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We may not agree on every issue, but when you look at why politicians sold our jobs overseas, why Wall Street raided our manufacturers and hollowed out industry after industry to worship shareholder profits, then you have to look at the influence billionaires have had on our democracy.

Let's return power to our citizens. Let's ban super-PACs. Let's at least regulate billionaires from contributing to super-PACs. Let's ban Members from accepting PAC and lobbyist money. That will be worthy of our time in Congress.

#### HONORING MAYOR ED HONEA

The SPEAKER pro tempore. The Chair recognizes the gentleman from Arizona (Mr. CISCOMANI) for 5 minutes.

Mr. CISCOMANI. Mr. Speaker, I rise today with a heavy heart to honor the life and legacy of my friend, Marana Mayor Ed Honea, who passed away unexpectedly on November 22nd.

One of southern Arizona's most influential leaders, Ed was a pillar of his community who dedicated himself to serving the residents of Marana with steadfast resolve and a genuine passion.

A third-generation resident of Marana, Ed's roots ran deep in the community he served and loved so very much. Ed graduated from Marana High School and went on to serve his country during the Vietnam war as a member of the Navy and he was a lifetime member of the Veterans of Foreign Wars Post 5990 in Marana.

For Ed, politics was never an end to itself. He was deeply driven by his desire to make tangible improvements in his community. His career in public service spanned 37 years, across 3 terms on the town council, including serving as mayor since 2005. He was very committed to improving transportation infrastructure, strengthening public safety, and promoting economic growth in Marana and across the region.

He often reminded me and, quite frankly, everyone around him that he started calling me Congressman way before I even decided to go for this job.

I am deeply proud of the strong Federal-local partnership Ed and I built to benefit our constituents. In total, we worked together to preliminarily direct over \$4 million in Federal funding in Marana.

However, it was more than just a mayor-Congressman relationship. To both of us, it was just two friends working together for our communities.

Ed's legacy of servant leadership will have a positive impact in his community long into the future.

Laura and I will continue to keep his family, friends, and loved ones in our thoughts and prayers.

As we remember Mayor Ed Honea, let us honor his memory by continuing the work he was so passionate about, building stronger communities and helping

each other succeed. I will surely miss my friend.

#### ONSHORING AUTO AND STEEL MANUFACTURING

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Ohio (Ms. KAPTUR) for 5 minutes.

Ms. KAPTUR. Mr. Speaker, I hail from the manufacturing heart of automotive and truck USA, right at the Ohio-Michigan border. As this new year beckons, Congress must do what it can, as the old saying goes, to reconnect the U.S. head bone to its neck bone.

Specifically, as co-chair of the House Auto Caucus, this means we must reshore ownership here in the USA of the Chrysler Group and its key suppliers. What America makes and grows here in America makes and grows America.

The popular Jeep Wrangler, Ram truck, and the American steel that should go into them create two of the most popular purchased vehicles in our country and world. Just these two vehicles represent a major manufacturing sector for our heartland that was traded away by Wall Street to Europe.

As a result, thousands upon thousands of skilled workers at production platforms in Toledo, Ohio; Sterling Heights, Michigan; and Pittsburgh, Pennsylvania, are now being idled before the holidays.

Why is it always right before the holidays?

Meanwhile, the purveyors of vast wealth actually harm the workers that create the very wealth that benefit those billionaires. The ownership of the production was moved to Europe, and their billionaire enablers and buddies on Wall Street from the world of high finance keep trading away their livelihoods.

America's truck, automobile, steel, and auto parts manufacturing workers have had enough. They deserve respect.

Wouldn't the holiday season be happier if Congress could reassure thousands and thousands of Jeep and Ram workers a better future?

The current Jeep Stellantis CEO, Carlos Tavares, is stepping down. He lives in Europe. After his dreadful 10 years as leader of this lodestar automobile company that was created in this country, he earns a whopping \$43 million a year, not counting all his perks and stock options. He just got another million-dollar raise. After his dreadful—I can't even call it leadership—heading the company, he just got rewarded that additional million dollars. Meanwhile, workers in Toledo and Sterling Heights get pink-slipped and hit the unemployment lines. How cruel. This has to stop.

Production pauses were announced just before Thanksgiving as we head into the holiday season. That is downright un-American.

It is long overdue for America to be American again. Wall Street traders

should bring back ownership of Chrysler-Jeep-Dodge to the United States of America. It is overdue to put real car builders in charge, not Wall Street traders nor hapless CEOs from another country.

The outgoing Biden administration and the incoming Trump administration must direct attention to what is occurring right at the Ohio-Michigan border. This region is the heart of the industrial Midwest, where people make and build our real wealth, not just trade it away.

Our people don't live in virtual reality or stock options. We live in places where iron sharpens iron—some might say the agony and the ecstasy of producing America's real wealth. Yet we have seen it traded away time and again, decade after decade as oligarchs and billionaires who could care less about America get richer off the sweat of our people.

This is a wake-up call for the current and future President of the United States. Hear our call. Reshore ownership of our Chrysler-Jeep-Dodge platform, both in the automotive and trucking industry. Lift up the industrial heartland of America.

As we reshore the ownership and production of our Nation's most popular vehicles, we also ensure that those who own the means of production have to live in the same reality as those who build these cars and trucks.

Both Presidents Trump and Biden have said America should stop the sale of U.S. Steel to Japanese Nippon Steel. I agree with that. Americans who are potential buyers wait in the wings. Engage them. Include those that forge quality steel that is a critical component of both our rugged Rams and Jeeps.

American steel in American cars, doesn't that sound good?

My hope for the USA is that we reclaim ownership of what we created in the first place. Our workers know it. They have surely earned it. The future of generations across our industrial heartland and Nation depends on America restoring America again. What America makes and builds makes and builds America. Bring Jeep and Ram back to the United States of America.

#### RECOGNIZING UNITED INFRASTRUCTURE GROUP

The SPEAKER pro tempore. The Chair recognizes the gentleman from South Carolina (Mr. NORMAN) for 5 minutes.

Mr. NORMAN. Mr. Speaker, before I got into the political arena, I was in the family construction and development business. It was seldom that I ever heard of or witnessed a company that stayed in business for 20, 50, or 70 years, and especially not 100 years.

Mr. Speaker, today I rise to celebrate United Infrastructure Group, a South Carolina company that has done just that. It has been a successful business

for 100 years, performing outstanding work in engineering, construction, alternative project delivery, and service.

United Infrastructure Group, or UIG, was founded in 1924 by Frederick Triplett as a partnership named Small and Triplett Construction Company. The company began construction of its first bridge in Morristown, Tennessee, then continued in Alabama, Florida, Georgia, and the two Carolinas.

The company completed its first major bridge project in 1926 in Chester County, South Carolina, carrying SC-9 over the Catawba River to replace the existing ferry. For the next 20 years before his death, Frederick served as a pioneer in the bridge construction industry. His legacy continues in his two sons, Fred and Tom.

An innovator and inventor, Fred graduated from Clemson College in 1948 with a civil engineering degree and began working in his father's business. He was known for designing and building overhead gantry cranes used on bridge projects during the 1950s and the 1960s.

In 1976, he was named Employer of the Year for South Carolina for modifying a crane with hand controls to assist a disabled veteran and a former crane operator.

His other son, Tom, like his father, was respected by his contemporaries for his contributions to the construction industry and local, State, and Federal organizations, but one of his most memorable characteristics was being an avid American patriot. His legacy lives on with his son, Jim Triplett, who is an American patriot in his own right and is the current chief executive officer of the United Infrastructure Group, Inc.

Many in the industry regard Jim as a top professional in his field and one who has had a major impact on the highway industry in the Carolinas as a leader in bridge construction and design-build delivery for over 30 years. He began working for his father at age 9 in 1974. He received his bachelor of science in computer engineering from Clemson University in 1986. He practiced structural engineering with Ralph Whitehead & Associates until 1992, when he returned to work at United Contractors. In 1995, Jim acquired the majority interest of the company and later acquired several other former Triplett companies to unify the companies into a single entity.

The United Infrastructure Group prides itself on fostering growth and diversity in resources and disciplines by developing and motivating exceptional leaders in a Christian environment to achieve excellence by every standard of measure. Their commitment to not only producing excellent work but excellent people has left a lasting impact on South Carolina. The growth of their family business represents the heartbeat of the American Dream.

On behalf of the Fifth District of South Carolina, it is my most sincere

pleasure to recognize the United Infrastructure Group for 100 years of outstanding service. The United Infrastructure Group and the Triplett family have set the gold standard, a century of dedicated service and commitment for which they will long be remembered. For that, I hope you will all join me in celebrating this momentous occasion.

#### TEN YEARS OF SPENDING DYSFUNCTION

The SPEAKER pro tempore. The Chair recognizes the gentleman from West Virginia (Mr. MOONEY) for 5 minutes.

Mr. MOONEY. Mr. Speaker, it is truly an honor to stand before you today as I reflect on my one decade of service representing West Virginia's Second Congressional District in the U.S. House of Representatives.

Over these 10 years, I have fought relentlessly to uphold the core conservative values that brought me to this Chamber, including securing our southern border, defending the Second Amendment, pro-life, and reining in the reckless spending of our tax dollars in Washington. Today, I want to focus on that last point, our government's unsustainable spending habits.

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Mr. Speaker, spending comes in two primary categories: mandatory and discretionary. Mandatory spending, which includes programs like Medicare and Social Security, occurs automatically, and it accounts for two-thirds of our Federal budget. To change these programs, Congress must act deliberately.

On the other hand, discretionary spending must be approved annually by Congress and fund the vital operations of Federal agencies like the Department of Defense.

The most fundamental responsibility of this body is to fund our government in a responsible manner and on time to 12 single-subject appropriations bills. Let me emphasize that: responsibly and on time. It is called the power of the purse, which the Constitution of the United States of America specifically gives only to this Chamber, the U.S. House of Representatives.

It is designed to protect the separation of powers so the President and the administration doesn't just do whatever they want with out-of-control regulations. In my State it was a war on coal, a war on guns, and onerous regulations that go after farmers and the construction industry. By passing the discretionary appropriations bills like we are supposed to, we can rein that in and stop it. That is our job. We should not delegate that or give that up.

As I wrap up my 10th year here in Congress, let's take a hard look at how we have handled spending over that time. When I was sworn in, in January of 2015, the national debt stood at about \$18 trillion. Today, it has doubled that and stands at \$36 trillion.

Worse still, the United States now spends more on interest for our debt than the entire annual defense budget which is \$822 billion.

Frankly, this is an astonishing failure of the responsibility of Congress on both sides of the aisle. This out-of-control and growing debt is a failure to live up to the mandate we were elected to fulfill.

Congress has chosen to abandon the basic function of passing timely spending bills. We have an entire year to prepare, negotiate, debate, and pass these 12 bills, but too often we just don't do it. In my 10 years in Congress, on this chart in red, Congress has passed 34 temporary stopgap measures known as continuing resolutions. One is coming up next week because we did not do our work. By doing that, we surrender the power of the purse.

In the entire span of my service here in Congress, just two times, in 2 years, in 2017 and 2019, Congress passed the spending bills on time. In 2017, we passed only one. In 2019, we passed five. We saw a partial government shutdown because Democrats refused to help President Trump secure the border.

Each time we fail to pass spending bills on time, we kick the can down the road and leave the American people with bloated omnibus packages that are, frankly, an insult to the responsible budgeting that our Nation deserves.

When we do pass it, the game is the Senate Democrats essentially filibuster it, causing a government shutdown and trying to blame the House Republicans for it. This is political bullying. We need to stand up to this tactic. It is just not right.

The American people gave Republicans a resounding mandate for change. We have been entrusted with unified control of government, and that means one thing: cutting wasteful spending and doing our jobs on time. It is another travesty for Members of Congress to continue to vote for reckless, unsustainable spending when it is our children and our grandchildren who will bear the burden of this debt long after we are gone.

I was actually a Hill staffer here in 1994 in the Republican Revolution. In 1995, Newt Gingrich became Speaker of the House. We passed all 12 single-subject spending bills like we were supposed to. We actually did it. It has only been in the last 20 to 25 years in this country where we failed to do that. From George Washington and the founding of America until about 20 years ago, standard process was to actually pass our spending bills.

What we are doing now is weird. It is wrong. It is not normal at all. It is because of these bullying tactics from the Senate because they get what they want. If they shut down government and try to blame us and we cave in, they get everything they want: no border security, transsexual sex change operations in the military. They get everything they want if they try to