

forward to continuing the bipartisan work we are doing to identify and solve the challenges facing our law enforcement community.

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

ALLEGED RUSSIAN COLLUSION

(Ms. JACKSON LEE asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE. Mr. Speaker, I will continue to join my colleagues in honoring our law enforcement officers across America, particularly in my home State, and look forward to providing that tribute in days to come. I thank my colleague, the sheriff, for his work.

I have come to the floor today, however, to again comment on the appointment of a special counsel to investigate the Russian collusion, alleged Russian collusion of the President's campaign operatives and the President as relates to the 2016 election.

Director Mueller is a well respected law enforcement leader. I look forward to his quick response. But I believe it is important for this Congress, and I ask Speaker RYAN to ensure, that the committees of jurisdiction—Oversight and Government Reform, House Judiciary Committee, and House Intelligence Committee—do their work as well. That work would include hearings on the issues before us and an impeachment inquiry to determine the facts.

I believe that we can do this together, Mr. Speaker, not as Republicans and Democrats, but as Americans. The truth must be found, and America will be better for it.

INFRASTRUCTURE WEEK

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

GENERAL LEAVE

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include any extraneous materials on the subject of my Special Order.

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

There was no objection.

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, this is Infrastructure Week in the United States, and while Hallmark may not quite yet be making cards to observe Infrastructure Week, I hope those of us here in Congress can take a moment to recognize that this is a unique opportunity to talk about the importance of the state of our Nation's infrastructure.

This is a time, as I was mentioning, really to focus on all modes of trans-

portation and our utility systems that most of us only tend to notice when they are broken.

Well, Mr. Speaker, there is a lot of broken infrastructure in our country to notice lately. In fact, even President Donald Trump has recognized that the roads, bridges, and all the other underpinnings that make our modern world possible are crumbling and need urgent attention.

So the President has vowed repeatedly, both as a candidate and as President, to invest at least \$1 trillion in our infrastructure system. That was a key promise of his campaign and critical to his appeal to working class Americans, including in my home State of Pennsylvania.

But that promise is, so far, as broken as our Nation's infrastructure. Instead, 4 months into his administration, this President is laying the groundwork to shortchange American workers and manufacturers. Mr. President, it is most disappointing.

I stood Monday morning at Philadelphia International Airport. I stood with the former Governor of our State, Ed Rendell, who is part of a bipartisan group called Building America's Future. I stood with both Democratic and Republican Members of this body who happen to represent the greater Philadelphia area. I also stood with Senator COONS of Delaware, who, himself, lives not too far from the Philadelphia International Airport. We used that setting to talk about the importance of Infrastructure Week and reinvesting in our Nation's infrastructure today and for tomorrow.

I mentioned in those remarks something that I am going to mention here tonight: 100 years ago, there was no doubt that the United States of America was the leader in the world when it comes to infrastructure. Our roads, our bridges, our waterway systems, our mass transit, and our gas lines were rated number one. Today, if you seek out the report of the American Society of Civil Engineers—these are not Democrats; they are not Republicans; they are really nonpartisan; they are civil engineers—we are rated a D-plus.

The International Civil Engineers do not rate the United States of America in the top 20 when it comes to infrastructure. That should bother all of us, whether you are Democrat or Republican or Independent or nonpolitical.

I have to say, as someone who believes in this country and believes that we should always strive to be number one, not even being in the top 20 bothers me, and it is simply not good enough. It is unwise economic policy.

Part of why the 20th century became known as the American Century is because we were the number one world leader when it came to our infrastructure. How are we supposed to compete today and in the future if we are not even in the top 10 or the top 20?

Mr. Speaker, for the needs of our infrastructure and for a myriad of other issues related to this, I have cofounded

the Blue Collar Caucus. I have spoken on this House floor about the need for our country's leaders to pay attention again to our blue-collar workers and our blue-collar economy.

I am so happy that, while tonight might be specifically about infrastructure and that sliver of the overall blue-collar economy, I am joined in this effort with my cofounder, the co-chairman of this caucus, MARC VEASEY of Texas. He will be speaking in a moment, as well as a few other members of our caucus, about the importance of reinvesting in our Nation's infrastructure and why that is critical to our economy.

Mr. Speaker, if we really want to put Americans back to work and put them back to work not in low-paid jobs but in good-paying jobs—family-sustaining jobs—the way to do it is to reinvest in our Nation's infrastructure. I have many other things to say on this topic that I will be saying throughout the next hour or so.

Mr. Speaker, I yield to the gentleman from Texas (Mr. VEASEY), the co-chairman of our Blue Collar Caucus. He is someone who has been a real leader on this issue and feels just as passionately about it as I do.

Mr. VEASEY. Mr. Speaker, I want to thank the gentleman from the great State of Pennsylvania for helping cofound the Blue Collar Caucus and just doing a tremendous job. As you know, the hardworking men and women of Pennsylvania, and particularly the Philadelphia area, have been so responsible for many of the things that have really made our country what it is, many of the great public works, many of the amazing museums, and many of the amazing things, bridges, just things like that that people take for granted that there was someone that built those things, there was someone that toiled possibly in the heat and in the snow, but they were able to bring home a good wage doing it. They were able to take care of their families. They were able to send their kids to college.

I love when the gentleman talks about his family and the sacrifices that the gentleman's parents made working in a blue-collar job that ultimately helped him go to one of the most prestigious universities—Notre Dame. So I just really appreciate the fact that the gentleman appreciates the hard-working men and women that really make this country great.

We need to do more for them. One of the ways that we can do more for them is to pass an infrastructure bill. I don't think that there is any doubt about that.

We know that this is Infrastructure Week. With roughly \$700 billion a year that is being invested at the local, State, and Federal level, infrastructure is vitally important to our economy. We have to have good infrastructure to meet the basic needs of the American people. That may sound like quite a bit of money, but we can't spend enough

money to repair and replace our crumbling roads, bridges, and other critical infrastructure.

I listened to ELIZABETH ESTY last night, one of our colleagues from Connecticut, talk about the dangers that are involved in not investing in infrastructure and some of the deaths that tragically have occurred on American roads because of collapsing bridges and things like that. That is not what we want.

We need for the American taxpayer to have confidence that the roads that they are driving on and that the airports that they are using are up to date, that we have the best ports, that we have the best transit systems in this country, and that we have the money to keep those things world-class systems and efficient systems in our country. They have to be safe.

□ 2000

According to the American Society of Civil Engineers, one out of every five miles of highway pavement in our Nation is in poor condition. That is an estimated 56,000 of the Nation's bridges that are structurally deficient. Think about the truck driver who drives every day, think about the person who makes their living on the road. Think about how many families want their loved ones to travel on safe roads. Think about all of the families who depend on their loved ones to make a living on those roads. That is how they put food on the table at the end of the week, at the end of every 2 weeks, at the end of the month, however they get their check. They need to be safe. Those families need to know that those hardworking men and women who work on those roads every day and use them to help fuel American exceptionalism, they need to know that those roads are safe.

Some estimates say that modernizing our infrastructure to meet our needs is going to require an additional \$5 trillion in Federal spending over the next decade. Federal investment in infrastructure is an economic boost that can also create good-paying jobs for blue-collar workers.

I have to tell you, many were encouraged, a lot of people that I know—Democrats, Republicans, Independents—they were very encouraged when the Trump administration floated the idea of a \$1 trillion infrastructure plan. But instead of presenting a detailed infrastructure plan that puts Americans back to work, the Trump administration has basically offered a plan that lacks details. It doesn't really go into how we are going to get this done.

The reports that I have seen say that the Trump plan, if you want to call it a plan, like I said, contains very few details. It contains tax incentives for private industries that make up as much as 80 percent of the cost of the bill.

Let me tell you two reasons why that is bad. It would simply enrich companies that would have built their

projects anyway, and the only private investment it would encourage is for projects that contain a funding stream such as toll roads.

I have to say, if toll roads are the only choice that people have, they will maybe take them. But I know that a bipartisan group of Texans, and I saw this especially when I was in the State legislature before I came to Congress, they are really upset with toll roads. They feel we have too many of them, and they want to see the infrastructure investment that we need in this country to get our roads back up to par and to help relieve congestion.

Encouraging private investment in infrastructure is not necessarily a bad idea, but it requires the proper oversight and the selection of the right kinds of projects. I have to tell you, there is a bipartisan group that believes in that. Both the Obama administration under Secretary Foxx and the Bush Transportation Secretary, Mary Peters, they both agree that public-private partnerships are only able to address a small segment of what is needed.

Without careful attention, we risk wasting taxpayer funds by giving big tax breaks to companies on the backs of hardworking American families.

Mr. Speaker, I am going to talk some more later about job creation and about Davis-Bacon and about some other things that need to be addressed, but I want to be sure that we hear from another one of our colleagues and friends from the Rust Belt, Ms. MARCY KAPTUR who is here. So I am going to turn it back over to you so you can introduce her. When she talks about what is going on in the heartland and in Ohio, she works directly with those men and women who work in manufacturing and who work in construction. I bet you she has some things that we need to hear about dealing with infrastructure and how it can help our States and help our country.

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, I thank the gentleman. As my colleague was just mentioning, someone who has really been a champion on these issues for decades, someone who intellectually gets it, but also speaks on these issues not just with her head but with her heart, and now as the climate in our country has, I think, evolved on some of these issues, some people are recognizing that what she was talking about for quite a while has been proven to be correct.

Mr. Speaker, I yield to the gentlewoman from Ohio (Ms. KAPTUR) who I am honored to serve with.

Ms. KAPTUR. Mr. Speaker, I thank Congressman BOYLE and Congressman VEASEY for their leadership and the new energy and the innovative ideas that they bring here from their constituency on behalf of our country. It is a privilege to join you tonight and talk about the infrastructure of our country, a major infrastructure bill, and it is certainly appropriate during this infrastructure week.

The whole vital topic of investing in a national infrastructure plan and investing in those who will help to modernize America translates into good jobs, as Congressman VEASEY has talked about, and progress for America that Congressman BOYLE has talked about.

When we think about infrastructure, some people only think about roads and bridges, and we certainly need attention to those across our country. So many places throughout our Nation are in desperate need of repair. Frankly, the street I live on, there is a big sink-hole at the end of the street.

Mr. Speaker, 17 percent of the roads in Ohio, my home State, are in poor condition, according to the American Society of Civil Engineers. They estimate that the average Ohio driver pays an extra \$475 a year from driving on roads in need of repair. Look no further than me. I had to pay \$500 for a whole front end because of hitting a big pothole driving at home at night. So we know how much it costs.

Let me urge President Trump and the administration not to limit their thinking on an infrastructure bill. Infrastructure should be about our roads and bridges for sure, but it should go far beyond that for modernizing the Nation.

As the ranking member on the Appropriations Subcommittee for Energy and Water Development, I take very seriously America's responsibility to modernize the country for this new century.

Our energy grid desperately needs an update, and power outages across this country attest to that. Our waterways need help, too. And our drinking water infrastructure, just in Ohio it is estimated will cost \$12.2 billion over the next 20 years.

As hard as it is to fathom, and I am sure the President hasn't had a chance to read the fine print on this, but the President's budget office proposed to zero out the Great Lakes Restoration Initiative which is so vital to fresh drinking water in our vast region. The President has said he wants to help the people in Flint, Michigan. He campaigned there several times. But it is not an either/or. It is both/and. You have to have funding in the Great Lakes Restoration Initiative to take care of the water issues confronting the Great Lakes where algal blooms get larger and larger every year due to phosphorus and nitrogen runoff.

Our waterways, our drinking water, are vital components of our national infrastructure. Over 11 million people just on Lake Erie alone, the lake that I represent, need that fresh water. The systems are very old. Some estimate in the cities, cities are losing 30 percent or more of the water distribution underground because of aging pipelines. We truly need to look both above the ground and underneath it.

Through many of the counties that I represent, there are old septic systems in place, and 40 percent or more of

them are leaking. They contribute to some of the problems that we are having in our fresh water systems. These communities need a helping hand and extra financing to help put their wastewater systems into compliance.

I have also proposed a bill for a 21st century civilian conservation corps for needed investments in our States and national parks and forests. Ohio and Michigan alone need to plant 20 million trees to replace those that have been damaged by invasive species.

I wanted to also mention, I represent, and I know Congressman BOYLE and Congressman VEASEY, we represent urban communities, and many of those communities have housing that is 100 years old. Some a little more, some a little less. Imagine if infrastructure could include weatherization so we could place new roofs on millions of homes across this country. We could train people how to do this. We could help bring up the younger generation.

Also windows and insulation. If we look at the condition of America's housing stock, particularly following the collapse of 2008, if we look at saving Americans money that they currently spend on wasting energy because they can't afford to put on a new roof, windows, or insulate their homes, we could help millions of Americans. As we help to improve America's infrastructure, I really believe housing has an important role to play in this regard, especially with energy conservation.

Honestly, as I close my remarks tonight, and I thank Congressman BOYLE and Congressman VEASEY for their leadership, Mr. Speaker, it is not only rewarding to work with them, it is fun, too.

Mr. Speaker, Americans have been waiting for us and the Federal Government to really give them a helping hand up. I know working together on a bipartisan basis, we can produce an infrastructure bill that the country has been waiting for, as Congressman BOYLE says, for decades. I know that our mayors, our county commissioners, and our Governors across the country would work hand in hand with us, and I think Americans from coast to coast would applaud what we are able to do here in order to help our country rebuild itself in this new century.

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, I thank Congresswoman KAPTUR.

I mentioned, Mr. Speaker, at the very beginning of my remarks that we kicked off infrastructure week on Monday morning at an event at Philadelphia International Airport. One of those Members of Congress who joined me for that event is the gentleman from New Jersey (Mr. NORCROSS), someone who practices what he preaches when it comes to the issues that most concern the Blue Collar Caucus, and someone who can really speak about infrastructure from many different perspectives.

I yield to the gentleman from New Jersey (Mr. NORCROSS).

Mr. NORCROSS. Mr. Speaker, I appreciate that kind introduction. It was a remarkable time sitting at the airport right there on the Delaware River and understanding how much we depend on safe, secure travel in those airports around the country.

But to both MARC and BRENDAN, thank you for the Blue Collar Caucus and bringing to light many of the issues that at times we as a nation might have forgotten, quite frankly, those who work with their hands, those who are getting up each and every morning and going to work, having a job, taking care of their family, and I think focusing on that is so important.

I am myself involved with the Building Trades Caucus, and we are talking about something that is near and dear to everybody's heart, and it is called infrastructure.

In this day and age when people are wondering about what is going on in the country, I want to talk about the "t" word. No, it is not Donald Trump; it is a trillion dollars, and that is the number that people have been talking about that we need for infrastructure.

Infrastructure means many things to many different people. If you are in Flint, Michigan, it is about having clean water. The pipes need to be replaced. We have a growing infrastructure that is many years old.

When we think back about one of the major components of infrastructure in this country, during the Eisenhower administration, it was building the interstate system, from north to south, from east to west, connecting coasts, connecting cities, connecting States. And that is something that has been so important to us. But apparently not important enough to keep and maintain.

I am very familiar with the systems that we have. I went to the other 4-year school; it was called an apprenticeship program, an electrical apprenticeship that I spent 4 years in. After graduating, I worked up and down the Delaware River at refineries, on bridges, and on our infrastructure. We know how important it is.

But in Congress, because of the Blue Collar Caucus and many others, we need to remember that the dignity of a job is so important. We have 211 attorneys here in Congress, but there is only one electrician. There is only one carpenter. There is only one ironworker, and there is only one painter. Diversity comes in many shapes and sizes, and our Founding Fathers understood how important that was. They were farmers, printers, attorneys, doctors, all coming together and bringing those experiences into this very House, this very floor, to remember why we are here.

Anybody who drove on a road to get here today understands what infrastructure means.

□ 2015

But somehow we haven't paid attention. We had the American Society of

Civil Engineers brief us a few weeks ago to the Building Trades Caucus on the report card that they give each and every year: aviation, a D; bridges, a C-plus; ports, a C-plus; energy, a D; transit, a D. The overall report card was a D.

If I had come home with a D on my report card, I know what my parents would have done to us. But somehow having the D on the report card for the very infrastructure here in the United States has been acceptable.

Well, it is not. We are deferring this problem to the next generation when we owe them a responsibility of turning over our world to them in a little bit better shape, not worse shape.

So when we look at that investment in roads, rails, ports, airports, it does something more than just to fix the very problems that we look at each and every day. It is about a job. What better way to put America back to work than fixing our own infrastructure. Nobody does it better than the building trades who have the training programs second to none and does not use one dime of public investment. All funded privately. Fifteen different trades coming together to fix our infrastructure.

In addition to that, they do something that is really special. We all know the figure when it comes to those who put the uniform on to help protect our country is less than 1 percent. We have so many of those men and women who are coming home today, and there is a program that the Building Trades Caucus have put together called Helmets to Hardhats. Taking those who want to come home and start a career, took their helmet off and go right into an apprenticeship program, put the hardhat on. What better way to say to those veterans they are welcome home than to give them a job? But not just a job, a career.

So as we continue to have the discussions day-to-day, the "t" word is about trillion dollars. It is about putting back into our country the investment that it is due.

Mr. Speaker, I again want to thank my colleagues for coming here today to make sure that we remember those men and women who don't necessarily put on a suit and tie but have the dignity of going to work each day as blue-collar workers, and we are damn proud of it.

Mr. BRENDAN F. BOYLE of Pennsylvania. I should have mentioned when I was introducing Mr. NORCROSS that he is the founder and the chairman of the Building Trades Caucus. When he talked about that one electrician, he was talking about himself. I understand from some of his former electrician buddies that he was a top-rated electrician. He is someone who has literally walked the walk.

It now gives me a real pleasure to introduce someone who has represented Chicago and the Chicagoland area for a number of years, someone who also gets it when it comes to the issues that most concern the Blue Collar Caucus,

and then specifically what we are addressing tonight in the Special Order, the need to reinvest in our Nation's infrastructure and put people back to work.

Mr. Speaker, I yield to the gentleman from Illinois (Mr. LIPINSKI).

Mr. LIPINSKI. Mr. Speaker, I want to say, first of all, it is an honor to follow Mr. NORCROSS. As Mr. BOYLE said, one of the very few in this body who is an actual member of the building and construction trades. I didn't intend to talk about this originally, but I just want to say it is very important that all of us in this Nation give more respect to the building and construction trades, and all the men and women in the trades who have built this Nation. These are great jobs that provide a good living for families, and they are building our Nation. We need to encourage more young people to go into the building and construction trades.

I used to teach college. I was a college professor, but I know we need to make sure that young people today understand what a great life they can have, what great jobs these are in the trades.

I want to thank Mr. NORCROSS for the work that he has done helping to build this Nation and now working here in Congress.

Mr. Speaker, I want to thank Mr. BOYLE and Mr. VEASEY for their work on the Blue Collar Caucus. There are a lot of people in this country who think Washington has forgotten them, many blue-collar men and women who turned out in the election and I think were motivated in many ways by that feeling that they have been forgotten. Many of these are the blue-collar men and women who work so hard every day.

We are here tonight to say we have not forgotten. We understand how important you are to our Nation and the work that you do, and especially tonight to talk about how important the work you do building and repairing our infrastructure is to all of us.

There is a lot of infrastructure we have in this Nation that needs to be fixed, to be built. Ms. KAPTUR talked about many of these different areas. One of them, of course, is in drinking water and sewers. So much of it was built right after either the early part of the 20th century or after World War II, and now it is deteriorating. I hear the stories all the time from some of my municipalities back home, saying that they are afraid that the pipes are completely gone, the water right now is just running through the hole that was left from the pipes. There is so much infrastructure we need to build.

I want to focus especially tonight on transportation. I sit on the Transportation and Infrastructure Committee. President Trump promised that he would have a \$1 trillion bill to fund infrastructure. I think it is critical that, in these days where we have so many other things that we are focused on, we don't forget—and we have not forgot-

ten—the fact that we need to do this infrastructure bill.

Focusing on transportation, we all know we need our transportation infrastructure to get anywhere we are going. You get up in the morning, you take your kids to school, you go to work, you are going to the store, you are going to church on Sunday, anywhere you go, you need the transportation infrastructure. If it wasn't there, you couldn't get there.

So we are talking not just about roads and bridges, we are talking about public transit. Public transit systems in many of our big cities are crumbling. We know that in Chicago. We know all the problems right now from that crumbling infrastructure. Something we oftentimes don't think about is that public transit, how critical it is, how important it is. So let's remember all of that. Let's remember the sidewalks, the bike and pedestrian paths, everything that gets people to where they need to go.

Everybody knows the problems that we face. Everyone knows in their daily lives what we need to do, how much transportation infrastructure needs work. Chicago is oftentimes labeled the most congested city in America. If it is not number one, it is in the top three. We know it, but people all across the country know it. We need to do this work. If we do this work, first of all, we are putting people to work immediately building the roads, bridges, repairing the infrastructure, the rails.

We also need to talk about the locks and dams on our inland waterways, things that many of us never see because we just pass over our waterways on the road, on bridges, and don't even see the vital waterways that also serve important roles in our country. And the ports. We need to invest in all of these.

We put people to work immediately. But also what is important, besides the fact it helps us get around, helps us get to wherever we are going every day, is it also makes our economy more efficient. It makes American business more efficient. If we have an efficient transportation system in our country, American business is more efficient. And that is why so many of them, including the U.S. Chamber of Commerce, have been on this for a number of years, that we need to improve our transportation system so American business can thrive. And if American business thrives, more Americans get hired by businesses. Not just building the transportation infrastructure, not just working on it, but all businesses in America are more efficient, can hire more people. It makes our economy run.

This is something critical. With everything else that is going on right now—and we know what that is, and we never know what is coming day-to-day—all these other things are important that we are talking about and that we are looking at. But we cannot forget—and the American people know

this—that we need to do our work here and we need to pass an infrastructure bill, including a big transportation component to that.

We are going to continue to fight for that. No matter what else is going on here, no matter what else you hear people talking about, we are here to say we need to do this. The American people know we need to do this. It helps all Americans, but especially the blue-collar Americans, the ones who have been suffering for many years in our country.

One other thing. President Trump talks about buy American. I am happy that he came out last month and said the administration is going to look at how we can improve our buy American law so that when the Federal Government buys things, they are going to buy American-made products.

But I have to say, if we want to do something immediately, I have a bill that I introduced, the Buy American Improvement Act, which closes a lot of the loopholes that exist right now in our domestic content, buy American laws. It extends buy American laws, domestic content laws to Federal spending that it is not applied to right now. For example, Drinking Water State Revolving Fund for drinking water.

It is important that we use American tax dollars to put Americans to work. It is great that the administration is looking at what can be done; but I have to say, this bill, the Buy American Improvement Act, we can get this done, get this passed, get this into law. When we pass that infrastructure bill, we will make sure Americans are being put to work with American taxpayer dollars.

Mr. Speaker, I want to again thank the Blue Collar Caucus and Mr. BOYLE and Mr. VEASEY for all the work that they are doing, and the most important thing is for the American people. The American people need to know that we are here fighting for them, especially those blue-collar workers who think they have been forgotten.

You have not been forgotten.

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, I want to thank Mr. LIPINSKI for his words, and I appreciate his membership in the Blue Collar Caucus.

In going through this entire discussion on infrastructure, because there are so many things that we could talk about as part of this, certainly I would encourage those interested in this topic to read the report of the American Society of Civil Engineers. It is an overwhelming case for why we need at least a \$1 trillion infrastructure plan really making up for decades upon decades of underinvestment in our Nation's infrastructure. We could certainly talk about that and talk about many different aspects of it.

In the few minutes that we have remaining, I want to talk about its overall effect on our country. I am not talking about dollars and cents. I am not talking about in a tangible way. I

mean something that is not tangible, that you can't exactly put your fingers on; and that is the spirit of America.

Mr. Speaker, something that Americans have always been known for is our eternal optimism. So much so that if you are friends with folks in Europe and in other places, they would always gently make fun of Americans for being so optimistic, for our undeniable, unending belief in the power of the future; that tomorrow will always be better than today.

□ 2030

Yet we know, Mr. Speaker, in recent times too few Americans are feeling optimistic about our country's future. All the polls are showing that. There has been a pretty dramatic turn in just the last 20, 30 years in how Americans feel about their own personal futures and the future of this country.

Part of what leads to that, part of it is stagnant economic wages. I have talked about that at length on the floor as part of a previous Blue Collar Caucus hour. Part of that also, though, is the sense that we are not building anymore; that 100 years ago we were building, that we were launching the first airplane; that 50 years ago we were going to the Moon.

In the Eisenhower era we were building the world's best highways. But in today's day and age, we don't build anymore. That growth is happening in Asia and in other parts of the world.

So just imagine what that would do not just for the economy, not just for our infrastructure, but imagine what it would do for the spirit of America if they saw a trillion-dollar infrastructure bill take hold, if they saw our roads being rebuilt and new roads being built, if they saw the investments that we can make in our mass transit and our intercity rail.

I happen to represent a district smack dab in the middle of the Northeast corridor. I met today in my office with the chairman of The Northeast Maglev project, a project to take a technology that exists today in Japan, build it here in the United States, and make it possible that you could get from New York City to my district in Philadelphia in a half hour, that you could get from New York City to Washington, D.C., in 1 hour instead of the 3 hours that it takes today. That would have a transformative effect. No other place in the world has the maglev. Even in Japan, which has invented the technology, it is only in a small snippet.

So making sure that we can move forward in a bipartisan way, actually achieving something with Democrats and Republicans working together with this administration, we would send such a signal beyond the substance of the issue itself. I believe that we would have a dramatic effect in improving the way that the American people feel about their future and the future of our country.

Mr. Speaker, literally, over a million jobs will be created by a \$1 trillion in-

rastructure bill. I wanted to speak about the importance of making sure that those are high-paying jobs and why the Davis-Bacon Act is linked to that, but knowing that my co-chairman will speak about this issue, I am happy to turn that over to him now to speak about that issue and others that are affected by this.

As it may be my last time speaking on this, I thank my colleagues for their passion on this issue. I appeal to the White House, to President Trump specifically: Please work with us on this issue. It is, I believe, the single best way we could unite Democrats and Republicans in the House and the Senate. We can get this done. It is something that must get done. It would put millions of Americans—that is not an exaggeration, by the way. It would put over a million Americans back to work. It is critically needed for today and tomorrow, and I appeal to this White House, even in this hyperpartisan, fractured time, to work with us on this issue and finally, 4 months after taking office, unveil your infrastructure plan.

I yield to the gentleman from Texas (Mr. VEASEY), my colleague and co-chairman.

Mr. VEASEY. Mr. Speaker, I thank Representative BOYLE. I really appreciate the points he has made tonight, just so timely. It is so important that we talk about those things during Infrastructure Week and the Blue Collar Caucus and the role that the caucus is playing in pointing out a lot of these things that need to be talked about.

Again, when you talk about the infrastructure bill, if we had a legitimate trillion-dollar infrastructure program and it were enacted, we could put the United States back on a prerecession job growth path and, some people say, create close to 11 million jobs.

According to the Bureau of Labor Statistics, infrastructure spending today—that is what we spend on infrastructure spending right now—is directly responsible for about 15.5 million direct and indirect U.S. jobs, and you are talking about average salaries of \$68,000 per year. That is 28 percent above the U.S. median income. We know that infrastructure jobs pay well. There is absolutely no doubt about that.

Investment in infrastructure also adds more indirect jobs in manufacturing, logistics, transportation, and an increasing demand for steel, glass, concrete; and all those things get the job growth growing in America.

According to Georgetown University, more than half of the new infrastructure jobs will go to high school graduates and even high school dropouts. So many of our young men who find themselves dropping out end up in the incarceration system, but we know that, if we can find high school dropouts a job and they are not left behind due to economic changes and economic factors, we can help those young men.

According to that same analysis, jobs and occupations that are expected to

grow with greater infrastructure investment pay more than typical wages for high school graduates. Engineering and management jobs, which usually require higher levels of education, also offer good opportunities. However, even construction and transportation jobs associated with infrastructure projects provide higher earnings than an average job for high school graduates. The Blue Collar Caucus advocates not only more jobs but, again, better quality jobs.

I used to hear people talk around the dinner table or the domino table or the card table when I was growing up. People wanted to know where the good jobs were, how can you get on at a good job. That is what I am talking about: how we are going to create more of those.

The Davis-Bacon Act, you heard Representative BOYLE talk a little bit about that earlier, about how important that is. We should be troubled. When you start talking about good jobs, good-paying jobs, we should be troubled that congressional Republicans have taken steps to repeal the Davis-Bacon Act.

I want to talk a little bit about the Davis-Bacon Act, but first I want to talk about why the Davis-Bacon Act is important. A lot of times in Washington, D.C., we start talking about these terms. People at the Chamber of Commerce, they know what Davis-Bacon is, but maybe the average person has no idea what Davis-Bacon is.

People don't come up to me at the Dollar Store in Fort Worth and say: Hey, Congressman VEASEY, hey, MARC, what are we going to do to protect Davis-Bacon? But people do stop me at the Dollar Store and say: Hey, MARC, what are we going to do about putting some more money in our pockets?

That is what Davis-Bacon is all about. That is where the Republicans fail the American worker.

The Davis-Bacon Act requires that certain contractors and subcontractors responsible for carrying out Federal contracts pay their laborers and mechanics the prevailing wages for the area. That is what I am talking about when I say putting more money in your pocket, putting more food on the table, being able to make that light bill, being able to make that car bill, being able to make that truck payment.

I want to sell more cars. We have a General Motors plant in Arlington, Texas, that makes some very good SUVs, good-paying union jobs, good union-made SUVs, American-made SUVs, and you don't get that with lower rates. You get that with the prevailing wage rates that Republicans are trying to do away with. That is what everybody needs to understand.

Ensuring workers are paid a fair wage is extremely important, especially for blue-collar workers. Prevailing wage laws provide protections for both construction workers and the taxpayers. They ensure that all contractors bidding on public construction

projects will pay family-supporting wages and that they also ensure projects will be built to the highest standards by skilled, safe, and well-trained construction workers.

Numerous studies have shown, contrary to the claims of corporate interests, that Davis-Bacon wage protections do not increase taxpayers' costs. That is the one thing that you are going to hear from Republicans and downtown business interest people when they want to keep income inequality growing in this country instead of trying to stop income inequality is that Davis-Bacon drives up wages because it allows families to put more food on their table. I think that is a doggone shame.

Fairly paid craftsmen added value to our investments in infrastructure, and Davis-Bacon must continue to be included in any infrastructure plan. Repeal of Davis-Bacon would decrease the quality of blue-collar jobs, and that is a loss that we cannot afford. A repeal of Davis-Bacon would decrease the amount of money that you take home every week or that you take home every 2 weeks, however often you get that check, however often you look for that direct deposit so you can make those bills. If we repeal Davis-Bacon, you will not be making those bills as easy as you were before.

You need to let your Republican Member of Congress know that you want to bring more money home, that you want these prevailing wages, that you do not want to lose these, that it would be absolutely devastating for your family.

Another area that Blue Collar Caucus has talked about, another area that we are going to continue to talk about and that Congress should press forward on in great speed is the Buy America provisions. They have to be in any infrastructure package that we pass.

Buy America generally requires that projects carried out by State and local governments use U.S.-made iron and steel and that they also require domestic production and assembly of other manufactured goods be made right here in the good old USA.

These projects—again, mainly highways, public transportation, aviation—are vitally important to our economy, and ensuring that these projects are made with quality American-made goods means that we get better value and that we put our own people to work. All of this means more and better jobs for hardworking Americans out there.

As we set about rebuilding America's infrastructure, we have to make sure that we are building an economy that works for everyone and not just the corporate interests in this country because, again, we have to do something about income inequality in this country. It is very real. Productivity is up. People's paychecks are stagnant. That is why people still feel the economic pinch and the economic pain, because they see the growth, they see the tech-

nology, but they don't see their paychecks getting any fatter—but they do feel themselves struggling more and more and more. We have got to change that.

I would like to again thank Representative BOYLE just for being an advocate for the hardworking citizens in the Philadelphia area in his district, just for being a voice on this, and other Members of Congress that came out tonight—Ms. KAPTUR, Mr. LIPINSKI, and others—because we know that this is important.

We have to keep talking about this. We cannot continue to let the American worker fail. We cannot continue to let the American worker's dollar not grow while we see our economy grow and while we see new technology and fat cats getting rich, seeing corporate America getting rich but the average, everyday American just continues to fall further and further behind. It has to end. It has to end.

Congress needs to work together to do something about that. I am glad that the Democratic Party in the United States House of Representatives is taking the lead on this issue.

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, I yield back the balance of my time.

SENATE BILL REFERRED

A Bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 867. An act to provide support for law enforcement agency efforts to protect the mental health and well-being of law enforcement officers, and for other purposes; to the Committee on the Judiciary.

ADJOURNMENT

Mr. BRENDAN F. BOYLE of Pennsylvania. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 43 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, May 18, 2017, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

1359. A letter from the Secretary, Department of Defense, transmitting a letter authorizing 26 officers to wear the insignia of the grade of major general or brigadier general, pursuant to 10 U.S.C. 777(b)(3)(B); Public Law 104-106, Sec. 503(a)(1) (as added by Public Law 108-136, Sec. 509(a)(3)); (117 Stat. 1458); to the Committee on Armed Services.

1360. A letter from the Director, Regulations Policy and Management Staff, FDA, Department of Health and Human Services, transmitting the Department's final rule—Indirect Food Additives: Polymers [Docket No.: FDA-2016-F-1805] received May 16, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law

104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

1361. A letter from the Director, Regulations Policy and Management Staff, FDA, Department of Health and Human Services, transmitting the Department's interim final rule—Food Labeling; Nutrition Labeling of Standard Menu Items in Restaurants and Similar Retail Food Establishments; Extension of Compliance Date; Request for Comments [Docket No.: FDA-2011-F-0172] (RIN: 0910-ZA48) received May 16, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

1362. A letter from the Director, Defense Security Cooperation Agency, Department of Defense, transmitting the Army's proposed Letter of Offer and Acceptance to the Government of India, Transmittal No. 17-08, pursuant to Sec. 36(b)(1) of the Arms Export Control Act, as amended; to the Committee on Foreign Affairs.

1363. A letter from the President and Chief Executive Officer, Federal Home Loan Bank of Topeka, transmitting the 2016 management report of the Federal Home Loan Bank of Topeka, pursuant to the Chief Financial Officers Act of 1990; to the Committee on Oversight and Government Reform.

1364. A letter from the Chairperson, Council of the Inspectors General on Integrity and Efficiency, transmitting the Council's FY 2016 No FEAR Act report, pursuant to 5 U.S.C. 2301 note; Public Law 107-174, 203(a) (as amended by Public Law 109-435, Sec. 604(f); (120 Stat. 3242); to the Committee on Oversight and Government Reform.

1365. A letter from the Acting Chairman, National Credit Union Administration, transmitting the Administration's Inspector General's semi-annual report for October 1, 2016, through March 31, 2017, pursuant to Sec. 5(b) of the Inspector General Act of 1978; to the Committee on Oversight and Government Reform.

1366. A letter from the Acting Officer, Office for Civil Rights and Civil Liberties, Department of Homeland Security, transmitting the Department's FY 2016 No FEAR Act report, pursuant to 5 U.S.C. 2301 note; Public Law 107-174, 203(a) (as amended by Public Law 109-435, Sec. 604(f)); (120 Stat. 3242); to the Committee on Oversight and Government Reform.

1367. A letter from the Chief, Office of Regulation Policy and Management, Office of the Secretary (00REG), Department of Veterans Affairs, transmitting the Department's resolution of interim final rule—Extension of Pharmacy Copayments for Medications (RIN: 2900-AP87) received May 16, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Veterans' Affairs.

1368. A letter from the Chief, Office of Regulation Policy and Management, Office of the Secretary (00REG), Department of Veterans Affairs, transmitting the Department's final rule—Payment or Reimbursement for Certain Medical Expenses for Camp Lejeune Family Members (RIN: 2900-AO79) received May 16, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Veterans' Affairs.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. CHAFFETZ: Committee on Oversight and Government Reform. H.R. 195. A bill to