

participant in creating the racial segregation we still see today. Black majority neighborhoods were bulldozed to create urban freeways. Racial covenants, redlining, and restrictive zoning were not just the norm; they were frequently required by Federal housing programs.

It took the assassination of Martin Luther King, Jr., and President Lyndon B. Johnson's urging to push this body to pass the Civil Rights Act of which the Fair Housing Act was included as title VIII. Mr. Chair, 161 Republicans and 166 Democrats voted for this landmark legislation because members of both parties understood the deep-rooted problems in this country and decided to meet that challenge. I worry that we no longer have two parties that are willing to meet today's challenges.

This bill would cripple our economy and eliminate thousands of jobs, and I must underscore that this is no messaging bill. I am taking Republicans at their word, as should all the American people. This is where they plan to take this country.

I must address the unforgivable manner in which community project funds were handled in the markup of this bill. Out of thousands of projects that adhered to published criteria, the majority cut funding for three solely because of their association with LGBTQ+ causes. This is truly despicable, and it sends the message that some of the American people are not worthy of humanity or dignity because of who they love.

With unthinkable cuts to transportation and housing and indefensible riders, I must vote against this bill, and I urge my colleagues to do the same. It will take bipartisan, bicameral support to get the 2024 Transportation-Housing bill signed into law.

Mr. Chair, I implore my colleagues on the other side of the aisle: End this partisan charade and join Democrats at the negotiating table.

The CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mr. LAMALFA) assumed the chair.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Byrd, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 1226. An act to amend title 38, United States Code, to allow for the electronic request of certain records, and for other purposes.

The message also announced that the Senate has passed with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 4366. An act making appropriations for military construction, the Department of Veterans Affairs, and related agencies for the fiscal year ending September 30, 2024, and for other purposes.

The message also announced that the Senate has passed bills and agreed to a

concurrent resolution of the following titles in which the concurrence of the House is requested:

S. 447. An act to establish a demonstration program for the active remediation of orbital debris and to require the development of uniform orbital debris standard practices in order to support a safe and sustainable orbital environment, and for other purposes.

S. 499. An act to amend the DNA Analysis Backlog Elimination Act of 2000 to reauthorize the Debbie Smith DNA Backlog Grant Program, and for other purposes.

S. 656. An act to amend title 38, United States Code, to revise the rules for approval by the Secretary of Veterans Affairs of commercial driver education programs for purposes of veterans educational assistance, and for other purposes.

S. 1648. An act to facilitate access to the electromagnetic spectrum for commercial space launches and commercial space reentries, and for other purposes.

S. 1973. An act to require the purchase of domestically made flags of the United States of America for use by the Federal Government.

S. 3222. An act to ensure the security of office space rented by Senators, and for other purposes.

S. Con. Res. 7. Concurrent Resolution condemning Russia's unjust and arbitrary detention of Russian opposition leader Vladimir Kara-Murza who has stood up in defense of democracy, the rule of law, and free and fair elections in Russia.

The message also announced that pursuant to Public Law 114-255, the Chair, on behalf of the Majority Leader, appoints the following individuals (effective January 1, 2024) to serve as members of the Health Information Technology Advisory Committee:

Zeynep Sumer-King of New York.

Derek De Young of Wisconsin.

The SPEAKER pro tempore. The Committee will resume its sitting.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2024

The Committee resumed its sitting.

Mr. COLE. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chair, while I recognize the concerns of my good friend, the ranking member of the full committee, I think you need to put some of them in a little bit of context, particularly the subject of the Amtrak Northeast corridor.

While I recognize there is always a desire for greater support for the Northeast Corridor, I believe our bill strikes a necessary balance given the allocation we have for the year. I would also note that we are having just as many Members who believe we are spending too much as those who think we are spending too little.

Our \$99.2 million appropriation supports the contingencies and legally mandated improvements to the Northeast Corridor. I recognize that while this level is certainly lower than last year, we must make three major points and take them into account.

First, prior to the passage of the Infrastructure Investments and Jobs Act, the Northeast Corridor normally re-

ceived about \$650 million to \$700 million for capital improvements on an annual basis. This was at a time when Amtrak was nearly profitable. Today's ridership levels are still not back to where they were then, and the changing work patterns indicate that they may never return to those same levels.

The IIJA provides \$1.2 billion, in addition to what we appropriate in this bill, annually in advanced appropriations to the Northeast Corridor for capital improvements. When you combine our appropriation with the advance, the total support for the Northeast Corridor is still double what it was prior to November 2021.

Further, Mr. Chairman, two-thirds of the Federal Railroad Administration's Federal-State partnership program advanced appropriations are set aside for projects in the Northeast Corridor, and we are also beginning to see these dollars flow.

This week, the FRA announced \$16.4 billion in funding for projects along the Northeast Corridor, with \$16.2 billion of those going to projects where Amtrak is the sponsor or one of the core beneficiaries of the project.

Clearly, the IIJA advanced appropriations are providing an amount of funding higher than Amtrak has ever seen in the past, particularly given the fact that their ridership is at a lower level.

The thing that my colleagues never address is that we are running a \$2 trillion deficit. These programs are significantly above what Amtrak, particularly the Northeast Corridor, was receiving less than 2 years ago. We regret we have to make some adjustment, but we need to begin to bring this deficit down. This legislation responsibly does that.

Mr. Chair, I reserve the balance of my time.

□ 1800

Mr. QUIGLEY. Mr. Chairman, I yield 3 minutes to the gentlewoman from California (Ms. WATERS), the ranking member of the Financial Services Committee.

Ms. WATERS. Mr. Chair, I thank Congressman QUIGLEY very much for his leadership on the Subcommittee of Appropriations for T-HUD.

Let me just remind everyone that the gentleman from Oklahoma (Mr. COLE), my friend on the opposite side of the aisle, voted against the infrastructure bill. I just want everybody to know that.

I rise in strong opposition to H.R. 4820, which is among the worst—if not the worst—housing appropriations bill that has ever come to the House floor. This bill would exacerbate the affordable housing crisis by slashing the Federal housing budget by nearly 30 percent.

What is more concerning is the human cost of such draconian cuts. Specifically, these cuts would result in at least 15,000 families losing rental assistance, 20,000 affordable homes lost from the supply pipeline, and 78,000

children put at risk of in-home lead hazards.

Mr. Chair, our children, families, and communities cannot afford such devastating costs. If we want to talk about dollars, research shows that cutting funding for homelessness and lead abatement costs taxpayers more due to increased cost of our healthcare, education, and criminal justice systems.

Further, housing is a primary driver of inflation. This bill will only cause housing costs and inflation to rise even more.

It is unconscionable that as we enter the colder holiday season, Republicans would rather evict families than simply fund housing programs at the levels needed to support current families receiving assistance. Indeed, 600,000 people are already homeless in the United States. Home prices have skyrocketed by 45 percent since 2020. Over 35 million people experienced rent hikes in the last year, and an alarming 4 million households are now on the brink of eviction or foreclosure.

Mr. Chair, I urge my colleagues to oppose this bill. I just continue by saying the Trump tax cuts for the rich cost \$4 trillion. They are conservative when they want to be, but when we are needing housing opportunities for the least of these in this country, they cannot afford to be charitable and take care of the people of this country who need safe and secure housing.

Mr. COLE. Mr. Chairman, I yield myself such time as I may consume.

My friend is certainly correct, I voted against the Infrastructure, Investment and Jobs Act, and I did so for a very good reason. It didn't pay for itself. There have been three previous transportation bills in my time here, two under President Obama. I voted for those because they paid for themselves.

My friends worry about rising costs. They should worry about rising costs. It is their reckless spending that sparked the worst inflation in 40 years and the highest interest rates in 20 years. When they are concerned about housing costs, just look in the mirror.

That is not just me saying that. Go back and look at all the Democratic economists that criticized the passage of the so-called American Rescue Plan where my friends injected \$1.9 trillion into the economy at a time when we were growing at over 6 percent and rapidly recovering.

We do have problems with what it costs. Nobody in my son's lifetime—he is 41 years old—ever paid 8 percent interest rates, but my friends got us there. It didn't take them long to do it, either.

The record deficits we are running are why we are having to make some of these reductions. The income to the Federal Government is actually higher than it has been in quite some time. It is higher on a percentage basis, it is higher in actual totals, but you can't continue to spend at these rates. That is what caused inflation. That is what drove up housing prices. That is why

we are passing this legislation, to try and begin to responsibly fund important programs as opposed to just throwing money at problems and leaving the American people to deal with the bill in terms of higher costs, higher inflation, and more expensive housing.

Mr. Chair, I reserve the balance of my time.

Mr. QUIGLEY. Mr. Chairman, I yield 2 minutes to the gentleman from New Jersey (Mr. PAYNE).

Mr. PAYNE. Mr. Chairman, I thank the gentleman from Illinois for the opportunity to discuss this very important issue.

I rise today to oppose the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of 2024.

Today is a monumental day for transportation in America. It is the day the Biden administration announced billions of dollars in funding for much-needed transportation projects and the day that the Republicans brought this bill to the floor to cut funding designated to make transportation in this country safer.

The differences are severe. The Biden administration is building and repairing bridges and subway tunnels to make American transportation more efficient. Republicans seem to want to make it more dangerous.

Here are a few of the drastic cuts Republicans want to enact:

They want to cut \$7 billion in funding from the Department of Transportation.

They want to eliminate the Federal-State Partnership for Intercity Passenger Rail program. This program funds projects to improve rail performance and expand it into underserved communities.

They want to cut Amtrak funding by 65 percent and cut it by 92 percent in the most populous Northeast corridor.

In addition, they want to cut funding for Consolidated Rail Infrastructure and Safety Improvements Program grants in half. This program funds rail safety technology, eliminates deadly railroad crossings, and installs safety fencing around the Nation's rail network. It will save lives across the country, but Republicans want to cut it anyway.

In the process, they are showing the American people they do not care about their safety nor their transportation system.

Mr. COLE. Mr. Chair, I reserve the balance of my time.

Mr. QUIGLEY. Mr. Chairman, I yield 2 minutes to the gentlewoman from Massachusetts (Ms. PRESSLEY).

Ms. PRESSLEY. Mr. Chair, I oppose this legislation for the draconian cuts and dangerous provisions included in it, but also for the critical funding priorities that were excluded.

With this appropriations bill, Republicans callously stripped community project funding for The Pryde, an affordable LGBTQ+ senior housing development in the Massachusetts Seventh.

It would seem for my colleagues across the aisle that the word "freedom" is selectively applied. It does not apply to my bodily autonomy. It does not apply to intellectual freedom for women, African Americans, or our LGBTQ siblings when it comes to our books, and it does not apply to the freedom to love whom you love.

This project satisfies the committee's requirements and would meet a critical need in my district at a time when mortgages are skyrocketing and one-third of LGBTQ seniors are living in poverty, and many are forced to recloset themselves in order to age in community in their twilight years. Unconscionable.

Republicans are choosing homophobia over housing, profits over people, cruelty over compassion. Their actions to target, attack, and dehumanize our LGBTQ siblings are nothing more than a show of contempt.

While The Pryde has a pathway for other Federal funding, this act of policy violence contributes to the physical violence that far too many LGBTQ folks experience.

As the vice chair of the Task Force on Aging and Families, I want my LGBTQ constituents and siblings in the movement to know they deserve safe and affordable housing, they deserve to be seen and loved, and I will never stop fighting for them.

Mr. COLE. Mr. Chair, I reserve the balance of my time.

Mr. QUIGLEY. Mr. Chairman, I yield myself the balance of my time.

I think I need to make clear at this point in time that the infrastructure law, that supplemental funding cannot be used to run and operate trains. This means these resources can do nothing to protect current train service or the jobs that keep our trains running smoothly.

In addition, the Northeast Corridor Commission estimates a \$57 billion cost to address major and basic infrastructure along Amtrak's 100-year-old Northeast corridor with an additional \$43 billion cost for stations-related improvements to increase accessibility for riders.

I thank Chairman COLE for his leadership and his willingness to accommodate as many requests as possible. He has been an honest broker on this and kept the lines of communication open, which goes a long way in this environment.

I also give my appreciation to his staff and mine, who have spent tireless hours to get us to this moment. I look forward to working with the chairman as we refine this process for fiscal year 2025. This includes minority staff Christina Monroe, Jackie Kilroy, and Nora Faye; Charlie from my office, and Doug Disrud with the majority and his staff.

Beyond what has been said before, this is a bad bill at a bad time, and I yield back the balance of my time.

Mr. COLE. Mr. Chairman, I yield myself the balance of my time to close.

Mr. Chairman, I begin by reciprocating the very kind remarks of my working partner, Mr. QUIGLEY. I find him to be a person of extraordinary ability, a wonderful working partner, and somebody that I look forward to continuing a dialogue with as we go through the process.

As my friend knows, we are not at the end of that process. Our aim is to pass a vehicle and be able to go to conference, where I know my friend and I will continue to work on some of the concerns that, frankly, people on both sides of the aisle have. I think that is the way we ought to work, and I am very proud of the relationship that we have that will allow that to continue.

I will, however, point out that we have several problems. The reality is our funding levels are actually essentially where we were in 2022. This is 2023. We have not gone a long way past that.

Second, there is an enormous amount of money that has been interjected into the infrastructure bill by the Infrastructure Investment and Jobs Act, and that money needs to be offset in some way to bring down this extraordinary deficit that we have.

My friends are concerned, appropriately so, about the cost of things. Those costs have been raised mostly by excessive government spending. The worst thing that we have out there right now is simply what interest rates are compared to what they were, literally, when the President walked into office. They were 1.4 percent. They peaked at 9 percent. They are still running somewhere around 7 percent. If you don't think it makes a difference, go try to buy a home.

You have to begin to responsibly restrain government spending. This bill does that. It takes us from \$101 billion in total spending to \$93 billion. That is a significant cut. That is exactly where we were in 2022, not very long ago.

We will continue to work and try to find common ground with our friends because I recognize, as I know my friend does, at the end of the day, all appropriations bills have to be bipartisan, but they are usually not bipartisan at this stage in the process. I am not surprised that that is where we are right now.

I think there are a lot of good features in this. I think, quite frankly, Tribal housing and Tribal roads have been underfunded for decades. It didn't matter who was in power. This bill begins to address that.

I think we have critical needs at the FAA, where we need to train more air traffic controllers to modernize the system. This bill does that. It matches up pretty closely to what this Congress actually passed when it passed the FAA Reauthorization Act earlier this year.

There is lots of infrastructure in this bill. Would we like more? Yes, we would. Maybe we will be able to get more, but right now we have to operate within the allocation that we have.

I think we have more in common to work with here than probably the initial debate and the early rhetoric suggests, and I will just close by saying my friend has my commitment that I will continue to work with him.

I share his admiration for the staff on both sides of the aisle. Sometimes I often like to say Members may not work together very well, but staff almost always does around here. At the end of the day, more problems are solved at that level sometimes than solved by the rhetoric on the floor.

My friend and I, I hope we get to a deal. I know we have one thing above all in common. We both know what a continuing resolution would mean. We both know that is a bad outcome. If that happens, we will lose the improvements in this bill, particularly for FAA, but for other areas as well.

□ 1815

My friend has my commitment that we will continue to work together. We may not get to the same place in the debate over this particular piece of legislation, but if we are going to have something that actually becomes law, he and I will have to come to an agreement. At some point, I am confident that we will.

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

The CHAIR. All time for general debate has expired.

Mr. COLE. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mrs. MILLER-MEEKS) having assumed the chair, Mr. BACON, Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 4820) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2024, and for other purposes, had come to no resolution thereon.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 (a) of rule I, the Chair declares the House in recess for a period of less than 15 minutes.

Accordingly (at 6 o'clock and 17 minutes p.m.), the House stood in recess.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. MILLER-MEEKS) at 6 o'clock and 30 minutes p.m.

NOTICE OF INTENTION TO OFFER RESOLUTION RAISING A QUESTION OF THE PRIVILEGES OF THE HOUSE

Ms. JACOBS. Madam Speaker, pursuant to clause 2(a)(1) of rule IX, I rise to

give notice of my intention to raise a question of the privileges of the House.

The form of the resolution is as follows:

H. Res. 846 censuring Representative Brian Mast.

Whereas, Representative Brian Mast served honorably in the United States Army with distinct sacrifice, dedication, and bravery;

Whereas, Representative Brian Mast has repeatedly made inflammatory statements regarding innocent Palestinian civilians in Gaza who are in harm's way through no fault of their own as a result of horrific terrorist attacks conducted by Hamas on October 7, 2023;

Whereas, Representative Brian Mast's refusal to distinguish innocent Palestinians from Hamas terrorists is false, misleading, dehumanizing, dangerous, and unbecoming of a Member of Congress;

Whereas, on October 19, 2023, during a House Foreign Affairs Committee markup, Representative Brian Mast emphatically asserted that any urgently needed humanitarian aid for innocent Palestinian civilians who are in harm's way through no fault of their own "should be slowed down" and that there should be "every effort made to slow down any perceived assistance";

Whereas, on October 19, 2023, during the same House Foreign Affairs Committee markup, Representative Brian Mast stated that terrorism is "absolutely supported by the Palestinian people, from elementary school all the way up into the elderly";

Whereas, on November 1, 2023, during a speech on the House floor, Representative Brian Mast inexcusably compared innocent Palestinian civilians, including children, who are often used as human shields by Hamas terrorists, to Nazi collaborators that perpetrated the Holocaust against the Jewish people;

Whereas, the horrific crime against humanity perpetrated by Nazis that resulted in the murder of more than 6 million Jews during the Holocaust should never be trivialized;

Whereas, on November 1, 2023, during a speech on the House floor, Representative Brian Mast stated that "there are very few innocent Palestinian civilians";

Whereas, on November 2, 2023, Representative Brian Mast again incorrectly conflated innocent Palestinian civilians with Hamas terrorists by tweeting a video of a Hamas leader and asserting that "a two-state solution means making a state out of these murderous terrorists who are openly calling for the atrocities of October 7 to be committed over and over again";

Whereas, Representative Brian Mast's repeated conflation of innocent Palestinian civilians with Hamas terrorists sends a message to the world that violence against all Palestinians is legitimate and risks the incitement of brutal attacks across the Middle East region, including settler violence in the West Bank and Hezbollah aggression in northern Israel;