

never got the chance; he was tragically killed on the football field by the opposing team.

Iowa State also took a chance on one of the few Latinos to receive a Doctorate in the 1950s, her late husband, Robert C. de Baca, who Mary de Baca met when he was a young professor of animal science. She joined him in postings abroad, where she did some of the first home economics studies on the lives of rural Latin American women. With him, she built up a renowned herd of Black Angus cattle on the farm where she still lives. In her own family life, Mary de Baca has done her part to increase the number of minority professionals: she is the proud mother of three children, doctor Monica, businesswoman Suzanna, and civil rights lawyer Luis, who is a valued member of our Judiciary Committee team.

Between college and graduate school, Mary de Baca returned home to Southern Indiana to teach high school home economics. As a young teacher, she stubbornly overrode the protests of white parents to ensure that African-Americans could participate in cheerleading, the homecoming court, and other extra-curricular activities. Vernon Jordan described the State at the time in this way: "Although Indiana is above the Mason-Dixon line, it has a tough history regarding race. For a time it had the largest and most active chapters of the Ku Klux Klan in the country. It was a mess in the 1920s and 1930s. When I was there in the 1950s, it wasn't exactly a racial utopia." But one can imagine the young Mary de Baca mentoring those students and helping them reach their potential without fanfare or drama, just as she does today.

As an educator for over 50 years, Mary de Baca has helped to move us toward the more inclusive and equal world for which Dr. King fought. I congratulate her on receiving this honor in his name from her students, her colleagues, and her University.

TARP REFORM AND
ACCOUNTABILITY ACT OF 2009

SPEECH OF

HON. JAMES R. LANGEVIN

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 22, 2009

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 384) to reform the Troubled Assets Relief Program of the Secretary of the Treasury and ensure accountability under such Program, and for other purposes:

Mr. LANGEVIN. Mr. Chair, I rise in support of H.R. 384, the TARP Reform and Accountability Act, which will ensure that TARP funding will be spent responsibly and transparently in an effort to get the economy back on track.

In order to stabilize our economy and get credit flowing again to families and small businesses, we need to fundamentally change the practices of the Troubled Assets Relief Program before the remaining \$350 billion streams into the marketplace. Unfortunately, the Bush Administration mismanaged the financial rescue funds approved in 2008 and failed to follow congressional intent when it came to executing the Emergency Economic Stabilization Act. The Bush administration

failed to address the foreclosures as the source of this crisis, and it did not effectively use TARP funds to restore our economy's flow of credit. Along with my constituents, I am deeply disappointed that the past administration did not adequately track how taxpayer money was spent to ensure that banks were using it for the intended purposes.

Congress must only move forward with the release of the remaining TARP funds if they are confident that these failures will be remedied. H.R. 384 amends the Troubled Assets Relief Program provisions of the Emergency Economic Stabilization Act by strengthening accountability, closing loopholes, and increasing transparency. This measure sets up a blueprint to carefully track and monitor all the TARP funds, including previous and future allocations. It requires Treasury to provide a minimum of \$40 billion on foreclosure mitigation to help homeowners address the mortgage crisis. H.R. 384 limits executive bonuses for firms participating in TARP and assists cities and other tax-exempt issuers in finding investors for their bonds. Under the direction of the Obama administration, I believe the TARP funding will adhere to these new transparency and accountability provisions, while also working to ensure that our taxpayers' needs are the top priority.

During this difficult economic crisis, we need to stand up for Rhode Island families looking to secure student loans, car loans, home loans or mortgage refinancing. We need to make sure that small business owners have access to the capital they need to make payroll or invest in their companies. And we need to stabilize the pensions and savings that our retirees are counting on. I believe this recovery plan is essential for Rhode Island families. H.R. 384 will bring us closer to the original intent of TARP—to help those most in need during these difficult times.

I want to thank my friend, Chairman FRANK, for his tireless work on this issue, and I encourage my colleagues to vote for this bill.

THE INTRODUCTION OF THE
SHORT SEA SHIPPING ACT OF
2009 (H.R. 528)

HON. JOHN M. MCHUGH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 22, 2009

Mr. MCHUGH. Madam Speaker, on January 14, 2009, I introduced H.R. 528, the Short Sea Shipping Act of 2009. This measure would provide the tax incentive necessary to increase the transportation of freight via coastal and inland waterways, which would have significant environmental and economic benefits.

Specifically, the Short Sea Shipping Act of 2009 would exempt from the Harbor Maintenance Tax, HMT, nonbulk commercial cargo that is loaded at a port in the United States mainland and unloaded at another port in the United States mainland after transport solely by coastal or river route or unloaded at a port in Canada located in the Great Lakes/St. Lawrence Seaway System.

Likewise, the bill's exemption would apply to nonbulk commercial cargo that is loaded at a port in Canada located in the Great Lakes Seaway System and unloaded at a port in the United States mainland. Of note, the bill de-

fines the Great Lakes Seaway System as the waterway between Duluth, Minnesota, and Nova Scotia and encompasses the five Great Lakes, their connecting channels, and the St. Lawrence River. In fact, this is the primary difference between my bill and legislation (H.R. 981) that I cosponsored in the 110th Congress. This change was made necessary by the progress made in the development of the proposed Melford International Terminal in Nova Scotia, which is projected to handle nearly 1.5 million 20 foot equivalent units, TEUs, annually by 2015.

The HMT is a levy that is imposed on the value of cargo that is imported to a port within the United States or that is transported between U.S. ports. The tax, which is assessed at a rate of 0.125 percent of the cargo value, including passengers, is assessed only once on cargo that is transported between one U.S. port and another, either at the point of departure or arrival but not both. However, cargo that is carried from a foreign port may be taxed twice, upon arrival at the initial U.S. port and again if transported to another U.S. port aboard a different vessel. Cargo that is transported along the inland waterways is subject to the Inland Waterways Fuel Tax instead of the HMT, but the Great Lakes are not considered part of the inland waterways system.

For too long, the imposition of the HMT has served as a barrier to the development of a robust United States short sea shipping industry. In fact, former Secretary of Transportation Mary E. Peters has stated that "the HMT is the most significant impediment under current law to the initiation of such services to Great Lakes ports" because the "avoidance of the HMT is a main motivation for shipping cargo from Canada to the United States by trucks instead of water."

By providing this exemption to the HMT, Congress can give cargo shippers an incentive to move cargo via marine. The increased viability of such a water transportation option would subsequently combat current highway congestion, a burgeoning problem facing our Nation's transportation infrastructure. The shift of cargo transportation from common domestic cargo routes to underutilized coastal and inland waterways would also improve the flow of commerce and reduce air pollution generated by ground transportation.

Additionally, by providing such an incentive to the enhancement of the short sea shipping industry, Congress has the opportunity to spur significant economic activity. Ships would have to be built and crews would have to be hired. In New York's 23rd Congressional District alone, which I am privileged to represent, illustrating just one example, the Port of Oswego would realize a significant expansion of traffic, resulting in millions of dollars in economic impact and the creation of dozens of jobs.

Madam Speaker, by enacting H.R. 528, the 111th Congress can eliminate roadblocks and promote the utilization of an efficient, economical, and sustainable means of cargo transportation, while addressing the growing need for reliable transportation alternatives and additional capacity. Accordingly, I ask my colleagues to work with me to enact this important measure.

TRIBUTE TO COLONEL JERRY
WARNEMENT

HON. BILL SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 22, 2009

Mr. SHUSTER. Madam Speaker, I rise today to salute the service of COL Jerry Warnement, whose dedication to excellence has earned him three separate colonel commands and two lieutenant colonel commands over the course of a career that has spanned more than 30 years.

Having studied extensively and earning two masters degrees, Colonel Warnement is an outstanding officer whose leadership and extraordinary command of logistics have made him a mainstay of combat service support for all of the Army. From 1988 to 1990, Colonel Warnement served as Commander of the 15th Forward Support Battalion, 1st Cavalry Division. Here, his logistical support during two NTC rotations, and his subsequent efforts to deploy his battalion to Desert Shield/Storm were especially praiseworthy and indicative of the colonel's dedication and self sacrifice.

Colonel Warnement's service to his country extended to the classroom as well as the field. As a professor of military science for the University of Pennsylvania and five satellite universities, Colonel Warnement was responsible for recruiting, retaining, and commissioning a highly competent, freshman class which resulted in 95 percent of his students being commissioned on time and prepared for active duty. While Assistant Chief of Staff for the Material, 19th Theatre Army Area Command, the colonel consistently demonstrated his multifunctional leadership capabilities as he accomplished a diversity of missions on time, within budget, and always with the best interest of the soldiers at heart. From 1995 to 1997, as Commander of Anniston Army Depot, Colonel Warnement managed 2,900 personnel, a \$266 million operating budget—spread out over 25 miles—and accomplished every mission within budget. His unparalleled ability to manage money, material, and personnel ensured positive results, while his performance indicators within his area of responsibility were among the best in the world.

In his most recent and final assignment, Colonel Warnement exhibited brilliance in his ability to command one of the most unique and important colonel-level logistics organizations in the Army. His sound judgment and strong leadership guaranteed mission accomplishment. This coupled with his professional initiative to develop the Army's Logistics Integrated Database, while executing additional field training within budget, will have a long-term positive impact on the United States Army and the Nation as a whole.

Throughout his career, Colonel Warnement has faithfully executed his duties at home and abroad. He is a soldier's soldier and a consummate professional. Colonel Warnement's performance reflects great honor and credit upon himself, the Army, the Army Materiel Command, and our Nation.

HONORING MAYOR ALAN AUTRY

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 22, 2009

Mr. RADANOVICH. Madam Speaker, I rise today to congratulate and express my appreciation for the service of Alan Autry as mayor of Fresno, California. Alan's first term began in January 2001, and he served for 8 years as Fresno's mayor. During this time, Alan's leadership and passion for the community of Fresno led to an unprecedented turnaround in the city, which is evident from its infrastructure and aesthetic value to its safety and fiscal responsibility.

Alan had much success in his two terms, including bridging the gap between North and South Fresno, or "The Tale of Two Cities" according to Alan. He successfully brought insight and urban renewal and development to Fresno's poorest neighborhoods, by increasing infrastructure, sidewalks, gutters, and streetlights in many areas of the city previously neglected with regard to modern essentials.

Under Alan's service, downtown Fresno was visually transformed. He championed a movement to aesthetically improve many areas of Fresno, the largest project of which was modernizing the convention center.

The safety and security of Fresno's residents was vastly improved by Alan's city policies, which included bringing up-to-date police and fire stations, and improving, cleaning, and expanding public spaces like city parks, which provide places for families and students to engage in healthful and constructive activity.

Alan is also a true fiscal conservative and a vigilant guardian of taxpayer money. When he took office in January 2001, Fresno's ledger showed that the city was \$500,000 in debt. By January 2009, Fresno had a significant turnaround with a surplus of \$17.5 million.

Education was also an important element in Alan's "Tale of Two Cities" platform. He fought hard against multiple levels of government to seek to influence and improve Fresno's notoriously under-performing schools, because he believes that good, effective schools are foundational in a healthy community.

Alan possesses a concern and care for his community that characterized his terms as mayor and underlines his leadership style. He was often out within the community talking to and caring for people. This helped to make him a very popular and well-respected member of the community and an esteemed leader. I congratulate Alan on the job he did in his 8 years as Fresno's mayor; I am proud to call him my friend, and continue to look forward to sharing many ideas and projects with him in the future.

COMMEMORATING THE 36TH ANNI-
VERSARY OF THE ROE V. WADE
DECISION

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 22, 2009

Mr. HOLT. Madam Speaker, I rise today to commemorate the 36th anniversary of Roe v. Wade.

On January 22, 1973, Supreme Court Justice Harry Blackmun penned the historic majority opinion in the Roe v. Wade case. He wrote that "right of privacy, whether it be founded in the Fourteenth Amendment's concept of personal liberty and restrictions upon state action, as we feel it is, or, as the District Court determined, in the Ninth Amendment's reservation of rights to the people, is broad enough to encompass a woman's decision whether or not to terminate her pregnancy." Justice Blackmun's words confirmed the 7–2 landmark decision that all women have the constitutional right to choose.

Roe v. Wade established that reproductive healthcare is a personal matter that should be left to individuals. The question of whether or not to have an abortion is not an easy one, it is one of the most difficult decisions that a woman can face. While a woman's doctor, clergy, friends, and family may have opinions, the ultimate decision rests solely with her. This is not a decision that should be forced upon a woman by any government.

Having the right to choose is an essential right that should be protected, however there is much that can and should be done to decrease the need for abortion. That is why I have consistently supported comprehensive sexual education in our schools. Our investment in abstinence-only education over the last 8 years has failed in giving our teenagers the medically accurate, life-saving information about birth control and sexually transmitted infections they need to make informed decisions. I also support overturning the "global gag rule." President Bush enacted the "global gag rule" 8 years ago today to prohibit international family planning organizations that receive funding from the United States from being able to advocate for choice. The global gag rule also bans foreign non-governmental organizations, NGOs, from being able, using their own funds, to engage in free speech and assembly activities on a woman's right to choose, and also prevented health care providers from counseling the world's poorest women about all their legal health care options. Reversing this policy will improve maternal and child health in developing countries, reduce infant mortality, lead to better diagnosis and treatment of sexually transmitted diseases and reduce the incidence of unintended pregnancy and abortion.

Roe v. Wade marked a drastic change in our national policy on reproductive rights and I urge my colleagues to commemorate the 36th anniversary of this ruling.

36TH ANNUAL MARCH FOR LIFE

HON. WALLY HERGER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 22, 2009

Mr. HERGER. Madam Speaker, today is the 36th annual March for Life marking the anniversary of Roe v. Wade, the Supreme Court decision that denied the American people the ability to address the abortion issue through their ballot box. I commend the estimated 200,000 Americans who traveled to our nation's capital to proclaim the inalienable human rights of unborn children. The organizers of this important event never let this anniversary pass without calling on our Nation to