

coined the term the B.I.C. for my family, the Built-In Crowd.

My family has endured a lot. I wouldn't be who I am, and we couldn't endure the recent pain our family has experienced, without one another.

Of course, I want to mention my late uncle, Dale Kildee, my predecessor in Congress, a mentor and a teacher to me since childhood. He was a man who set an example, an example that I have tried to live up to, that you can fight hard for the things you believe in and still respect the human dignity of everybody around you, even those with whom you disagree.

Thank you, Dale, for that lesson. Congress needs to heed your example now more than ever, and that lesson has been tested even on me. I still remember the chair I sat in and the wall I hid myself behind on January 6, knowing that some of the people who I share this Chamber with contributed to the necessary precondition for that attack.

I have not been able to look at them the same. I have tried to take the lessons that my uncle provided me and continue to treat those people with dignity. It has been a challenge, but it is one I believe I have been able to overcome. I encourage future Congresses to continue to look at Dale Kildee as an example.

Mr. Speaker, I will end where I started, expressing my deepest and most sincere gratitude to the people of my home communities and to the people in Michigan. It has been an honor of a lifetime to be your voice. I did my best. I will see you back home.

Now, Mr. Speaker, for the very final time, I yield back.

CALIFORNIA HIGH-SPEED RAIL

The SPEAKER pro tempore (Mr. LAWLER). Under the Speaker's announced policy of January 9, 2023, the Chair recognizes the gentleman from California (Mr. KILEY) for 30 minutes.

Mr. KILEY. Mr. Speaker, I am very happy to report that the newly formed Department of Government Efficiency has homed in on perhaps the single-greatest example of government waste in United States history, and that is California's high-speed rail boondoggle.

Here are the facts that the DOGE X handle cited, all of which are true.

The high-speed rail project was originally projected in 2008 to cost \$33 billion. It is now projected to cost up to \$127.9 billion.

Its estimated completion date was 2020. Of course, we are past 2020 now. As of 2024, zero passengers have been transported. Indeed, the majority of the system has not even been fully designed, yet it has received \$6.8 billion in Federal funds, and they are requesting an additional \$8 billion in Federal funds.

In short, the cost has quadrupled, and nothing has been built. Actually, I am being a little bit unfair. There was an announcement earlier this year in May

where the High-Speed Rail Authority, which really has to strain to come up with milestones to advertise to the public—there was a lot of hoopla surrounding the unveiling of an \$11 billion bridge to nowhere that took 9 years to build, which is about the only thing that the High-Speed Rail Authority has to show for its efforts over the last 16 years.

A few years ago, The New York Times did an expose, reporting that at the current pace, the high-speed rail project will not be completed this century. I actually asked Transportation Secretary Pete Buttigieg whether he agreed with The New York Times' assessment. He said that, yes, it will be completed this century, although I gave him several opportunities to give his own estimation of when it will be completed and he declined to do so.

To give you a sense of how bad things are, in the early days of the project, the lead operator abandoned the project to go build a rail system in North Africa because they said that it was less politically dysfunctional there than in California. That operator, by the way, brought a high-speed train online in Morocco in 2018.

High-speed trains are not impossible to build. Californians and Americans travel abroad, and they ride them. They ask why we can't have them here. It is just impossible in California because of stratospheric levels of political incompetence.

Indeed, the head of the California High-Speed Rail Authority testified last year that the project is \$100 billion short in funding. In spite of all the billions that have been poured in by California taxpayers and through Federal support, there is still a funding gap of \$100 billion.

This was the former head of the California High-Speed Rail Authority because they have since gotten a new one, and they are now up to five CEOs throughout the life of the project. The number of CEOs outnumber the number of passengers five to zero.

What are some of the things that some of these past leaders of the high-speed rail project have had to say about it? Well, you can ask Michael Tennenbaum, who was the first chairman of the California High-Speed Rail Authority. He said, "I realized the system didn't work. . . . I don't know how they can build it now."

There is also Dan Richard, the longest serving chairman of the California High-Speed Rail Authority, who said, "I don't think it is an existing project. It is a loser."

Rich Tolmach, the head of the California Rail Foundation, said, "It will never be operable."

Former Governor of California Jerry Brown, perhaps the biggest supporter of the project, has derided opponents of the train as small-minded people, but this is an incredibly small-minded project. In fact, it is a nonexistent project at this point in time.

Even if built, even if the high-speed train magically materializes by the

end of the decade, it will still be yesterday's technology.

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China, right now, is working on a train that they are planning to complete by the end of the decade that will go up to a 1,000 kilometers per hour. At this point, it is past time to stop throwing good money after bad. We should end all Federal support for the high-speed rail project because that Federal support is keeping the project on life support, and is then forcing California taxpayers to continue to pay billions and billions of dollars more.

Meanwhile, our roads are among the very worst in the country despite us paying the highest taxes in the country. That is the very definition, by the way, of inefficiency, when you pay the most and get the least in return.

The high-speed rail, in short, is a staggering waste of taxpayer dollars that fails to meet the transportation needs of either today or tomorrow. I look forward to working with the new DOGE commission and my colleagues here in the House to see that we bring this boondoggle to an end once and for all.

PROTECTING CALIFORNIA'S VALUES

Mr. KILEY. Mr. Speaker, this last week, California Governor Gavin Newsom called a special emergency session of the legislature for the purpose of Trump proofing California or protecting California values.

There is a question of whether this session is even legal given that the State constitution allows for a special session to be called under extraordinary circumstances, and you might wonder whether the result of a dually conducted Presidential election could truly constitute extraordinary circumstance.

More than that, it is clearly a farce despite the Governor's claims that this is an emergency situation. It was such an emergency that they gaveled in for about an hour and then went home for a month without passing any legislation.

We should just examine the Governor's claim that we need to protect California values, protect the status quo in California against any forces of reform that may be coming from Washington, D.C.

What exactly is the Governor aiming to protect? Is it California's national lead when it comes to homelessness, the fact we have half the unsheltered homeless in the entire country? Is that what Governor Newsom is aiming to protect?

Is it our poverty rate that is the highest in the Nation? Is he looking to protect our lead when it comes to poverty? When it comes to retail crime, does he want to maintain the number one record for the worst retail crime in the country?

Does he want to maintain the number one spot when it comes to antibusiness regulations, or when it comes to frivolous lawsuits, or when it comes to unemployment.

Actually, we are now only the second worst in the country when it comes to unemployment, so perhaps his protective measures are aiming to get us back in the lead.

Is he looking to protect our standing as the worst State in the country when it comes to an increase in wages—wages have stagnated in California more than any State in the country—or when it comes to restrictions on workers and the right to earn a living?

Is he looking to make sure that California maintains its lead in gas prices, well above the price of gas in any of the other 49 States? Well, we know he is looking to do that because his own car board just passed regulations that are going to raise gas prices about 60 cents a gallon more.

Is he looking to protect our standing as number two in the country in housing costs; number two in the country in water bills; number three in the country in energy and electricity costs; number three in the country in inequality; number one in the country when it comes to income taxes? He certainly wants to protect California's lead in that respect.

Does he want to protect our budget deficit which was reported last year as number one in the country; or our standing third in the country in road disrepair; or maybe it is the fact that California has the highest illiteracy rate in the entire country?

Perhaps that is the value that Governor Newsom is aiming to protect. Or relatedly, the fact that we are second out of the 50 States when it comes to educational inequity.

If we were still in the COVID days, he would certainly be looking to protect our national lead when it came to school shutdowns, business shutdowns, and COVID mandates. We know that he is looking to protect our national lead when it comes to illegal border crossings for the first time since the nineties. Over the last year, the highest level of illegal border crossings have been in the San Diego border sector because he stood by California's standing as a sanctuary State.

When it comes to funding for illegal immigrants, surely he is looking to protect our lead there as California is the only State in the country that is offering free Medicaid to those who are here unlawfully. Most certainly we know the Governor is looking to extend California's four-peat in leading the Nation in one-way U-Haul rentals and is looking through his protective special session, I am sure, to make that a five-peat.

No, Mr. Speaker, California values, as Governor Newsom envisions them, do not need protecting, and I would argue they are not actually the values of Californians. What we are seeing happen in our State is that Californians themselves are looking to Newsom-proof California.

That has been happening in my district for quite some time where we have developed a different model;

where we support law enforcement, where we support small businesses, and where we believe in respecting the personal decisions of folks in our community.

As a result, we are one of the few areas of the State that people are actually moving to. By all of these metrics that I just mentioned, we are doing much better than the State as a whole.

However, we are seeing Newsom-proofing measures taking hold, not just in my district, but across California. For evidence of this, look at the overwhelming passage of Prop 36 on the ballot this November. This was a measure to make crime illegal again in California. It largely rolled back the notorious Proposition 47.

Gavin Newsom, and I might add the leaders of the supermajority in the legislature, fought it every step of the way. He concocted several schemes to un-Democratically remove it from the ballot even after it qualified through a citizen petition process.

Then he led the "no" on Prop 36 campaign. Yet, at the end of the day, it passed in an overwhelming victory, nearly 70 percent of the vote, an overwhelming majority: Democrats, Republicans, and Independents. It passed in all 58 counties, wasn't close anywhere, even passed in Newsom's hometown of San Francisco.

Mr. Speaker, California is now on a path back to sanity, and I have great hope for the future of our State. Frankly, I think that the Governor's attempts to get himself in the headlines and whatever theatrics may be coming are not going to stand in our way of getting our State moving in the right direction.

RECOGNIZING MICHAEL LEE

Mr. KILEY. Mr. Speaker, I wish to recognize retiring Placer County Water Agency Board Member Michael R. Lee for his more than 40 years of dedicated public service.

Mr. Lee began his career in government in 1972 at just 27 years of age. He served as a Placer County board supervisor for 16 years before moving into his role as director of the Placer County Water Agency where he served for 27 years.

Not only did Mr. Lee work as a government official, but he also owned and operated his own businesses, including the Villa Market and the Loomis Travel Agency.

He demonstrated his unwavering commitment to the community by serving in a variety of local, regional, and national organizations, boards, and commissions, including the Loomis Chamber of Commerce, South Placer Heritage Foundation, Sierra Planning Council, and the National Association of Counties to name a few.

Throughout his career, he played a pivotal role in improving transportation, law enforcement, fire protection, water resources, and community welfare programs in the region.

Mr. Lee achieved a wide diversity of accomplishments to improve the qual-

ity of life and experiences for the residents, businesses, and visitors of Placer County. One particularly noteworthy accomplishment was his leadership in the development of the Twelve Bridges project and expansion of the corresponding PCWA canal system for this new community.

His efforts with this project significantly contributed to the vibrancy and transformation of the city of Lincoln. It is because of the devoted efforts of people like Mike Lee that Placer County is such a great place to live, work, and to raise a family.

As a pillar in our communities, he is known by others as one who exhibits diligence, honor, integrity, thoughtfulness, and wisdom in his work, and an unwavering commitment to the people of Placer County.

I am confident that Mr. Lee's exceptional contributions to the community, local business, and local government, and the legacy he built within those spheres will continue to benefit the county for many years to come.

Therefore, on behalf of the United States House of Representatives, I am honored to recognize Mr. Michael Lee for his four decades of dedicated leadership, and I join the Placer community in wishing him the very best in his retirement.

ROSEVILLE BOY SCOUT TROOP 11 100-YEAR ANNIVERSARY

Mr. KILEY. Mr. Speaker, I wish to mark and celebrate the 100-year anniversary of Boy Scout Troop 11, located in Roseville, California.

Troop 11 was first chartered in 1924 by American Legion Post 169, and it is the oldest continuing Boy Scout troop in Roseville.

It is a scout-run, leader-mentored, and parent-supported troop that focuses on personal growth, leadership development, and community outreach.

One core tenet of Troop 11 is the "good turn" concept, which helps Scouts grow as they participate in community service projects and provide acts of good and kindness toward others.

Troop 11 is involved in a variety of local projects, including giving aid during times of emergency, hosting community events such as pancake breakfasts and the crab and spaghetti feeds, as well as retiring worn U.S. flags to name a few.

Groups like Boy Scout Troop 11 play an integral role in developing self-reliance and community building, preparing the youth who participate to become the leaders of tomorrow. Their commitment to excellence of character and tenacity to build a better world is inspiring to all those around them.

Therefore, on behalf of the United States House of Representatives, I am honored to recognize Roseville Boy Scout Troop 11 for reaching this significant milestone, their centennial celebration.

RECOGNIZING ELAINE ANDERSEN

Mr. KILEY. Mr. Speaker, I wish to recognize retiring Folsom City Manager Elaine Andersen for her years of dedication to serving the Folsom community.

Elaine's career to public service to the people of Folsom, the Sacramento area, and the State of California spans over three decades, while serving as Folsom city manager for the last 6 years.

Prior to her service to the city of Folsom, Elaine Andersen enjoyed an eminent career in numerous roles working for the city of Sacramento and the State of California, as well as in public affairs, specializing in legislative projects for the private sector.

She began her nearly 20 years of service in the city of Folsom as a special projects manager and would go on to dutifully serve in a wide array of roles as acting director for various departments, deputy city manager, and assistant city manager, all of which contributed to the prosperity of the Folsom community.

Elaine's commitment to public service was fostered in her studies as she received her bachelor of arts degree in political science from the University of California, Berkeley.

Elaine's experience and knowledge combined with her love for the city of Folsom enabled her to excel in her tenure as Folsom city manager. She demonstrated exceptional leadership managing a staff of over 400 workers across multiple departments and an annual budget exceeding \$250 million.

She successfully helped facilitate the development and construction of Fire Station 34, improving the public safety of the region, as well as the beautiful Prospector Park to promote public recreation and well-being.

Elaine's ability to collaborate with multiple facets of the community, including local businesses, city council, and the hundreds of staff she leads ensured that Folsom remains a great place to live, raise a family, and conduct business.

Elaine has also been successful in securing Folsom City Council's adoption of the first strategic plan in many years. This plan established guidelines for the city to ensure a continued commitment to financial stability and sustainability, public safety and infrastructure, economic and community development, and organizational effectiveness to best prepare for the future while seizing current opportunities.

Elaine Andersen has truly embodied what it means to be a public servant. I am certain her life's work of service to her community will leave a long-standing legacy as her impact will benefit the region for years to come.

Therefore, on behalf of the United States House of Representatives, it is an honor and a privilege to acknowledge Folsom City Manager Elaine Andersen for her career of exemplary leadership and public service. I join the Folsom community in wishing her the very best in her retirement.

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

DELIVERING A SPECIAL MESSAGE

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the Chair recognizes the gentleman from Texas (Mr. GREEN) for 30 minutes.

Mr. GREEN of Texas. Mr. Speaker, and still I rise, and I am always proud to have this preeminent privilege of standing here and addressing those who are within the Chamber as well as people who may be without.

I rise today still a liberated, unbought, unbossed, unafraid Democrat. I rise today to deliver a special message as it relates to slavery and the Holocaust.

Before I get to the message, I have a bit of housekeeping. I have had persons tell me that it appears that I am looking down and that my eyes are closed when I am speaking. I have no control over the camera angle. I am looking straight ahead now, and I will be looking straight ahead most of the time. So if there is some adjustment that the persons who operate the camera can make, I would greatly appreciate it, and I thank them very much.

I am very proud of some things that have happened. Just this week on Wednesday, this House passed S. 91—that would be a Senate bill—and I am proud to know that the House passed this bill because this bill was a special piece of legislation. This bill, S. 91, passed by voice vote at about 6:30 p.m. on Wednesday, and this bill, S. 91, was to award a Congressional Gold Medal collectively to 60 diplomats in recognition of their bravery and heroism during the Holocaust.

I am proud that this piece of legislation passed the House. There are many reasons to be proud. The people who were there to rescue persons and assist persons during the Holocaust, the victims, they ought to be recognized. The Holocaust occurred, and it was one of the worst crimes ever committed against humanity.

I am proud to also tell you that I supported the legislation. I have my signature on that legislation, and that means something to me. I want people to know that when it comes to stepping up and standing out and standing for the people who have suffered in this country and around the globe, I would like to let people know that I am among those who are always going to be there as best as I can. I can't take on every challenge, but I want to take on as many as I can, and this is one that I am proud to say that I am a cosponsor of.

In fact, I became a cosponsor on March 17 of 2023. The legislation itself was filed on January 26, 2023. A few months later I became a cosponsor of this legislation.

This legislation when it was filed had 13 original persons on it, an original sponsor and then original cosponsors,

and it proceeded through the House. In the House it was H.R. 537. On June 11, 205 Members were on this legislation. I was one of them. I am proud to say it again. As one of them on June 11, this piece of legislation was passed in the House. It passed the House and then went to the Senate with 295 Members having signed on to it.

On December 4 it passed in the House by voice vote, and I was a Member that signed on to that bill. I was one of the persons that signed on to it.

Now, I mention this bill, and I am proud to be associated with it, but I am also proud to be associated with another piece of legislation, H.R. 1244. This piece of legislation would posthumously award a historic Congressional Gold Medal collectively to Africans and their descendants enslaved within our country from August 20 of 1619 to December 6 of 1865. I am proud to be the original sponsor of this legislation.

This legislation has 125 Members on it. Just as the legislation to recognize the heroes of the Holocaust had 290-plus Members, this legislation has to have 290 Members or more for it to pass the House. We have 125.

This legislation was filed on February 28 of 2023 about a month after the legislation was filed to honor the heroes associated with the Holocaust. I am proud to be on both pieces of legislation. The legislation that we have filed to honor the persons who were enslaved, whose lives were sacrificed has been in the House now for about the same length of time as the legislation to honor the heroes of the Holocaust.

So let's just take a moment and read some of what this legislation says that would honor those persons who were enslaved posthumously with a Congressional Gold Medal. I might add that the heroes of the Holocaust received this posthumous honor as we are trying to acquire the same for the persons who were enslaved.

I will read from a Dear Colleague that we sent out to our colleagues here in Congress:

Support the historic Congressional Gold Medal for America's economic foundational fathers, mothers and children, the enslaved.

It reads:

On July 18, 1956, Congress, the House and Senate, awarded a Congressional Gold Medal to Confederate soldiers.

I might also add to soldiers who associated themselves with the Union.

However, to this day, Congress has never awarded a Congressional Gold Medal to the over 10 million enslaved men, women, and children who toiled for over 240 years to build the economic and infrastructural foundation of the wealthiest nation ever to exist on our planet.

These foundational mothers and fathers of our country labored arduously constructing our cities, roads, bridges, and wells. They laboriously planted as well as harvested the food that fed our Nation. They were the de facto producers of the cash crops that fueled our Nation's foundational wealth.

These enslaved human beings of African ancestry toiled as slaves without remuneration or recompense. Their humble hands