Thank you, Whip Hoyer, for holding a hearing on this important subject, and I am pleased to be here today on behalf of the 32\textsuperscript{nd} District of California and other Congressional districts much like mine. It is critical we make long awaited investments in infrastructure, in education, in small business support, and areas that do actually provide good-paying jobs. I am proud to join my many colleagues in supporting these efforts.

Middle class families and business owners across California’s San Gabriel Valley have expressed deep concerns about U.S. manufacturing losses and the urgent need to support and strengthen this sector to create good, solid paying jobs. I just last week toured several businesses in the cities of Azusa and Monrovia to communicate with and see how local manufacturing spurs job growth in our region. Our communities have been rebounding from the recession, slowly adding more jobs, but many jobs sent overseas have not come back. We must close loopholes on U.S. companies and bring jobs to our districts.
One major way to boost our manufacturing sector is to require American-made products and materials are used for infrastructure improvements. Yet, while I support always using materials made in the USA, we must be cautious of unintended consequences and protect our business sector from job losses by allowing them transition periods to comply with contracted requirements. In 2013 the U.S. Department of Transportation (USDOT) acted swiftly as the “Buy America” became law, to protect California utility companies, allowing $5.7 billion in projects to continue without delay and preserving over 100,000 jobs that were in jeopardy.

Another way is to support local hiring provisions. In March of this year, USDOT announced a new initiative to permit local hiring for projects funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), correcting an outdated law that prohibited cities and local transportation agencies from hiring locally when one dollar of federal money was used or received. Now, cities with high unemployment are allowed to compete for jobs for their own residents. To ensure fairness to local taxpayers and continue to grow our local economy, we must make this 1-year pilot program a permanent law.
Last week, I joined 37 of my California Democratic colleagues sending a letter of our priorities for a long-term, well funded transportation bill. As Republicans continue to delay action on our Highway and Transit Trust Fund and reauthorizing MAP-21, our nation’s infrastructure continues to crumble, threatening the safety of all who travel our roads, highways, bridges, and railways.

It is also critical that we renew the Export-Import Bank immediately. The Ex-Im Bank, Dept. of Commerce, SBA, Center for International Trade Development, and many other organizations are central for export assistance, and have been exceedingly helpful to local businesses interested in learning where to find new foreign markets for their products and help create more jobs at home. We look forward to working with these crucial agencies at our annual October export seminar.

America has to create more opportunities for people out of work and for our next generations. By making these investments that our economy and middle class need to grow, we can ensure that working families are able to prosper with ‘Make It In America’ for years to come.