater efficiencies, we need to be

able to do it in a timely and cost-effective manner.

What we have done is cut a lot of red tape and streamlined the process. There are both environmental and historic review that we actually put time periods on. We want to do the reviews. We want to make sure that it still remains historic and that we are being environmentally sensitive.

We are just saying: Let's streamline the process so we can get the projects done quickly, getting people to work, and getting a rail system that is like no other across the entire globe.

We have great improvements here. I am very proud of this bill and the work that we have done here, and I am looking for full passage this afternoon.

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

Mr. WOODALL. Mr. Speaker, at this time, it is my great pleasure to yield 3 minutes to the gentleman from Tennessee (Mr. DUNCAN), a member of the committee and a leader on transportation issues.

Mr. DUNCAN of Tennessee. Mr. Speaker, I thank the gentleman from Georgia for yielding me this time.

I rise in very strong support of this legislation for all of the reasons that were just stated by Chairman DENHAM, who has been a great chairman of the Railroad Subcommittee.

This is a major reform bill that I think every Member should be very proud to support. It is especially a very fiscally conservative bill. It will save \$2.3 billion over the next 4 years, and it is moving this Congress and this legislation in a new direction, a better direction, from a fiscal standpoint.

It also is going to save a very substantial amount of money on food service. According to The New York Times, train food service lost \$800 million over the last 10 years. This bill will, in a graduated way, remove the subsidy for train food service until it gets on a self-supporting basis, so it is fiscally conservative and commonsense legislation in that respect also.

It speeds up the environmental review process. This is an area that we try to do in all of our transportation bills because we have been doing all of our major transportation projects in such a convoluted, complicated bureaucratic way that we have always taken about three times as long as any other developed nation to do the things to improve our infrastructure that needs to be done.

This bill also introduces opportunities for competition. This is another good thing about this bill because, if we really believe in the free market and in free enterprise, we need to give more companies and more people a chance to get into these businesses and make all of our industries have greater ease of entry.

Another thing that I think is good about this legislation—this major reform bill—is that it empowers States to get involved by setting up a new State-supported route advisory committee. This has the potential of creating new train service in States, such

as mine in Tennessee, that don't have passenger train service at this time.

For all these reasons and for all the reasons that Congressman DENHAM—Chairman DENHAM—just mentioned, I think this is a bill that deserves the support of all the Members on both sides of the aisle.

I rise in strong support of this legislation.

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

Again, we support the rule and the underlying bill. I want to thank everybody involved. This is a bipartisan effort.

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

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

I want to reiterate the partnership that went on here not just with the underlying bill, but with the amendment process that is happening here, seven amendments available for our colleagues this afternoon.

If you don't want to see Amtrak subsidized by the Federal Government—a lot of folks would have kept your voice silent—this amendment process allows your voice to be heard.

If you want to make sure that all the folks doing contracting with Amtrak are focused on veterans and veteran-owned small businesses—you want that included in the underlying bill—we have an amendment process today that allows you to add that language.

If you are concerned about the inspector general's reports and what they are looking at and how they are calculating it, we give you a chance to make those changes.

Issue after issue after issue, Mr. Speaker—again, three Republican ideas, four Democratic ideas—we allow those to come to the floor in this bill.

Mr. Speaker, passenger rail is an example of one of those things that divides this country. If you live in California, as the chairman does, you have a spectacular rail system. If you live in the Northeast corridor, you have a spectacular rail system.

If you live in the State of Georgia, you can ride your horse to your next destination faster than you can take the train. That is not an inequity that we are going to solve in this bill; and, arguably, we don't even need to solve that inequity.

I am happy for my friends in the Northeast corridor to have spectacular service. It is profitable. Folks want it, folks need it, folks use it, and folks are willing to dig into their pockets to pay for it.

In fact, there is an amendment that is going to be offered here today, Mr. Speaker, that would allow competitive private train service in that corridor. Now, that is going to be up to the body to decide whether or not they think that is a good idea.

Imagine that, imagine that, Mr. Speaker, that before us today you have your choice of: Do you want the bill as the committee has crafted it, saving

money, as my friend from Tennessee described? Do you want to eliminate Amtrak subsidies altogether and say, We do not have a national interest in rail, and our budget will reflect that? Or do we want to allow even more rail service by allowing private competition on some of these Amtrak-owned routes?

Mr. Speaker, that is why I came to this body. I am not going to try to twist any arms on this floor about which amendments they ought to vote for and which they don't. Folks have their own set of a million constituents back home, and they ought to represent those interests.

What I will twist arms on this floor to do, Mr. Speaker, is to support the rule that allows for this kind of open debate. As I think my friend from Massachusetts would agree, we have not always had the open debates on important issues that I think we would all agree should be had. It is a process, and today, we got that process right.

This rule is worthy of the support of all of my colleagues: Republicans, Democrats, north, south, east, and west.

Mr. WOODALL. Mr. Speaker, House Report 114-36, the report to accompany H. Res. 134, the special rule governing consideration of H.R. 749, contains an inaccurate summary of Amendment #6 offered by Mr. McCINTOCK of California. The summary should read as follows:

The amendment eliminates all Federal assistance for Amtrak.

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

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### MESSAGE FROM THE SENATE

A message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate disagree to the request for conference by the House of Representatives on the disagreeing votes of the two Houses to the bill (H.R. 240) “An Act making appropriations for the Department of Homeland Security for the fiscal year ending September 30, 2015, and for other purposes.”

□ 1315

#### DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS ACT, 2015

Mr. SIMPSON. Mr. Speaker, I move to take from the Speaker's table the bill (H.R. 240) making appropriations for the Department of Homeland Security for the fiscal year ending September 30, 2015, and for other purposes, with the Senate amendment thereto, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. DENHAM). The Clerk will report the Senate amendment.

The Clerk read as follows:  
Senate amendment:

Strike all after the first word and insert the following:  
*the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Homeland Security for the fiscal year ending September 30, 2015, and for other purposes, namely:*

#### TITLE I DEPARTMENTAL MANAGEMENT AND OPERATIONS

#### OFFICE OF THE SECRETARY AND EXECUTIVE MANAGEMENT

*For necessary expenses of the Office of the Secretary of Homeland Security, as authorized by section 102 of the Homeland Security Act of 2002 (6 U.S.C. 112), and executive management of the Department of Homeland Security, as authorized by law, \$132,573,000: Provided, That not to exceed \$45,000 shall be for official reception and representation expenses: Provided further, That all official costs associated with the use of government aircraft by Department of Homeland Security personnel to support official travel of the Secretary and the Deputy Secretary shall be paid from amounts made available for the Immediate Office of the Secretary and the Immediate Office of the Deputy Secretary: Provided further, That not later than 30 days after the date of enactment of this Act, the Secretary of Homeland Security shall submit to the Committees on Appropriations of the Senate and the House of Representatives, the Committees on the Judiciary of the House of Representatives and the Senate, the Committee on Homeland Security of the House of Representatives, and the Committee on Homeland Security and Governmental Affairs of the Senate, a comprehensive plan for implementation of the biometric entry and exit data system required under section 7208 of the Intelligence Reform and Terrorism Prevention Act of 2004 (8 U.S.C. 1365b), including the estimated costs for implementation.*

#### OFFICE OF THE UNDER SECRETARY FOR MANAGEMENT

*For necessary expenses of the Office of the Under Secretary for Management, as authorized by sections 701 through 705 of the Homeland Security Act of 2002 (6 U.S.C. 341 through 345), \$187,503,000, of which not to exceed \$2,250 shall be for official reception and representation expenses: Provided, That of the total amount made available under this heading, \$4,493,000 shall remain available until September 30, 2016, solely for the alteration and improvement of facilities, tenant improvements, and relocation costs to consolidate Department headquarters operations at the Nebraska Avenue Complex; and \$6,000,000 shall remain available until September 30, 2016, for the Human Resources Information Technology program: Provided further, That the Under Secretary for Management shall include in the President's budget proposal for fiscal year 2016, submitted pursuant to section 1105(a) of title 31, United States Code, a Comprehensive Acquisition Status Report, which shall include the information required under the heading “Office of the Under Secretary for Management” under title I of division D of the Consolidated Appropriations Act, 2012 (Public Law 112-74), and shall submit quarterly updates to such report not later than 45 days after the completion of each quarter.*

#### OFFICE OF THE CHIEF FINANCIAL OFFICER

*For necessary expenses of the Office of the Chief Financial Officer, as authorized by section 103 of the Homeland Security Act of 2002 (6 U.S.C. 113), \$52,020,000: Provided, That the Secretary of Homeland Security shall submit to the Committees on Appropriations of the Senate and the House of Representatives, at the time the President's budget proposal for fiscal year 2016 is submitted pursuant to section 1105(a) of title*