

Bishop (UT)
Black
Blackburn
Blum
Blumenauer
Bonamici
Bost
Boustany
Boyle, Brendan F.
Brady (TX)
Brat
Bridenstine
Brooks (AL)
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Brown (FL)
Brownley (CA)
Buchanan
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Burgess
Bustos
Butterfield
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Carney
Carson (IN)
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Carterwright
Castor (FL)
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Davis, Rodney
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DeGette
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DeLauro
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DeSaulnier
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Doggett
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Duffy
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Duncan (TN)
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Ellmers (NC)
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Fincher

Fitzpatrick
Fleischmann
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Graves (MO)
Green, Al
Green, Gene
Griffith
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Hardy
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Harris
Hartzler
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Heck (WA)
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Herrera Beutler
Hice, Jody B.
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Hurd (TX)
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Jackson Lee
Jeffries
Jenkins (KS)
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Johnson (GA)
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Johnson, E. B.
Johnson, Sam
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Keating
Kelly (IL)
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Kennedy
Kildee
Kilmer
Kind
King (IA)
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Kirkpatrick
Kline
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LaMalfa
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Larson (CT)
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Lawrence
Lee
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Lowenthal
Lowey
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Lujan Grisham (NM)
Luján, Ben Ray (NM)
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MacArthur
Maloney
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Maloney, Sean
Marchant
Marino
Matsui
McCarthy
McCaul
McClintock
McCollum
McDermott
McGovern
McHenry
McKinley
McMorris
Rodgers
McNerney
McSally
Meadows
Meehan
Meeks
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Messer
Mica
Miller (FL)
Miller (MI)
Moolenaar
Mooney (WV)
Moulton
Mullin
Mulvaney
Murphy (FL)
Murphy (PA)
Nadler
Napolitano
Neal
Neugebauer
Newhouse
Noem
Nolan
Norcross
Nugent
Nunes
O'Rourke
Olson
Palazzo
Pallone
Palmer
Pascarell
Paulsen
Payne
Pearce
Pelosi
Perlmutter
Perry
Peters
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Pingree
Pittenger
Pitts
Pocan
Poe (TX)
Poliquin
Polis
Pompeo
Posey
Price (NC)
Price, Tom
Quigley
Rangel
Ratcliffe
Reed
Reichert
Renacci
Ribble
Rice (NY)

Rice (SC)
Richmond
Rigell
Roby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rohrabacher
Rokita
Rooney (FL)
Ros-Lehtinen
Roskam
Ross
Rothfus
Rouzer
Roybal-Allard
Royce
Ruiz
Ruppersberger
Rush
Russell
Ryan (OH)
Ryan (WI)
Salmon
Sánchez, Linda T.
Sanford
Sarbanes
Scalise
Schakowsky
Schiff
Schrader
Schweikert
Scott, Austin
Scott, David
Sensenbrenner
Serrano

Sessions
Sewell (AL)
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Simpson
Sinema
Sires
Slaughter
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (TX)
Smith (WA)
Speier
Stefanik
Stewart
Stivers
Stutzman
Swalwell (CA)
Takai
Takano
Thompson (CA)
Thompson (MS)
Thompson (PA)
Thornberry
Tiberi
Tipton
Titus
Tonko
Torres
Trott
Turner
Upton
Valadao
Van Hollen
Vargas

Veasey
Vela
Velázquez
Visclosky
Wagner
Walberg
Walden
Walker
Walorski
Walters, Mimi
Walz
Wasserman
Schultz
Waters, Maxine
Watson Coleman
Weber (TX)
Webster (FL)
Welch
Wenstrup
Westerman
Westmoreland
Whitfield
Williams
Wilson (FL)
Wilson (SC)
Wittman
Womack
Woodall
Yarmuth
Yoder
Yoho
Young (AK)
Young (IA)
Young (IN)
Zeldin
Zinke

NAYS—3

Conyers

NOT VOTING—9

Brady (PA)
Capps
Chaffetz

Donovan
Grayson
Hastings

Scott (VA)

Moore
Sanchez, Loretta
Tsongas

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE
The SPEAKER pro tempore (Mr. FLEISCHMANN) (during the vote). There are 2 minutes remaining.

□ 1407

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PERMISSION TO POSTPONE PROCEEDINGS ON MOTION TO RECOMMIT ON H.R. 2353, HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2015

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that the question of adopting a motion to recommit on H.R. 2353 may be subject to postponement as though under clause 8 of rule XX.

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

There was no objection.

HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2015

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous materials on H.R. 2353.

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

There was no objection.

Mr. SHUSTER. Mr. Speaker, pursuant to House Resolution 271, I call up the bill (H.R. 2353) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, 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 271, the bill is considered read.

The text of the bill is as follows:

H.R. 2353

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; RECONCILIATION OF FUNDS; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Highway and Transportation Funding Act of 2015”.

(b) RECONCILIATION OF FUNDS.—The Secretary of Transportation shall reduce the amount apportioned or allocated for a program, project, or activity under this Act in fiscal year 2015 by amounts apportioned or allocated pursuant to the Highway and Transportation Funding Act of 2014, including the amendments made by that Act, for the period beginning on October 1, 2014, and ending on May 31, 2015.

(c) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; reconciliation of funds; table of contents.

TITLE I—SURFACE TRANSPORTATION PROGRAM EXTENSION

Subtitle A—Federal-Aid Highways

Sec. 1001. Extension of Federal-aid highway programs.

Sec. 1002. Administrative expenses.

Subtitle B—Extension of Highway Safety Programs

Sec. 1101. Extension of national highway traffic safety administration highway safety programs.

Sec. 1102. Extension of Federal Motor Carrier Safety Administration programs.

Sec. 1103. Dingell-Johnson Sport Fish Restoration Act.

Subtitle C—Public Transportation Programs

Sec. 1201. Formula grants for rural areas.

Sec. 1202. Apportionment of appropriations for formula grants.

Sec. 1203. Authorizations for public transportation.

Sec. 1204. Bus and bus facilities formula grants.

Subtitle D—Hazardous Materials

Sec. 1301. Authorization of appropriations.

TITLE II—REVENUE PROVISIONS

Sec. 2001. Extension of Highway Trust Fund expenditure authority.

TITLE I—SURFACE TRANSPORTATION PROGRAM EXTENSION

Subtitle A—Federal-Aid Highways

SEC. 1001. EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS.

(a) IN GENERAL.—Section 1001(a) of the Highway and Transportation Funding Act of 2014 (128 Stat. 1840) is amended by striking “May 31, 2015” and inserting “July 31, 2015”.

(b) AUTHORIZATION OF APPROPRIATIONS.—

(1) HIGHWAY TRUST FUND.—Section 1001(b)(1) of the Highway and Transportation Funding Act of 2014 (128 Stat. 1840) is amended by striking “for the period beginning on

October 1, 2014, and ending on May 31, 2015, a sum equal to $\frac{243}{365}$ of the total amount” and inserting “for the period beginning on October 1, 2014, and ending on July 31, 2015, a sum equal to $\frac{304}{365}$ of the total amount”.

(2) GENERAL FUND.—Section 1123(h)(1) of MAP-21 (23 U.S.C. 202 note) is amended by striking “and \$19,972,603 out of the general fund of the Treasury to carry out the program for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$24,986,301 out of the general fund of the Treasury to carry out the program for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(c) USE OF FUNDS.—

(1) IN GENERAL.—Section 1001(c)(1) of the Highway and Transportation Funding Act of 2014 (128 Stat. 1840) is amended—

(A) by striking “May 31, 2015,” and inserting “July 31, 2015,”; and

(B) by striking “ $\frac{243}{365}$ ” and inserting “ $\frac{304}{365}$ ”.

(2) OBLIGATION CEILING.—Section 1102 of MAP-21 (23 U.S.C. 104 note) is amended—

(A) in subsection (a) by striking paragraph (3) and inserting the following:

“(3) \$33,528,284.932 for the period beginning on October 1, 2014, and ending on July 31, 2015.”;

(B) in subsection (b)(12) by striking “, and for the period beginning on October 1, 2014, and ending on May 31, 2015, only in an amount equal to \$639,000,000, less any reductions that would have otherwise been required for that year by section 251A of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901a), then multiplied by $\frac{243}{365}$ for that period” and inserting “, and for the period beginning on October 1, 2014, and ending on July 31, 2015, only in an amount equal to \$639,000,000, less any reductions that would have otherwise been required for that year by section 251A of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901a), then multiplied by $\frac{304}{365}$ for that period”;

(C) in subsection (c)—

(i) in the matter preceding paragraph (1) by striking “May 31, 2015,” and inserting “July 31, 2015,”; and

(ii) in paragraph (2) in the matter preceding subparagraph (A) by striking “for the period beginning on October 1, 2014, and ending May 31, 2015, that is equal to $\frac{243}{365}$ of such unobligated balance” and inserting “for the period beginning on October 1, 2014, and ending on July 31, 2015, that is equal to $\frac{304}{365}$ of such unobligated balance”; and

(D) in subsection (f)(1) in the matter preceding subparagraph (A) by striking “May 31, 2015,” and inserting “July 31, 2015.”.

SEC. 1002. ADMINISTRATIVE EXPENSES.

Section 1002 of the Highway and Transportation Funding Act of 2014 (128 Stat. 1842) is amended—

(1) in subsection (a) by striking “for administrative expenses of the Federal-aid highway program \$292,931,507 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “for administrative expenses of the Federal-aid highway program \$366,465,753 for the period beginning on October 1, 2014, and ending on July 31, 2015.”; and

(2) by striking subsection (b)(2) and inserting the following:

“(2) for the period beginning on October 1, 2014, and ending on July 31, 2015, subject to the limitations on administrative expenses under the heading ‘Federal Highway Administration’ in appropriations Acts that apply to that period.”.

Subtitle B—Extension of Highway Safety Programs

SEC. 1101. EXTENSION OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY SAFETY PROGRAMS.

(a) EXTENSION OF PROGRAMS.—

(1) HIGHWAY SAFETY PROGRAMS.—Section 31101(a)(1)(C) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(C) \$195,726,027 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(2) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 31101(a)(2)(C) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(C) \$94,531,507 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(3) NATIONAL PRIORITY SAFETY PROGRAMS.—Section 31101(a)(3)(C) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(C) \$226,542,466 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(4) NATIONAL DRIVER REGISTER.—Section 31101(a)(4)(C) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(C) \$4,164,384 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(5) HIGH VISIBILITY ENFORCEMENT PROGRAM.—

(A) AUTHORIZATION OF APPROPRIATIONS.—Section 31101(a)(5)(C) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(C) \$24,153,425 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(B) LAW ENFORCEMENT CAMPAIGNS.—Section 2009(a) of SAFETEA-LU (23 U.S.C. 402 note) is amended—

(i) in the first sentence by striking “May 31, 2015” and inserting “July 31, 2015”; and

(ii) in the second sentence by striking “May 31, 2015,” and inserting “July 31, 2015.”.

(6) ADMINISTRATIVE EXPENSES.—Section 31101(a)(6)(C) of MAP-21 (126 Stat. 733) is amended to read as follows:

“(C) \$21,238,356 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(b) COOPERATIVE RESEARCH AND EVALUATION.—Section 403(f)(1) of title 23, United States Code, is amended by striking “and \$1,664,384 of the total amount available for apportionment to the States for highway safety programs under section 402(c) in the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$2,082,192 of the total amount available for apportionment to the States for highway safety programs under section 402(c) in the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(c) APPLICABILITY OF TITLE 23.—Section 31101(c) of MAP-21 (126 Stat. 733) is amended by striking “May 31, 2015,” and inserting “July 31, 2015.”.

SEC. 1102. EXTENSION OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAMS.

(a) MOTOR CARRIER SAFETY GRANTS.—Section 31104(a)(10) of title 49, United States Code, is amended to read as follows:

“(10) \$181,567,123 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(b) ADMINISTRATIVE EXPENSES.—Section 31104(i)(1)(J) of title 49, United States Code, is amended to read as follows:

“(J) \$215,715,068 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(c) GRANT PROGRAMS.—

(1) COMMERCIAL DRIVER'S LICENSE PROGRAM IMPROVEMENT GRANTS.—Section 4101(c)(1) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$19,972,603 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$24,986,301 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(2) BORDER ENFORCEMENT GRANTS.—Section 4101(c)(2) of SAFETEA-LU (119 Stat. 1715) is

amended by striking “and \$21,304,110 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$26,652,055 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(3) PERFORMANCE AND REGISTRATION INFORMATION SYSTEM MANAGEMENT GRANT PROGRAM.—Section 4101(c)(3) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$4,164,384 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(4) COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS DEPLOYMENT PROGRAM.—Section 4101(c)(4) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$16,643,836 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$20,821,918 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(5) SAFETY DATA IMPROVEMENT GRANTS.—Section 4101(c)(5) of SAFETEA-LU (119 Stat. 1715) is amended by striking “and \$1,997,260 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$2,498,630 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(d) HIGH-PRIORITY ACTIVITIES.—Section 31104(k)(2) of title 49, United States Code, is amended by striking “and up to \$9,986,301 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and up to \$12,493,151 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(e) NEW ENTRANT AUDITS.—Section 31144(g)(5)(B) of title 49, United States Code, is amended by striking “and up to \$21,304,110 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and up to \$26,652,055 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(f) OUTREACH AND EDUCATION.—Section 4127(e) of SAFETEA-LU (119 Stat. 1741) is amended by striking “and \$2,663,014 to the Federal Motor Carrier Safety Administration for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$3,331,507 to the Federal Motor Carrier Safety Administration for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(g) GRANT PROGRAM FOR COMMERCIAL MOTOR VEHICLE OPERATORS.—Section 4134(c) of SAFETEA-LU (49 U.S.C. 31301 note) is amended by striking “and \$665,753 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$832,877 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

SEC. 1103. DINGELL-JOHNSON SPORT FISH RESTORATION ACT.

Section 4 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c) is amended—

(1) in subsection (a) in the matter preceding paragraph (1) by striking “May 31, 2015” and inserting “July 31, 2015”; and

(2) in subsection (b)(1)(A) by striking “May 31, 2015,” and inserting “July 31, 2015.”.

Subtitle C—Public Transportation Programs

SEC. 1201. FORMULA GRANTS FOR RURAL AREAS.

Section 5311(c)(1) of title 49, United States Code, is amended—

(1) in subparagraph (A) by striking “and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$4,164,384 for the period beginning on October 1, 2014, and ending on July 31, 2015.”; and

(2) in subparagraph (B) by striking “and \$16,643,836 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$20,821,918 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

SEC. 1202. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.

Section 5336(h)(1) of title 49, United States Code, is amended by striking “and \$19,972,603 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$24,986,301 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

SEC. 1203. AUTHORIZATIONS FOR PUBLIC TRANSPORTATION.

(a) **FORMULA GRANTS.**—Section 5338(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and \$5,722,150,685 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$7,158,575,342 for the period beginning on October 1, 2014, and ending on July 31, 2015”;

(2) in paragraph (2)—

(A) in subparagraph (A) by striking “and \$85,749,041 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$107,274,521 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(B) in subparagraph (B) by striking “and \$6,657,534 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$8,328,767 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(C) in subparagraph (C) by striking “and \$2,968,361,507 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$3,713,505,753 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(D) in subparagraph (D) by striking “and \$171,964,110 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$215,132,055 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(E) in subparagraph (E)—

(i) by striking “and \$404,644,932 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$506,222,466 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(ii) by striking “and \$19,972,603 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$24,986,301 for the period beginning on October 1, 2014, and ending on July 31, 2015,”; and

(iii) by striking “and \$13,315,068 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$16,657,534 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(F) in subparagraph (F) by striking “and \$1,997,260 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$2,498,630 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(G) in subparagraph (G) by striking “and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$4,164,384 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(H) in subparagraph (H) by striking “and \$2,563,151 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$3,206,575 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(I) in subparagraph (I) by striking “and \$1,441,955,342 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$1,803,927,671 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(J) in subparagraph (J) by striking “and \$284,809,315 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$356,304,658 for the period be-

ginning on October 1, 2014, and ending on July 31, 2015,”; and

(K) in subparagraph (K) by striking “and \$350,119,726 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$438,009,863 for the period beginning on October 1, 2014, and ending on July 31, 2015,”.

(b) **RESEARCH, DEVELOPMENT DEMONSTRATION AND DEPLOYMENT PROJECTS.**—Section 5338(b) of title 49, United States Code, is amended by striking “and \$46,602,740 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$58,301,370 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(c) **TRANSIT COOPERATIVE RESEARCH PROGRAM.**—Section 5338(c) of title 49, United States Code, is amended by striking “and \$4,660,274 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$5,830,137 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(d) **TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT.**—Section 5338(d) of title 49, United States Code, is amended by striking “and \$4,660,274 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$5,830,137 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(e) **HUMAN RESOURCES AND TRAINING.**—Section 5338(e) of title 49, United States Code, is amended by striking “and \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$4,164,384 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(f) **CAPITAL INVESTMENT GRANTS.**—Section 5338(g) of title 49, United States Code, is amended by striking “and \$1,269,591,781 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$1,558,295,890 for the period beginning on October 1, 2014, and ending on July 31, 2015”.

(g) **ADMINISTRATION.**—Section 5338(h) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking “and \$69,238,356 for the period beginning on October 1, 2014, and ending on May 31, 2015” and inserting “and \$86,619,178 for the period beginning on October 1, 2014, and ending on July 31, 2015”;

(2) in paragraph (2) by striking “and not less than \$3,328,767 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and not less than \$4,164,384 for the period beginning on October 1, 2014, and ending on July 31, 2015,”; and

(3) in paragraph (3) by striking “and not less than \$665,753 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and not less than \$832,877 for the period beginning on October 1, 2014, and ending on July 31, 2015,”.

SEC. 1204. BUS AND BUS FACILITIES FORMULA GRANTS.

Section 5339(d)(1) of title 49, United States Code, is amended—

(1) by striking “and \$43,606,849 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$54,553,425 for the period beginning on October 1, 2014, and ending on July 31, 2015,”;

(2) by striking “\$832,192 for such period” and inserting “\$1,041,096 for such period”; and

(3) by striking “\$332,877 for such period” and inserting “\$416,438 for such period”.

Subtitle D—Hazardous Materials**SEC. 1301. AUTHORIZATION OF APPROPRIATIONS.**

(a) **IN GENERAL.**—Section 5128(a)(3) of title 49, United States Code, is amended to read as follows:

“(3) \$35,615,474 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

(b) **HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS FUND.**—Section 5128(b)(2) of title 49, United States Code, is amended to read as follows:

“(2) **FISCAL YEAR 2015.**—From the Hazardous Materials Emergency Preparedness Fund established under section 5116(i), the Secretary may expend for the period beginning on October 1, 2014, and ending on July 31, 2015—

“(A) \$156,581 to carry out section 5115;

“(B) \$18,156,712 to carry out subsections (a) and (b) of section 5116, of which not less than \$11,368,767 shall be available to carry out section 5116(b);

“(C) \$124,932 to carry out section 5116(f);

“(D) \$520,548 to publish and distribute the Emergency Response Guidebook under section 5116(i)(3); and

“(E) \$832,877 to carry out section 5116(j).”.

(c) **HAZARDOUS MATERIALS TRAINING GRANTS.**—Section 5128(c) of title 49, United States Code, is amended by striking “and \$2,663,014 for the period beginning on October 1, 2014, and ending on May 31, 2015,” and inserting “and \$3,331,507 for the period beginning on October 1, 2014, and ending on July 31, 2015.”.

TITLE II—REVENUE PROVISIONS**SEC. 2001. ESTABLISHMENT OF HIGHWAY TRUST FUND EXPENDITURE AUTHORITY.**

(a) **HIGHWAY TRUST FUND.**—Section 9503 of the Internal Revenue Code of 1986 is amended—

(1) by striking “June 1, 2015” in subsections (b)(6)(B), (c)(1), and (e)(3) and inserting “August 1, 2015”, and

(2) by striking “Highway and Transportation Funding Act of 2014” in subsections (c)(1) and (e)(3) and inserting “Highway and Transportation Funding Act of 2015”.

(b) **SPORT FISH RESTORATION AND BOATING TRUST FUND.**—Section 9504 of the Internal Revenue Code of 1986 is amended—

(1) by striking “Highway and Transportation Funding Act of 2014” each place it appears in subsection (b)(2) and inserting “Highway and Transportation Funding Act of 2015”, and

(2) by striking “June 1, 2015” in subsection (d)(2) and inserting “August 1, 2015”.

(c) **LEAKING UNDERGROUND STORAGE TANK TRUST FUND.**—Section 9508(e)(2) of the Internal Revenue Code of 1986 is amended by striking “June 1, 2015” and inserting “August 1, 2015”.

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.

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

Mr. Speaker, I rise today in support of H.R. 2353, the Highway and Transportation Funding Act of 2015. This bill will extend the Federal surface transportation programs for 2 months, through July of 2015.

H.R. 2353 is a clean extension of the surface transportation programs, funded at the authorized amounts for fiscal year 2014. No transfer of funding to the highway trust fund is necessary because the trust fund will remain solvent during the period. However, we will more than likely have to pass another short-term patch before the August recess and take steps to ensure the trust fund remains solvent. I hope all of you will support H.R. 2353.

I have to say, a short-term extension through the end of July was not our

preferred path forward. Our hope was to extend the surface programs through the end of the calendar year. That would have ensured reliable funding for the States through the construction season. A longer extension would also have allowed us to focus on finding a long-term funding solution within the context of tax reform without the distraction of needing to address a shortfall in the highway trust fund later this summer. Unfortunately, we were unable to reach an agreement on a 7-month extension, and so we are left with a 2-month patch.

Mr. Speaker, we have an immediate, critical need to extend the current surface transportation law. If Congress fails to act, over 4,000 Department of Transportation personnel will be furloughed and the States will not be able to be reimbursed. Transportation projects and jobs across the country will be at risk.

I appreciate Chairman RYAN's attention to this pressing issue, as well as his commitment to addressing the long-term solvency of the highway trust fund. A long-term reauthorization bill will continue to be a top priority for this committee. I look forward to working with Chairman RYAN, Ranking Member DEFAZIO, and others to achieve a long-term bill.

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

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

Well, here we are again, yet another short-term pass. It is a heck of a way to run a great nation. Our system is falling apart: 140,000 bridges on the National Highway System need repair or replacement; 40 percent of the surface National Highway System is in such bad shape we have to dig up the roadbed and resurface; and we have an \$86 billion backlog in transit just to bring the existing transit up to a state of good repair. It is so bad that we are killing people in the Nation's Capital unnecessarily because of the state of disrepair of the Metro system.

It is embarrassing. The United States of America has gone from number one in the world, unparalleled in terms of its infrastructure in the Eisenhower era and through a good deal of the latter part of the last century, to 26th and falling fast. We are investing less of a percentage of our GDP in infrastructure repairs and maintenance—let alone, building out a new system—than virtually every nation in the world.

□ 1415

We are down to around 1 percent. There are many developing nations who are investing much, much more because they know they have to move their people and their goods more efficiently in a world economy.

We cannot continue to kick this can down the road. The road is at a dead end. Today, we will reluctantly go along with a 2-month patch because, if we do not act today, at the end of this month, June 1, 4,000 people will be laid

off at DOT and all Federal funding for surface transportation and transit would stop. That would be the end of it. It wouldn't be authorized.

States that had bills pending couldn't be paid, and States that want to get new commitments for new projects wouldn't be able to do it, a tragedy at the height of the construction season. Sixty days should be enough time to negotiate a long-term bill.

Today, we introduce the GROW AMERICA Act written by the administration. It has many, many good points to it, especially the spending levels. We need to enhance spending. We can't pretend, Oh, we are going to do more with less. We are past that point.

Look at what has happened to the purchasing power of the gas tax, which hasn't been changed since 1993, two and a half times faster road traffic volume is going up than we are dealing with the funding issues. We are in a huge deficit situation, and there are many, many ways—many of them proposed on a bipartisan basis—to deal with this. We should be able to work that out.

More importantly, this committee writes the policy. We introduced a bill today that sets the levels for \$87 billion. It is an increase in transit to deal with the backlog, an increase in highways to deal with the insufficiencies there, a new dedicated program for freight; and it puts some more money into rail—commuter rail, in particular—to deal with positive train control and other issues.

We believe that this is the last wake-up call to give Congress time. Sixty days is more than enough time to write a long-term authorization and for the Ways and Means Committee to figure out a way to fund it.

With that, I reserve the balance of my time.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Missouri (Mr. GRAVES), the chairman of the Subcommittee on Highways and Transit.

Mr. GRAVES of Missouri. Mr. Speaker, I also want to thank, in addition to this patch, I want to thank Chairman SHUSTER and Chairman RYAN for their very hard work towards a long-term reauthorization of the Federal highway bill.

Mr. Speaker, my home State of Missouri has nearly 35,000 highway miles and over 10,000 bridges that are practically begging for our attention. As chairman of the House Subcommittee on Highways and Transit, every single day I hear about the need to improve and repair our roadways in this country.

As you can imagine, this isn't a simple task. This is a job that is going to take years to complete. It requires the hard work and cooperation of thousands of men and women and relies on partnerships between the stakeholders, local governments, and Washington.

Most importantly, though, a task of this magnitude requires that those re-

sponsible for planning each project, the State and local governments, are able to do so with confidence. They need certainty not only in this year's budget, but also the budgets for the next 5 or 6 years.

This 2-month extension does not come under ideal circumstances, but it is going to ensure that States are reimbursed for their expenses on Federal projects, and it is going to give us the time to craft a bipartisan long-term reauthorization that we so desperately need.

Long-term reauthorization is critical for everyone who plays a role in improving our Nation's highways and bridges. For too long, they have been forced to operate off of short-term extension after short-term extension, and this makes the already difficult job of maintaining our roadways nearly impossible.

This Congress, we have a huge opportunity to secure a long-term highway bill that is going to improve, rebuild, and modernize America's highway system. It is time that we come together to do just that, and I hope this extension gives us the time to come up with that agreement that we need.

Again, I want to thank both chairmen for their hard work, and I look forward to finalizing a much-needed long-term reauthorization.

Mr. DEFAZIO. Mr. Speaker, I yield 2½ minutes to the gentlewoman from the District of Columbia (Ms. NORTON), the ranking member of the Highways and Transit Subcommittee.

Ms. NORTON. Mr. Speaker, I thank my good friend for yielding.

By July, when this new patch expires, Mr. Speaker, we shall have spent a full year since the last patch, not even trying to make progress toward a long-term authorization bill.

We have acquired a dangerous habit—33 since the last long-term bill—of patches that create no urgency to get a long-term bill done. The Ways and Means Committee, the funding committee for this bill, is holding its first hearing next month. The frustration in the States has accumulated as fast as the untenable backlog of projects. Another construction season has already been sacrificed.

The reason we are here is itself a comment on congressional neglect of the Nation's infrastructure. States have slowed down their request for reimbursements from the trust fund because the unreplenished fund, together with the short-term patches, make it impossible for States, themselves, to even begin projects of any size.

Mr. Speaker, the States have already scaled back their plans for 2015 that would have created jobs. This self-inflicted crisis is threatening other jobs, too—many Federal employees in my district and thousands of others throughout the country. If Congress fails to take action by May 31, many Federal employees will be furloughed; Federal reimbursements will stop, and the highway and transit programs will

shut down. The hidden costs are even worse, the many economic development projects in the country that can't be started until roads, bridges, and transit to accommodate them are done.

Today, the Democrats on the Transportation and Infrastructure Committee have introduced the President's GROW AMERICA Act. We are putting a good bill on the table. Change it or do your own substitute, but do not leave the Nation's infrastructure twisting in the dust of another delay.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Arkansas (Mr. CRAWFORD).

Mr. CRAWFORD. Mr. Speaker, first, let me thank Chairman SHUSTER and Ranking Member DEFAZIO for their hard work and to the rest of the committee for the hours of work already done on a long-term transportation bill.

I rise today in support of H.R. 2353 to prevent the shutdown of funding for infrastructure improvement. I believe there is shared commitment between the Transportation and Infrastructure Committee and most of the Members of the House to pass a fully funded, multiyear highway bill.

With the debt crisis we continue to battle, it is becoming more and more difficult to find the much-needed resources for our most critical needs. That leaves few options at our immediate disposal, most of which are not palatable in this economic environment.

Members of both the Transportation Committee and the Ways and Means Committee will have to take a closer look at potential funding alternatives and be creative in how to finance a reliable and modern infrastructure system, and at the same time, we need to work towards getting our country back on a path of fiscal solvency.

As we work on a long-term solution, we should examine how to reform the highway trust fund to prevent finding ourselves in this same position over and over. A consistent funding mechanism, paired with a more transparent system that demonstrates effective use of taxpayer dollars, will put us in a better position to fund critical infrastructure projects and instill more confidence on the part of our constituents.

I hope my colleagues will join me in supporting H.R. 2353 so we can continue work on a multiyear transportation bill to ensure our Nation's growth. Failure to act threatens our general contractors and their employees, suppliers, and puts at risk the jobs that are both directly and indirectly supported by these projects.

Mr. Speaker, if we want to keep our folks in business and continue any meaningful growth in our economy, then we must find a reliable, long-term solution.

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

Mr. NADLER. Mr. Speaker, I thank the gentleman.

Mr. Speaker, I rise in support of this bill to extend highway and transit programs for 2 months, but with reservations.

The last surface transportation bill, MAP-21, expired last fall. At that time, we passed an extension to the end of this month to give us time to work on a long-term bill. We have known for months that this day was coming; yet we have made no progress finding a solution to funding highways, transit, and other important surface transportation programs.

MAP-21, itself, was only a 2-year bill, breaking the tradition of Congress passing 5- or 6-year bills to provide the reliable funding necessary to promote long-term capital plans and projects that require a commitment beyond 1 fiscal year. The last long-term bill we passed was SAFETEA-LU in 2005. That was 10 years ago, and that bill was underfunded because of a resistance to raising the gasoline tax or to identifying new revenue sources.

For over a decade, we have failed to address the funding challenges necessary to break the cycle of underinvestment and put this country back on a competitive path with the rest of the world.

Today, we spend about 1.7 percent of GDP on infrastructure, while China spends 9 percent and Europe spends 4½ to 5 percent. We used to spend 4½ to 5 percent also.

According to DOT, there is an \$800 billion backlog of investment needs on highways and bridges, including \$479 billion in critical repair work. Public transit has an \$86 billion backlog of critical maintenance and repair needs, which increases by \$2.5 billion each year as bus and rail infrastructure ages.

While our infrastructure crumbles around us, House and Senate leadership refuse to come up with the additional \$60 billion needed to fill the gap in the highway trust fund just to do a long-term bill at current levels; but this week, they will put on the floor a tax extender that will cost \$182 billion over 10 years, completely unpaid for. The priorities of this Congress are completely out of whack.

I am concerned that we will pass this 2-month extension and be right back here in July having this same conversation. I will support this extension, but only with the understanding that we must spend the next 2 months, once and for all, making transportation funding a priority so that our citizens don't have to risk unsafe transportation so that we can invest in our infrastructure and we can be competitive in our economy going forward.

Mr. SHUSTER. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. GIBBS).

Mr. GIBBS. Mr. Speaker, I thank the chairman for yielding.

I rise today in support of H.R. 2353, the Highway and Transportation Funding Act of 2015.

Although we must construct a long-term highway bill, this legislation is a

compromise that will provide States with certainty through the vital summer construction months.

By extending the expenditure authority of the highway trust fund through the end of July, States will not have to worry about reimbursements from the Federal Government while they are in the middle of the busiest construction season of the year.

Following the passage of this extension, I look forward to working with my colleagues on the Transportation and Infrastructure Committee to construct a long-term highway bill with a sustainable funding mechanism.

Upon its enactment in 2012, MAP-21 made important reforms by consolidating Federal highway programs and streamlining the project approval process. The next highway bill should build on MAP-21's successes to cut red tape and ensure highway trust fund dollars are spent responsibly.

We must also be good stewards of taxpayer dollars by keeping our promise to the American people that the next surface transportation bill will provide adequate funding for highway and freight infrastructure to create jobs and keep our Nation competitive.

My constituents and the hard-working people all over this country need reliable roads and bridges to commute to work, take their children to school, and get home safely at night.

Unfortunately, the President's funding proposal is not viable and, I believe, will encourage more inversions or takeovers of American companies.

I urge my colleagues to support H.R. 2353 and encourage them to commit to crafting a long-term fiscally responsible highway bill that will provide the much-needed certainty to States, industry, and the American people.

Mr. DEFAZIO. Mr. Speaker, at this time, I yield 2 minutes to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Mr. Speaker, I appreciate the gentleman's courtesy, and I appreciate his leadership on this matter. He hit it right on the nail.

We are in a situation, I am sad to say, having listened to my colleague a moment ago; the States will still have to worry. Two months doesn't give them a straight shot at a construction season, and there is still uncertainty.

I could have dusted off the speech I gave last summer where I said we would be right back here in the same spot, with uncertainty around the country; and the local governments, the State governments, the contractors don't deserve that.

But it is not the problem of the T and I Committee, as much as Ways and Means. You can't craft a bill unless you know how much money you have got to spend. I am embarrassed as a member of that committee that, in the 55 months my Republican colleagues have been in charge, we have not had a single hearing on transportation finance.

We hear certain things are off the table or not acceptable. It is interesting, we haven't raised the gas tax in

22 years, but six States—six red States—have raised the gas tax already this year. Utah, Idaho, Georgia, South Dakota—these are not flaming bastions of liberalism. These are people who looked at the problem and decided they needed to step up, and they stepped up not to take the place of the Federal responsibility, but in anticipation that at some point, the Federal Government would meet its obligation for almost half of the major construction projects.

I would respectfully request that we dive in and see what we can do over the course of the next couple of months, but that the Ways and Means Committee spend one week listening to the men and women who build, operate, and use our Nation's infrastructure, spend a week, look at the items, consider maybe what Ronald Reagan thought was a good idea in 1982: raise the gas tax.

We can pass that bill out of committee in 1 week, and you can have the next couple of months to give America the bill it needs to rebuild and renew this great country.

□ 1430

Mr. SHUSTER. Mr. Speaker, I now yield 2 minutes from the gentleman from Nevada (Mr. HARDY).

Mr. HARDY. Mr. Speaker, I rise today in support of long-term highway funding. I will support the bill on the floor today, but let's be clear. This is a long-term problem that needs to have a long-term solution.

We gather in hearings and we gather in meetings to discuss the various options we have for revenue. We now have to gather to make a decision, the long-term decision.

We were elected to Congress to represent our constituents and to make difficult decisions that will help us guide our Nation forward. It is time for us to accelerate and produce a solution to our highway funding problems. Our highways and our bridges are falling into disrepair.

Before I became involved in public service, I was a contractor in Nevada where I worked on roads, bridges, and dams. I know the wear and tear that our infrastructure is experiencing. I know the uncertainty that States are facing when it comes to highway projects.

Our inaction has created a difficult environment for the States to make decisions. So I stand here today to support long-term funding. It is a long-term problem that requires a long-term solution.

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

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, let me thank the leadership of this committee for getting to this point. I am very, very sorry that this is another kicking the can down the road, but we don't have much choice but to support the bill before us today.

We have missed a major construction season already. Bridges are falling; ac-

cidents are happening; traffic jams increase because of the crumbling infrastructure. This is all very costly, and it is more costly when we have a winter like we just had that hits already crumbling infrastructure.

We must address this costly neglect of our infrastructure around the country. It is not partisan. There are no Democrat and Republican bridges or streets. We must address our responsibility to this Nation.

Sensible, large projects must have time to plan for those long-term projects. They cannot do that. No city or State can do that kind of planning without knowing whether we have a long-term source of funding that will keep it going.

It is unwise for us to continue just to put this off. We have got to pay for it no matter when we do it. The time is now. We have extended this time too long. The Nation has suffered too long. Traffic is jamming; accidents are happening; and it will not get better until we take on our responsibility.

I would urge all of us today to support this short-term bill for the last time. It is time for us to have a long-term infrastructure bill for this Nation.

Mr. DEFAZIO. Mr. Speaker, I would like to inquire of the Chair the balance of time remaining.

The SPEAKER pro tempore. The gentleman from Oregon has 19 minutes remaining. The gentleman from Pennsylvania has 22 minutes remaining.

Mr. SHUSTER. It is now my pleasure to yield 2 minutes to the gentleman from Texas (Mr. BABIN).

Mr. BABIN. Mr. Speaker, the funding and authorization for our Federal highway program expires in just 12 days. This is a deadline that Congress, the Department of Transportation, and the American people have known about for almost a year now. And the bill before us today is not the long-term solution that we were hoping for, but it is the necessary step forward at this time while we continue to work on a longer term solution for our highway funding.

I appreciate very much the attention that Chairman SHUSTER has given to this important issue. He has taken a very keen interest in what we need on a national level, and many of us from the Houston area appreciate his coming to our part of America to learn and see what our needs are in the State of Texas. I am confident that the chairman and those of us on the relevant committees in the House and the Senate will come together and deliver a long-term solution for our highway programs and will strengthen them for every Texan and every American.

While this bill before us isn't ideal, the choice is very simple. I urge my colleagues to join me in voting "yes" on this bill to keep our State Department of Transportation on the job through the summer building months and to keep Congress working on a long-term solution.

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

Ms. BROWN of Florida. Mr. Speaker, here we go again, passing another extension and failing in our duty to provide a world-class transportation system.

Transportation programs are much too critical to our economy to be delayed any longer. Unfortunately, the Republican leadership in Washington continues its long-running failure to fund surface transportation infrastructure programs. Just last week, House Republicans passed a bill, with no offsets, that cut taxes by \$269 billion for the richest 1 percent of Americans, but they failed to pass a real transportation authorization bill that would put Americans to work. We know, for every billion dollars we invest in transportation, it generates 44,000 permanent jobs.

In closing, Secretary Anthony Foxx said that all of us have roles to play in shaping our Nation's infrastructure. As we saw last week during the tragic train derailment in Philadelphia, Congress urgently needs to increase funding for our Nation's passenger rail system in order to make it safer for all of the traveling public and to prevent future tragedies on our Nation's rails.

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

Mr. DEFAZIO. Mr. Speaker, I yield 2½ minutes to the gentleman from Maryland (Mr. HOYER).

Mr. HOYER. Mr. Speaker, let me thank Mr. DEFAZIO for yielding and for the work that he does on this committee.

Let me also say to the chairman of the committee, Mr. SHUSTER, how pleased I am with the kind of work that he does on the committee. Very frankly, Mr. SHUSTER is committed to getting things done and to working in a bipartisan fashion. That is good for this House, and it is good for his State, and it is good for the country. I thank him for his leadership.

Mr. Speaker, I rise in support of this 60-day extension because it is essential that we do this. The consequences of not doing it would be very, very negative. I rise to lament the fact that we have gone 10 months in our having known full well that this date was upon us and that theoretically, we thought, that funding as well as authorization would end on the 31st of this month. We have now found that funding will not end. This bill is necessary to authorize, not to fund, because funding is available for the next 60 days from the 31st.

I also rise to urge this House, under Mr. SHUSTER's and Mr. DEFAZIO's leadership, to do the work we were sent here to do—to invest in America, to invest in the growth of our economy, to invest in the creation of jobs—in fact, what the board of directors of the greatest country on the face of the Earth ought to have done many years and, certainly, months ago.

I am absolutely convinced that this House has the capacity, the intellect, and the ability within 60 days to come

to this floor with a bill that will invest in our infrastructure and provide sufficient funds to make America competitive and to pay for it, not to pass the expense along to future generations—my children, my grandchildren, my great grandchildren. They are going to have to buy for themselves the infrastructure of their generations, and they ought not to have to pay the bills of our generation.

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

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

Mr. HOYER. It is a moral responsibility that this generation pays for the investments that it needs to make in the infrastructure that will be used today and tomorrow.

Mr. SHUSTER. I know, wants to do that. Mr. SHUSTER and Mr. DEFAZIO have the courage to do that. The issue is going to be whether this body, on both sides of the aisle, comes forward with a responsible, paid-for infrastructure bill, particularly for highways and roads and bridges, but for other investments as well.

I want to tell Mr. SHUSTER and Mr. DEFAZIO that I will work closely with them and that I will urge the Members on my side of the aisle to work closely with the Members on Mr. SHUSTER's side of the aisle to effect this end. But let us not pretend on July 30 that we can extend until December 31 or until a year from then. Today, let us commit ourselves to using the next 70 days, approximately, to come up with a paid-for, 6-year reauthorization that will make America stronger, grow our economy, and be a pride of the American people, whom we serve.

Mr. SHUSTER. Mr. Speaker, I thank the distinguished whip for his kind words, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, again, may I inquire as to the amount of time remaining on my side.

The SPEAKER pro tempore. The gentleman from Oregon has 14 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 and Members of the House, this failure to write a long-term, paid-for surface transportation bill for this country has become a national embarrassment. Quite frankly, it is an international embarrassment. Passenger trains and oil trains are coming off the tracks, are taking lives, are causing untold amounts of damage. The simple truth is that we can't fix those lives who were lost, but we can fix our transportation system. Isn't it about time that we do that? It is not only a national embarrassment, our failure here, but it is a failure of the Congress. It is a failure of the legislative process. It is a failure of the committee process. That is what is happening here.

We held hearings in the last session. We heard from the Chamber of Com-

merce; we heard from the unions; we heard from the retailers; we heard from the truckers. Everybody said three things: one, our transportation system is falling apart. They had that right. Two, it is hurting our ability to grow our economy and to create jobs. They had that right. Three, they said we need to find some new revenue. None of it could be more obvious. Yet the Transportation Committee held hearings from all of those people in the last session, and we held hearings again in this session, but we never took up the markup and the writing of a transportation bill.

□ 1445

That is the simple truth, Mr. Speaker, and I am calling on the leadership here to either instruct the Committee on Transportation and Infrastructure or allow the Committee on Transportation and Infrastructure to write a transportation bill. I have absolute confidence that we can come together if we do.

It is through the committee process that we find common ground. That is where we reach our bipartisanship. That is how we fix things here in the Congress. That is how we get things done. Mr. Chairman, Mr. Speaker, allow or instruct the committee to do its job, to do its business, and we will write a transportation plan for this country that gets this country moving again, saves lives, and builds an economy.

Mr. SHUSTER. I continue to reserve the balance of my time.

Mr. DEFAZIO. I yield 2 minutes to the gentlewoman from Nevada (Ms. TITUS), a member of the committee.

Ms. TITUS. Mr. Speaker, why are we debating an extension of the surface transportation authorization instead of doing the right thing and passing a bill that invests in our future? We should be playing the long game, not betting on the come, as they say in Nevada.

For the 2 million residents who live in the Las Vegas valley and the more than 42 million visitors who come to our city from around the world, we must commit to the passage of a long-term surface transportation bill this summer. We can't do yet another extension that creates uncertainty, stifles development, and puts us further behind.

We must pass a bill that includes investment that is real, sustainable, and goes beyond just maintaining our current infrastructure but instead sets our Nation on a road that is built to last.

Mr. SHUSTER. I continue to reserve the balance of my time.

Mr. DEFAZIO. I yield 2 minutes to the gentlewoman from Florida (Ms. FRANKEL), a member of the committee.

Ms. FRANKEL of Florida. Mr. Speaker, I just want to start by thanking Mr. SHUSTER and Mr. DEFAZIO for their bipartisan leadership. I am going to vote for this 2-month extension for the highway trust fund in order to avoid a shutdown of America's transit building and repair.

But with that said, Mr. Speaker, this legislation is like fixing our roads and bridges with Silly Putty. It is just not strong enough to hold our Nation's crumbling infrastructure. So I join my colleagues on both sides of the aisle to say it is time to make those long-term investments necessary for people and goods to get to their destination safely and timely.

Mr. Speaker, transportation moves our economy. It is time for Congress to get going.

Mr. SHUSTER. I continue to reserve the balance of my time.

Mr. DEFAZIO. I yield 3 minutes to the gentleman from New Jersey (Mr. PASCRELL), a strong advocate for all things transportation, a member of the powerful Committee on Ways and Means.

Mr. PASCRELL. Mr. Speaker, I thank the ranking member and the chairman. I am not going to vote for this piece of legislation—not even close.

Everyone talks about how we must maintain the roads. If you listened over the last 45 minutes, all of these infrastructure issues are in bad shape, terrible shape. We know the problem. So long speeches about this and the problem don't make much sense.

Here is my question to every Member of this body: What are you prepared to do? Make believe you are doing something? Hide under the desk in your office?

How much money have we used, Mr. Speaker, from the general fund to bail out transportation? The percentage of general funds increases each budget that we are using. So without a clear source of long-term funding, our States cannot plan for the future. In fact, many States are not putting money into their trust fund. My own State, the State of New Jersey, I guess the money is going to fall out of the sky. So 2 months, 4 months, 7 months, it is all a joke.

Ensuring the solvency of the trust fund is not only a key component of meeting our transportation challenges, it is our job. The Committee on Ways and Means has not even had one hearing, Mr. Ranking Member, Mr. Chairman. How many States have put themselves in the same position as the Federal Government?

I understand that some Members are already planning another short-term extension in July because you say now we are ready to have a long-term solution, but you are already planning for another short-term in July. In fact, we are moving towards the omnibus bill, where we will put everything together. It will be like a stew: trade, transportation, lollipops, put them all in there. Put it all in there, and then we will vote on it and have some of our Members vote against motherhood so that they will be on the block a year from this November.

Look, let me suggest something novel for this group. Let's spend the next 8 weeks resuscitating a system

where users of the system pay to maintain and grow the system. International tax can be a part of the solution. I say to the President and the Congress, it is not nearly enough money.

A group of us presented a bipartisan plan—Republicans and Democrats—to fund the Federal highway trust fund. Through Democratic Presidents, Republican Presidents, through Democratic Houses and Republican Houses, we have always been able to come to a resolution on this until the last 3 or 4 years. Why? Why is this?

The SPEAKER pro tempore (Mr. SIMPSON). The time of the gentleman has expired.

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

Mr. PASCRELL. Mr. Speaker, neither party has the wherewithal to deal with the problem. I believe our model must receive serious consideration as the clock counts down on the trust fund's expiration. Our legislation has the support of both business and labor.

I am done with extensions, and I plan to vote "no" today. I ask my colleagues to show support for a long-term bill and cosponsor the Renacci-Pascrell plan, because if we don't change something, we will be right back here in July talking to each other.

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

Mr. DEFAZIO. How much time do I have remaining?

The SPEAKER pro tempore. The gentleman from Oregon has 6½ minutes remaining. The gentleman from Pennsylvania has 20½ minutes remaining.

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

First off, I want to join in what many others have said: transportation infrastructure has not been historically nor should it become a partisan issue. I appreciate the chairman's willingness to work together on many aspects. We will at times disagree over elements of bills, but in general we agree that what makes this country great, what makes us competitive in the world is a world-class system of transportation infrastructure and other critical infrastructure, and today we are deficient. I talked during my introductory remarks about some of the needs. Let me just talk about the revenues.

Back in 1993, when the gas tax was raised by a bipartisan coalition in the House—actually, on the Republican side, led by the chairman's father, Bud Shuster—we paid about 14 percent. Every time you went to the pump, with the increase in the gas tax in 1993, 14 percent of your bill went to invest in the Nation's infrastructure. Yet today, some 22 years later, 7 percent goes to the infrastructure. Population has grown, road miles have increased, and the Eisenhower infrastructure has aged.

Infrastructure doesn't just age a little bit each year. It reaches a point where it accelerates dramatically, so a

bridge that you could fix for \$15 million or \$20 million today, 2 years from now you might have to totally replace for \$100 million. So not delaying these needed investments, unless we want to see people detouring around all the rivers in America because of bridge outages, is really, really critical for a just-in-time economy, for our world competitiveness, to save on fuel efficiency.

Now, a number of States have stepped in to fill the void; 14 States have voted to raise their own gas taxes since 2013. As the gentleman from Oregon pointed out, six deep red Republican States have voted to raise their gas tax this year.

Just to assure my colleagues, for those who raised it before the last election, nobody lost their election because they raised the gas tax in those States. People recognize it as a user fee. They are tired of blowing out tires and car repairs because of potholes. They are tired of detours. The trucking industry is tired of detours, and they don't want a proliferation of tolls across America. The solution is a Federal partnership.

The chairman held a hearing recently where we had the Department of Transportation director from Wyoming, a deep red State, talking about the fact that they had increased their gas tax, but they still need the Federal partnership; it is critical. We had the Governor of North Carolina—has one of the highest gas taxes in the country, deep red State these days—saying the Federal partnership was more critical than ever. The same with the mayor of Salt Lake City, the Federal partnership is critical. No State can do it on its own.

I propose that we index the gas tax to construction costs, inflation, fleet fuel economy. That would mean next year the gas tax would go up by 1.7 cents. I would like to see the Member of Congress who thinks they are going to lose their election over a 1.7 cent investment in America's infrastructure to avoid those potholes, the congestion, the detours, the delays, or the additional tolling to maintain what we have. It won't happen. It hasn't happened recently in red States that have raised it much more than 1.7 cents.

But if we index to inflation, fleet fuel economy, and construction costs inflation, we could borrow upfront for the trust fund, let's say, \$150 billion, a nice increase over the current levels of spending, and we could pay it back in about 15 years with that increment, just the indexed increment that would grow a tiny bit each year.

And again, you drive by the gas station on your way to work, and when you drive home at night, ExxonMobil has raised it a nickel because there were rumors of war in the Middle East or a refinery had an outage or something or this. Where did that nickel go? It went into the pockets of ExxonMobil or speculators on Wall Street. It didn't go into our Nation's infrastructure.

The American people would sure as heck rather pay 1.7 cents to rebuild our system and make America more com-

petitive and put hundreds of thousands of people to work than another nickel in the coffers of OPEC or ExxonMobil or Wall Street speculators.

It is time to suck it up around here, act like men and women who were sent here to make tough decisions, to regain our legacy, to begin to bring America back toward a world-class infrastructure. It would take many years and many tens or hundreds of billions of dollars to reclaim the legacy of the Eisenhower era, but it is only a lack of will—will—that prevents us from doing that. There is no major impediment. Nobody is going to lose their election over 1.7 cents a gallon. In fact, people will thank you at home.

The trucking industry is begging—begging—for an increase in the diesel tax. The United States Chamber of Commerce, when is the last time they asked for an increase in a tax? Look, all across the spectrum, the retailers, the business community, all across this country people are saying: Help us; get us out of congestion; fix the system; bring it up to a state of good repair. There is another whole contingent of American people who are saying: We need jobs.

There is no more certain way to create jobs in this country than investing in America's infrastructure. And they are not just construction jobs. They are engineering jobs. They are manufacturing jobs. In the case of mass transit, they are high-tech jobs. They are small business jobs. They are disadvantaged business enterprise jobs. It goes through the entire economy. No American will be left behind.

We could create hundreds of thousands of jobs and make America number one again. All we lack is the will here in this House. Let's say this is the last 60-day delay. Let's work together, and let's get a real 6-year bill by the end of July.

Mr. Speaker, I just want to announce we introduced the GROW AMERICA Act comprehensive bill with which we could begin policy discussions, H.R. 2410, today, with 19 cosponsors.

I yield back the balance of my time.

□ 1500

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

Mr. Speaker, I always appreciate the passion of the ranking member, my friend, Mr. DEFAZIO, on these issues. I have to say that much of what has been said on this floor by both sides, I agree with. The need to invest in our infrastructure is real. It is critical. Our infrastructure is crumbling all around us.

I also agree that we need to find a long-term solution to the trust fund to make sure it is fiscally responsible, and most importantly, I agree that we need to act. This 2-month extension was not my preference. What my preference is, is to buckle down, work hard, find the dollars, and have a long-term surface transportation bill that is sustainable.

Again, I stand here today urging all my colleagues to vote for this essential

2-month extension to get us through to July. I am committed to continue to work to find the solution so we can have a long-term bill, but a vote against this bill is a vote in favor of shutting down these vital programs, stopping the work of thousands of highway projects around the country and laying off thousands of construction workers and Federal employees.

I urge a “yes” vote on this bill, and I yield back the balance of my time.

Mr. RYAN of Wisconsin. Mr. Speaker, the highway trust fund has enough money to pay for projects through the end of July, but its legal authority to spend that money expires at the end of this month. I would have preferred to pass an extension that lasted through the end of the year, but we just couldn't come to a bipartisan agreement on how to pay for it. That's unfortunate because the more time we spend on these short-term patches, the less time we'll have to find a long-term solution.

And ultimately, the only real solution is a long-term solution. At the very least, this legislation will allow the trust fund to continue to fund projects through July, while we continue to work on an extension for the rest of the year. But if we really want to solve this problem, both parties need to confront the serious challenges facing the trust fund. That's the only way we'll come up with a plan to give states the certainty they need to build the roads and bridges our families need to thrive.

Mr. GENE GREEN of Texas. Mr. Speaker, I rise today in support of the bill, H.R. 2353, the Highway and Transportation Funding Act of 2015 but with reservations.

I support Chairman SHUSTER's efforts to ensure the Highway Bill does not expire and cost the economy jobs and cause important projects to stop progress.

I am, however, disappointed we once again face this issue.

We need to pass a long-term highway bill so that our communities and businesses have the certainty they need to invest in our future.

I understand the fiscal challenges we face but I believe that we must do more to improve our nation's transportation system.

Transportation funding, particularly for highways and transit, is particularly important for my constituents and the entirety of the Greater Houston area.

We have a congestion problem in Houston.

We have done a lot to reduce this congestion, but more must be done.

We also have the largest port for foreign tonnage and largest petrochemical complex in our country along the banks of the Port of Houston.

In the years ahead, we will face a much higher traffic volume due to population growth and the expansion of the Panama Canal, which will bring more truck traffic and economic development to the area.

In order for Houston and our Port to continue to be a hub for commerce, we must strengthen our rail and road infrastructure.

Both a successful port and a growing local economy rely on well maintained roads and bridges.

Communities around our country must improve its transportation infrastructure in order to encourage businesses and economic development.

While I understand the strain the Highway Trust Fund is experiencing, it is important that

we fund important highway projects throughout the country.

We are at a critical time for our nation in terms of transportation funding.

We must fix bridges, expand highways, and increase the capacity of our infrastructure.

Highway and transit projects are important to our constituents, so they can get to work and school and they are important to our businesses so they can move commerce.

Everyone wins when we increase our investments in our transportation infrastructure.

I urge my colleagues to support H.R. 2353 but I also urge my colleagues to fix the problem and craft a long-term highway bill for the benefit of all our citizens.

Mr. SEAN PATRICK MALONEY of New York. Mr. Speaker, I rise today in opposition to H.R. 2353. This bill will mark the thirty-third time we've passed a short-term extension to the Highway bill in eight years. Enough is enough. Our roads and bridges are crumbling. We owe it to the American people to pass a robust long-term surface transportation bill and make real investments in our transportation infrastructure. These short-term extensions not only diminish our economic competitiveness as a nation but they erode the safety of all of the folks we were sent here to represent. I will not support any more short-term gimmicks and implore my colleagues to join me in rejecting this proposal and instead pass a long-term bill and once again invest in our national infrastructure.

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 271, the previous question is ordered on the bill.

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

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

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

Ms. ESTY. I am, in its current form.

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

The Clerk read as follows:

Ms. Esty moves to recommit the bill H.R. 2353 to the Committee on Transportation and Infrastructure with instructions to report the same back to the House forthwith, with the following amendment:

At the end of title I, add the following:

Subtitle E—Passenger Rail Positive Train Control Funding

SEC. 1401. PASSENGER RAIL POSITIVE TRAIN CONTROL FUNDING.

Section 20158(c) of title 49, United States Code is amended by inserting “, and \$750,000,000 for the period beginning October 1, 2014, and ending on July 31, 2015,” after “2013”.

Mr. SHUSTER. Mr. Speaker, I reserve a point of order against the motion.

The SPEAKER pro tempore. A point of order is reserved.

Pursuant to the rule, the gentlewoman from Connecticut is recognized for 5 minutes in support of her motion.

Ms. ESTY. Mr. Speaker, this is the final amendment to the bill, which will

not kill the bill or send it back to committee. If adopted, the bill will immediately proceed to final passage as amended.

My amendment provides \$750 million to passenger railroads to help them implement positive train control. Tragically, last week, Amtrak 188 derailed, killing 8 people and injuring more than 200. My thoughts and prayers are with the victims and their loved ones.

Unfortunately, last week's tragic accident is just the latest in a series of incidents that are unacceptable and largely preventable.

According to National Transportation Safety Board member Robert Sumwalt, the lead investigator of last week's Amtrak derailment in Philadelphia: “Had PTC”—positive train control—“been installed on the section of track, this accident would not have occurred.”

Now, what is positive train control? Positive train control, commonly referred to as PTC, is a communications and signaling system that uses GPS technology and sensors to communicate train location, speed, restrictions, and moving authority.

Most importantly, PTC can save lives. For instance, positive train control technology can detect if a train is going too fast for an area and use on-board equipment to automatically slow or stop the train.

Now, Mr. Speaker, last week's derailment is not the first time NTSB has recommended implementing positive train control. This recommendation has been made since 1969, following an investigation of a head-on collision of two Penn Central commuter trains near Darien, Connecticut, in my home State. That collision killed 4 people and left 43 injured.

Forty-six years after that deadly collision in Connecticut, the NTSB is still demanding and waiting for action. During this time, the NTSB has investigated 144 accidents that would have been preventable if railroads had installed PTC. Not surprisingly, positive train control has been on the NTSB's most wanted list of safety improvements since 1990.

144 accidents over 43 years—try and think about that, and try to comprehend 6,532 preventable injuries and 288 preventable deaths.

This just isn't an issue only on the Northeast corridor. In 2008, a tragic accident in California killed 25 people and injured 102. After that accident, this House enacted legislation requiring PTC on commuter and intercity passenger rails by December 31 of this year; but protecting lives requires leadership from this Congress.

The American Public Transportation Association asked Congress to provide Federal funding for 80 percent of the installation costs on passenger rails. We in Congress can help. We can and must make this investment before another terrible accident, before another life is tragically and needlessly lost. We can't afford to wait.

Less than 2 years ago, a Metro-North Railroad engineer fell asleep as the train he was operating sped up to 82 miles an hour through a tight curve. The restriction for that section was only 30 miles an hour. As a result of the derailment, 4 people died, and 61 were injured. With tragic predictability, the NTSB investigation determined that positive train control could have prevented that tragedy as well.

How many more times does the NTSB need to repeat its recommendation before PTC is implemented?

There is no reason why this Congress should continue to ignore its responsibility to help passenger railroads implement the lifesaving technology as soon as possible.

I urge my colleagues to join me in supporting this amendment to provide the necessary funding to help passenger railroads implement PTC across the United States.

Let me be clear: this funding won't prevent every single accident. The fact that PTC will not prevent every accident should not—cannot—be an excuse for this Congress' failure to act.

Failure to act today on implementing positive train control is wrong. It is unworthy of a great country. A great country does not respond to crises with duct tape; a great country leads with action.

I ask all House Members to join me to vote for this amendment, and I yield back the balance of my time.

Mr. SHUSTER. Mr. Speaker, I wish to withdraw my reservation of a point of order.

The SPEAKER pro tempore. The reservation of a point of order is withdrawn.

Mr. SHUSTER. I rise in opposition to the motion.

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

Mr. SHUSTER. Mr. Speaker, I oppose this motion. We certainly know of the tragedy that happened in Philadelphia, in my home State, but this really is not the place to address this.

We need to pass a clean extension. We have got to pass it and get it to the Senate, so we make sure that these vital programs keep people working, we keep projects moving forward, and that they don't shut down.

Again, this is a clean extension. We want it to be a clean extension because we know that time is of the essence to get this over to the Senate, as I said, and pass it. You are talking about 4,000 people in the government that will be furloughed and thousands of workers across America. Projects will stop, and they won't be working.

Again, we have an immediate need to extend the highway transit and safety programs. I am confident and remain committed to working with Chairman RYAN; but this is not the time to slow this down. This the time to get it done so that we can get it to the Senate as quickly as possible.

Again, I am opposed to this motion. I urge a "no" vote on the motion and

continue to ask my colleagues to support the underlying bill that gets the job done and gets us past this critical time.

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 yeas appeared to have it.

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

The yeas and nays were ordered.

The SPEAKER. Pursuant to the order of the House of today, further proceedings on this question will be postponed.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Brian Pate, one of his secretaries.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO THE STABILIZATION OF IRAQ—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 114-40)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to the stabilization of Iraq that was declared in Executive Order 13303 of May 22, 2003, is to continue in effect beyond May 22, 2015.

Obstacles to the orderly reconstruction of Iraq, the restoration and maintenance of peace and security in the country, and the development of political, administrative, and economic institutions in Iraq continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Accordingly, I have determined that it is necessary to continue the national emergency with respect to the stabilization of Iraq.

BARACK OBAMA.

THE WHITE HOUSE, May 19, 2015.

LEGISLATIVE BRANCH APPROPRIATIONS ACT, 2016

GENERAL LEAVE

Mr. GRAVES of Georgia. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on consideration of H.R. 2250, and that I may include tabular material on the same.

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

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 271 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 2250.

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

□ 1516

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 2250) making appropriations for the Legislative Branch for the fiscal year ending September 30, 2016, and for other purposes, with Mr. CARTER of Georgia in the chair.

The Clerk read the title of the bill.

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

The gentleman from Georgia (Mr. GRAVES) and the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ) each will control 30 minutes.

The Chair recognizes the gentleman from Georgia.

Mr. GRAVES of Georgia. Mr. Chairman, I yield myself such time as I may consume.

When I joined the Appropriations Committee a little over 4 years ago, I said that I wanted this committee to be known as a place where taxpayer money was saved and not spent. In recent years, there has been a major change in the perception of this committee.

Thanks in large part to the leadership of Chairman ROGERS and the members of the committee, the process is open, and it is transparent, and this committee has made a priority of ensuring every taxpayer dollar is spent wisely.

In keeping with that trend, the bill that we are here to debate today holds the line on spending. It is a bill that honors and respects the taxpayer while preserving the beauty of the Capitol campus, providing essential security for visitors and staff, and ensuring that we are able to provide the services that our constituents expect and deserve.

This bill is a total of \$3.3 billion for the legislative branch, excluding all Senate items. The bill continues the freeze on funding for the House of Representatives, including leadership, committees, and Member office budgets. It also continues the Member pay freeze that was put in place in 2010.