

for 1 minute and to revise and extend his remarks.)

Mr. HUELSKAMP. Mr. Speaker, I rise today to congratulate Midland Marketing Cooperative, located in Hays, Kansas, which celebrates their 100th anniversary in business on March 5 of this year.

Midland started with 81 farmers, who put up a total of \$10,000 to begin capitalizing their new cooperative. Since that time, the co-op has grown to nearly 1,000 members and has over \$122 million in annual sales. They now operate 11 elevator locations, 2 full-service gas stations, 5 automated fueling stations, 2 feed mills, and 10 agronomy locations. In their five-county service area, Midland employs 62 full-time employees. When you add part-time and seasonal workers, that increases to 120 people. Midland Marketing Cooperative has returned over \$62 million in patronage to their members.

Thank you to Midland Marketing Cooperative and all the co-ops in my district who are keeping Kansas agriculture and our rural communities strong.

RESOLUTION COMMEMORATING THE 50TH ANNIVERSARY OF THE SELMA VOTING RIGHTS MARCH WITH THE ISSUANCE OF A POSTAL STAMP

(Mrs. BEATTY asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BEATTY. Mr. Speaker, today I introduced a bipartisan resolution that would honor the Selma to Montgomery marches with a commemorative stamp.

I thank the 102 bipartisan House Members who cosponsored this resolution, and the original sponsors: Congressman BYRNE, Congressman HURD, and Congresswoman SEWELL.

The Selma voting rights march was a pivotal moment in our history that brought together Americans to march from Selma to Montgomery County 50 years ago. This stamp celebrates the march and reminds us to protect voting rights.

For 125 years the United States Postal Service has been issuing stamps to celebrate cultural milestones in the unique history of our Nation. Surely the protection of voting rights is a landmark development in our Nation's development. It is my hope that, as we remember the struggles, discrimination, and inequalities, we will lift our hearts and unite to find bridges to equality and justice.

Mr. Speaker, I ask that all Members unite with me and ask the Oversight and Government Reform Committee for a hearing on this stamp.

HONORING JOHN FORKENBROCK, EXECUTIVE DIRECTOR OF THE NATIONAL ASSOCIATION OF FEDERALLY IMPACTED SCHOOLS

(Mr. TAKAI asked and was given permission to address the House for 1

minute and to revise and extend his remarks.)

Mr. TAKAI. Mr. Speaker, today I honor the career of a man who was instrumental in education policy, Mr. John Forkenbrock. I have had the pleasure of working with John for the past 20 years, and he visited my home State of Hawaii twice during his time with the National Association of Federally Impacted Schools, or NAFIS.

From 1988 to the present, John has served as executive director of NAFIS, an association representing over 1,400 public school districts. In that position, John oversaw major changes in the Impact Aid Program that were included in the 1994 ESEA Improving America's Schools Act, and again in 2000 and 2001 with the passage of the No Child Left Behind Act.

Mr. Speaker, we are all indebted to John's leadership. Millions of children in school districts across this Nation have benefited from his hard work.

Though he will be sorely missed at NAFIS, I wish John and Patty Forkenbrock the best in their retirement.

MARIJUANA LAWS IN THE DISTRICT OF COLUMBIA

(Ms. NORTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. NORTON. Mr. Speaker, there is a bit of a dustup over D.C.'s new marijuana reform law. D.C. has never defied the Congress, although it has been tempting, especially several times when the Federal Government shut down, shutting down the District with it, although the District, of course, is no part of these disputes.

The majority language in the appropriation bill said that the District couldn't enact marijuana laws. The law was enacted before that language was passed. When approved by the voters, there was nothing further to be done. Small amounts of marijuana became legal in the District, smoked in private. On Thursday, D.C. has taken no further official action, and is in compliance with the law as passed by Congress.

The most important impetus for passage by residents was two independent studies that showed that virtually all of those who now carry marijuana arrests are young African Americans. That was the last straw for a substance that is de facto legal for most Americans.

D.C. passage is neutral on its face. It doesn't recommend the substance. We ought to have the same liberty other Americans already enjoy on this substance.

MOMENT OF SILENCE FOR FALLEN HERO, CAPTAIN DWIGHT BAZILE

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

Mr. AL GREEN of Texas. Mr. Speaker, Houston has lost a firefighter in the line of duty, the State of Texas has lost a first responder, but America has lost a hero.

Mr. Speaker, today I pause to honor a hero. Captain Dwight Bazile, 57 years of age, firefighter for 37 years, promoted to captain in 2008, father to Dwight Bazile II, son of Charlotte Fielder, husband to Pamela Bazile, died in the line of duty February 21, 2015.

I ask that we have a moment of silence for a hero who died in the line of duty.

RECOGNIZING THE DELTA SIGMA THETA SORORITY

(Mrs. LAWRENCE asked and was given permission to address the House for 1 minute.)

Mrs. LAWRENCE. Mr. Speaker, I rise today in recognition of my Delta Sigma Theta sisters.

Delta Sigma Theta sorority was founded in January 1913 at Howard University by 22 brave young women. They sought to promote academic excellence, to provide scholarships, to support the underserved, to educate and stimulate participation in the formation of positive public policy, and to highlight issues with recommended solutions for problems in our communities.

Since its founding, it has distinguished itself as a public service organization that boldly confronts the challenges of African American women and all Americans. The women of Delta Sigma Theta continue to push for many of these same issues. In fact, they were at the confirmation hearing of Loretta Lynch, also a member of Delta Sigma Theta.

They will be in Selma, along with many Members of Congress and the administration, for the annual pilgrimage. This journey allows us to visit not only the sites of the civil rights movement, but to hear firsthand the stories of hope that emerged from the civil rights movement.

Mr. Speaker, this month 102 years ago, the women of Delta Sigma Theta marched in the historic suffragette march as the first public act. This weekend I will join my sorors again, my congressional colleagues, as we cross the bridge to show how we must continue to work, and we still have work to do.

□ 1230

ENSURE BORINQUENEERS RECEIVE CONGRESSIONAL GOLD MEDAL

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

Mr. GRAYSON. Mr. Speaker, last year, Congress awarded the Congressional Gold Medal to the 65th Infantry Regiment, an all-volunteer Puerto

Rican unit known as the Borinqueneers. Today, I rise to urge the President to expedite the designing and the delivery of this medal before more of these brave Borinqueneers pass away.

More than 100,000 Borinqueneers served in World War I, World War II, and the Korean war. Puerto Ricans have fought for the United States as far back as the American Revolution, and they continue to do so honorably to this day. Thousands have given their lives defending our country, despite enduring decades of prejudice against them.

The Borinqueneers have been recognized with Distinguished Service Crosses, Silver Stars, Bronze Stars, and Purple Hearts. However, it was not until last year that the first member of the Borinqueneers, Master Sergeant Juan E. Negron, was posthumously awarded the Medal of Honor, following a congressionally ordered review of cases involving potential prejudice.

Today, hundreds of Borinqueneers have made my home of central Florida their home. It is my goal and my honor as their Representative to ensure that they receive this long overdue recognition.

Puerto Rican veterans should not have to wait any longer to receive the equal treatment they deserve. Today, I ask the President to ensure that the Borinqueneers receive their Congressional Gold Medal as soon as possible.

BUILD TRUST

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

Ms. JACKSON LEE. Mr. Speaker, as a member of the Homeland Security Committee and one who was in a security briefing this morning, I cannot celebrate more to the brave men and women of the Department of Homeland Security that many of us stood up collectively together as Americans and provided for full funding. Let me thank them for their service.

Let me move on. Yesterday, another very provocative and important action was done. The Department of Justice report came out regarding the city of Ferguson, where it found that Blacks account for 85 percent of traffic stops, 90 percent of tickets issued, and 93 percent of arrests.

Mr. Speaker, this is not about Ferguson, though many are trying to heal—and we offer sympathy again to Michael Brown's family—but it is about America. I call upon my Republican friends and Democratic friends. We act on facts. These are facts that are probably implicated across America.

I have introduced the Build TRUST bill. I hope we can come together to find a way, both in terms of our law enforcement and making sure that they go home to their families, but also have a just and fair pattern, if you will, of treating the citizens of every hamlet

and town and city and State in this Nation. We owe that to our beliefs in the Constitution, Mr. Speaker.

I encourage a bipartisan effort to look at how we can address these questions across America. We deserve that as Americans.

PASSENGER RAIL REFORM AND INVESTMENT ACT

(Ms. FRANKEL of Florida asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. FRANKEL of Florida. Mr. Speaker, I rise today in support of the Passenger Rail Reform and Investment Act, and I appreciate the bipartisan work of our committee leaders.

Florida is the third largest State in the Nation with a growing population, booming tourism, and expanding trade opportunities. That means more trains and more cars transporting more people and cargo over our 458 rail crossings in south Florida.

That is why stakeholders in south Florida are pleased that this rail bill authorizes \$150 million per year for 4 years for State and local governments in our region to upgrade the safety features at grade crossings and improve traffic coordination to prevent accidents and ease congestion.

Transportation moves our economy. The rail bill facilitates it to be done safely and efficiently. I urge its approval.

PASSENGER RAIL REFORM AND INVESTMENT ACT OF 2015

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous materials on H.R. 749.

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

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 134 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 749.

The Chair appoints the gentleman from Maryland (Mr. HARRIS) to preside over the Committee of the Whole.

□ 1235

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 749) to reauthorize Federal support for passenger rail programs, and for other purposes, with Mr. HARRIS in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from

Oregon (Mr. DEFAZIO) each will control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania.

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

Mr. Chairman, I want to begin by thanking Chairman DENHAM and Ranking Members DEFAZIO and CAPUANO, who have all worked well on this bill together. I also would like to thank Ms. BROWN who, in the last Congress, when this bill started on its path, to thank her for her great work. Ms. BROWN is from the State of Florida.

Since I became chairman of the Railroad Subcommittee in the 112th Congress and since I have become chairman of the full committee, this has been one of my top priorities: to pass a bipartisan passenger rail bill that reforms Amtrak. I am so happy to be here on the floor today with the Passenger Rail Reform and Investment Act of 2015.

The previous passenger rail bill passed in 2008 and resulted in some real improvements to Amtrak, which we are seeing today. Ridership is up 14 percent; revenue is up 37 percent; and, in the Northeast corridor, the profits are up an amazing 250 percent.

The last bill created the Northeast Corridor Commission, which has helped the States, Amtrak, and DOT finally work together on planning the future of the corridor; however, more work needs to be done to help Amtrak maximize its strengths and tackle some of its longstanding challenges.

That is why we introduced the Passenger Rail Reform and Investment Act of 2015. I know some of my colleagues are skeptical about Amtrak and passenger rail in general. Because of its current structure, Amtrak's finances have not been transparent to either Congress or to consumers.

The profits on the Northeast corridor have subsidized money-losing routes, masking the true cost of these services. This bill makes significant reforms to eliminate those issues.

In particular, we focus on the Northeast corridor in this bill, which truly is a nationally significant transportation corridor. With 18 percent of our population and 20 percent of our GDP produced in the Northeast corridor on 3 percent of our land mass, it is the most densely populated area of the United States and one of the most densely populated in the world, so passenger rail is needed.

By separating Amtrak into business lines, the Northeast corridor profits stay in the corridor, allowing for more investment there. Setting the other business lines apart allows the corporation to make better-informed business decisions about those lines' operations. This will help make Amtrak's operations much more transparent for both the States and the Congress.

By focusing our resources on the Northeast corridor and existing corridors where passenger rail makes sense, we will help to improve passenger rail without breaking the bank.