

minute and to revise and extend his remarks.)

Mr. KATKO. Mr. Speaker, I rise today to recognize the courage and commitment of our policemen and -women across this great country. Every day, individuals donning the police shield risk their lives to protect and serve our local communities.

Having served as a Federal organized crime prosecutor for 20 years, I have had the distinct pleasure and honor of working with countless police organizations across this country, including in my hometown, such as the Syracuse Police Department, the Syracuse Gang Violence Task Force, and the Onondaga County Sheriff's Department, among many others. Together, we worked to make Syracuse safer by going after drug and gang organizations that plague our community. While I now proudly represent New York's 24th Congressional District, their mission continues.

I am elated that this body will consider two bills, the Thin Blue Line Act and the Probation Officer Protection Act, that will help protect these individuals who protect us every day. Further, I have a bill that will be debated tomorrow. This bill will help fusion centers disseminate information to our policemen and -women as they continue to tackle new and adapting threats across this country.

Again, I would like to thank all our Nation's police officers and honor them this day for their dutiful service.

POLICE WEEK

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

Mr. FITZPATRICK. Mr. Speaker, as a member of the law enforcement community, I rise today to recognize the service and the profound commitment of our police officers around our great Nation.

The dedication and sacrifice of our blue line deserves to be respected every day. National Police Week gives us all the opportunity to stand together in support for those in blue and to recommit ourselves to the ideals and laws of our Nation that they are tasked to uphold.

National Police Week is a special time to unite nationwide to honor those who sacrifice so much to protect our neighborhoods and our loved ones. To those who have made the ultimate sacrifice in the line of duty, we as a nation stand eternally grateful.

Mr. Speaker, I am honored to recognize National Police Week 2017 and to join with the millions of proud Americans throughout our country to thank our law enforcement members for their continued service and sacrifice.

POLICE WEEK

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

Mr. HIGGINS of Louisiana. Mr. Speaker, I rise unscripted and sober in respectful support for my brothers and sisters of the thin blue line from sea to shining sea. These men and women behind the badge rise each day and serve each night as we work and as we slumber, sure to face dangers unknown, certain to face enemies unseen, and sometimes to be completely unappreciated. This week, we recognize them and we celebrate them.

To my brothers and sisters of the thin blue line, please hear that your support within this body is unwavering and shall not falter.

God bless you, one and all.

MAKE IT IN AMERICA

The SPEAKER pro tempore (Mr. COMER). Under the Speaker's announced policy of January 3, 2017, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, this is Infrastructure Week.

Infrastructure. Can you imagine Congress actually talking about building things that America needs, like roads, high-speed internet, and maybe a few ports and ships and high-speed trains from here to there?

It is Infrastructure Week. Mr. President, you promised us a trillion-dollar infrastructure bill; however, you seem to be occupied on a few other things. So we will be understanding and just kind of take up the issue here and talk about it and see if we can move this issue forward since we really haven't heard from the administration on your trillion-dollar program.

Let's talk about some of the elements of it today. I am going to start with a really old placard that we have used now for 7 years. We call this the Make It In America agenda, and it has been something that Mr. HOYER of Maryland and I and many others on the Democratic side of the aisle have been talking about for some time. We talk about trade; tax policy; energy policy; and labor issues, such as the Davis-Bacon Act that guarantees that we are not going to have a rush to the bottom, but that we are going to hold up the working men and women that are making things in America, like roads and bridges; education; research; and not at the bottom, but always important, infrastructure.

So today we talk about infrastructure. As we do so, I want us to always keep in mind that infrastructure offers an incredible opportunity for America to do more than just lay down concrete, more than just putting asphalt on a road or a pipe in the ground. Infrastructure offers an opportunity for us to rebuild the American manufacturing sector. There are many different ways we can do that.

For example, if we are going to build locomotives for the eastern corridor of the Amtrak system here in the United

States, new electric locomotives. Way back when, some of us do remember the Great Recession and the effort of this Congress—then controlled by the Democrats—to jump-start, to rebuild the American economy. In what was the stimulus legislation there was a piece of it that called for, I think, \$700 million or \$800 million for about 80 new electric locomotives for Amtrak. Some brilliant staffer wrote into it: 100 percent American made.

Guess what. Siemens, a German company, said, Oh, a \$700 million, \$800 million contract to make a bunch of locomotives; we can do that. So, in Sacramento, California, they expanded their little trolley plant and made it into a locomotive plant. They have now built all of those 100 percent American made.

So when we talk about infrastructure—in this case, the Amtrak system—it can be made in America. Manufacturing matters.

To get down to the details here of what infrastructure is all about, international trade is critical to the American economy. Unfortunately, we are running a trade deficit. All of that trade—about 90 percent of it, actually—comes through the ports of America. So when you talk about infrastructure, you have got to talk about the ports.

Harbor maintenance is a particular program that has been in existence for a long time. It is a tax on every cargo container that arrives in the United States in ports and is basically used for dredging.

My colleague and I, who will joining me in a few moments from the Transportation and Infrastructure Committee, made a little change here. We said that money can't just go for the support of the Treasury and the deficit, but, rather, it must be used on harbor maintenance. We expanded the definition of harbor maintenance to include on the wharf and related issues.

But when we talk about infrastructure, much of that infrastructure will start at the great ports on the West Coast up in Seattle and the Puget Sound and San Francisco Bay. Don't let me forget about Oregon. They have got some great ports in Oregon. Then, of course, the busiest port in America—well, probably among the busiest ports—L.A.-Long Beach Port in California.

Infrastructure. Are the American ports ready for tomorrow's international commerce?

The answer is: Not really.

The Panama Canal has been expanded and now we have ships called Panamax ships and super Panamax ships, all of which require that our ports be upgraded. The channel has deepened. The wharf has expanded. The number of containers that can be handled at any one time increased.

So you have got the channel deepening, wharves that need to be made, docks, the rest, and all of the cranes and all of the movement necessary to

handle these ships that have thousands upon thousands of containers, all of which have to be unloaded quickly.

I want to begin with the infrastructure issue at the ports, but there is more to it than that. It is the ships that arrive at the ports.

The United States used to have a great maritime industry. At the end of World War II, there were more than 1,500 American-flagged and American-built ships. Over the years, we have seen a continuing decline in that. We had 500 about 20 years ago, and today, less than 80 ships are American-flagged.

We do have the Jones Act, which is extremely important. That is for the domestic shipping. Those are American-flagged and American-built ships, but those are all domestic. The intercontinental ships—what they call the Blue Ocean Ships—are not made in America anymore, but they could be.

This is where I want to take this discussion. I want to take this discussion back to another part of the infrastructure. Remember, I was talking to you about the trains, the locomotives made in America and really rebuilding the American locomotive industry in California with a German company, Siemens, building those locomotives.

Now, guess what. America is not energy independent yet, but we are on our way to that. We would expect to be the third largest exporter of natural gas in the form of liquefied natural gas by 2020 and one of the world's largest exporters of crude oil by 2025. As of today, none, nada, not any of that liquefied natural gas or oil will be on American-built ships.

Don't you think it ought to be the American policy that some of it should be on American-built ships with American flags and American mariners?

If you care about the national security, you should care about blue water shipbuilding in the United States. There are two bills that I am introducing that go directly to this.

The fundamental question is this: Will the LNG ships be made in China, Korea, Japan, or will they be made in America?

American national security depends upon the U.S. Navy and the ability to build ships in the United States.

Right now, the great oceangoing ships on the commercial side are not built in the United States and our shipyards are losing the trained men and women, from naval architects to welders and steamfitters, and on and on, that can build these ships.

What we need to do is to reenergize the American shipbuilding industry and the infrastructure that goes with it by passing legislation that we call the Energizing American Maritime Act and energizing the American shipbuilding industry, all part of an infrastructure package that includes the ports, the docks, the trains and trucks that arrive there, multimedia, and on the water itself—American-built ships with American sailors providing at least

some of the export potential that is in the process of being achieved.

Liquefied natural gas. We would expect to have more than 100 ships moving that LNG from American ports to somewhere around the world—mostly China, Japan, India, and Europe.

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But right now it will be zero unless we pass a bill—16 lines of law—that say: Build it in America; make it in America, American mariners, American ships.

We can do this as part of a large, trillion-dollar infrastructure package—ships on the ocean and ports in America that are capable of handling the largest ships in the world, docks that are capable of quickly unloading these ships in an efficient, effective manner, rail yards that move the goods out of the ports and into the ports for export, and the trucks that move across the highways, all of this, part of an infrastructure package, just one piece of a much larger issue.

Now, joining me tonight in our little discussion is an extraordinary Representative from the great State of Connecticut who has now taken a leadership position on the Transportation and Infrastructure Committee as vice ranking member, ELIZABETH ESTY.

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

NATIONAL INFRASTRUCTURE WEEK

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2017, the gentlewoman from Connecticut (Ms. ESTY) is recognized for the remainder of the hour as the designee of the minority leader.

Ms. ESTY of Connecticut. Mr. Speaker, I thank the gentleman, Mr. GARAMENDI, for our shared commitment to American manufacturing and to ensure that, once again, America will be the envy of the world for a fantastic infrastructure and transportation system.

Mr. Speaker, I yield to the gentleman from New Jersey (Mr. PAYNE), who is my friend and colleague, to continue our discussion on this the second day of National Infrastructure Week to talk about the tremendous need that we have in this country to do a better job to ensure our citizens get to work on time and safely and get home in the same way.

Mr. PAYNE. Mr. Speaker, first, let me thank the gentlewoman from Connecticut (Ms. ESTY) for allowing me this time to engage the American people in a subject that is crucial to the economy of this Nation and for the citizens that use transportation throughout this country. I think Mr. GARAMENDI really gave us the bang in terms of looking at the rail situation. That is an area that I also am going to speak on.

Let me say that, with every day that passes, the need for Federal infrastruc-

ture investment grows more and more urgent. Robust and reliable infrastructure is the foundation for economic success and security. But for too long, the United States has underinvested in our infrastructure, and this once vibrant foundation has crumbled.

Yesterday, in my district, I took a visit with Amtrak to the 107-year-old Portal Bridge that carries about 450 trains and thousands of passengers over the Hackensack River in New Jersey every weekday. It is a major bottleneck along the Northeast corridor, the Nation's busiest rail line. This rail line goes through New Jersey—well, actually, it starts here in Washington and will travel to Boston. So it travels through Connecticut as well. But we have a major bottleneck in New Jersey.

This old infrastructure, this 107-year-old bridge, is really outdated machinery because this bridge over the river has to spin on a turret when there are barges coming through. Normally it gets stuck. The replacement of the bridge is a key component of the \$23.9 billion Gateway program, a comprehensive rail investment program to double rail capacity between New Jersey and New York City.

According to a recent study released by Amtrak, the program could generate \$3.87 worth of economic benefit for every \$1 invested. New Jersey and New York have agreed to contribute \$750 million towards the estimated \$1.5 billion costs for the Portal Bridge project. But the program will not be able to move forward without Federal investment. President Trump's proposal to zero out the New Starts programs threatens to derail the overall Gateway program and the Portal Bridge project along with it.

America's infrastructure is failing. Now is the time to build the infrastructure that we need to grow our economy, keep America safe, and become more competitive. Every dollar of infrastructure investment means another \$3 of economic growth. America's infrastructure needs could be met, and then some, for a fraction of the cost of the President's tax plan—which is estimated to increase the deficit by \$3 trillion to \$7 trillion over the next decade—while contributing immensely to economic growth.

Mr. Speaker, we see what is happening across this Nation. We have seen what has happened when bridges crumble, poor infrastructure and tunnels, and it is time for this Nation to invest, once again, in its infrastructure if it wants to remain the beacon in the world for economic growth.

I would like to thank the gentlewoman, once again, for allowing me this opportunity to talk about a critical topic. If no one hears this call, we are doomed in terms of our infrastructure.

Ms. ESTY of Connecticut. Mr. Speaker, I thank the gentleman.

Mr. Speaker, I rise today in recognition of National Infrastructure Week. I do this proudly as the daughter and