

very own, to think and use just as I do my arms. It was given me by the Creator to use as I see fit, but to think wrong is to do wrong.

8. Concentrate! Choose the task to be done, and do it to the best of my ability

9. Fear not for the future—build on each day as though the future for me is a certainty. If I die tomorrow, that is too bad, but I will have done today's work.

10. Never be discouraged over anything. Turn failure into success.

#### PERSONAL EXPLANATION

### HON. LOUISE McINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 30, 2012*

Ms. SLAUGHTER. Mr. Speaker, I was unavoidably detained and missed rollcall vote Nos. 250, 251 and 252.

#### REMEMBERING THE LIFE OF PIONEER RADIO MAN HAL JACKSON

### HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 30, 2012*

Mr. RANGEL. Mr. Speaker, I stand with a heavy heart as I honor Harold B. "Hal" Jackson who recently passed away. It is a testament to his vitality and passion that he devoted over seventy years of his life entertaining America's radio audiences and was still working only a few weeks before he left us at the age of 96. I remember fondly the life of a man who broke down numerous racial barriers: Mr. Jackson was the first black announcer in network radio, the first black M.C. of a network jazz show, the first host of an interracial network jazz show and the first host of an interracial network television presentation.

The death of Hal Jackson brought immense sorrow to me, his family and friends, and to the countless people who loved and respected his groundbreaking work in radio. The announcer, M.C., host and executive never looked back after he got a foot in the door of radio in the 1930s. He would go on to acquire the first radio station to be owned and operated by blacks.

Mr. Jackson was probably born on November 3rd, 1915 in Charleston, South Carolina. Like many Southern blacks at the time, his birth was not officially recorded. After growing up in Washington, D.C., he attended Howard University, where he began his broadcasting career by announcing the play-by-play home games for Howard and other schools in addition to Negro League games. Only a few years later, Mr. Jackson's voice could be heard on three distinct stations each day. His broad skill set allowed him to thrive hosting news interview programs, sports shows and, later, music programs.

After moving to New York City, Mr. Jackson once again could be heard daily on three different radio stations, the only New York City radio personality with that exposure. Each night, four million people tuned to hear his interviews with jazz and show business greats and to enjoy his eclectic musical taste. By the

early 1960s, he had begun his decades-long run as a radio executive, a position in which he excelled, even if he felt the itch to host again in 1982, returning to a seat in front of the microphone.

Mr. Jackson's contributions to Harlem, in particular, should stand out in our minds. His numerous concerts and live broadcasts from the Apollo Theater brought joy both into our homes and into our hearts. The work he did behind the scenes at Inner City Broadcasting helped to grow America's first major black-owned radio empire.

Mr. Jackson will long be remembered for his creative and charismatic radio broadcasts, as well as his important place in the Civil Rights Movement. In his own words, "When I started, the business was so segregated. Fortunately, that didn't last long." Stretching back to the 1940s, he was a civil rights fundraiser. In the 1950s, with his popularity perhaps at an apex, both black and white listeners enthusiastically tuned in to his three daily shows. Later, Mr. Jackson was one of the first people to lobby for a Martin Luther King, Jr. Day. In 1990, he became the first African American inductee to the National Association of Broadcasters.

Mr. Speaker, I am proud to honor this great man, and I ask my colleagues to join me in celebrating his life by remembering his tremendous contributions to American culture and society. The death of Hal is a great loss to our country and to New York City. We will all miss his skill and passion both behind the microphone and as a radio executive. We give our condolences to his wife, Debi, his two daughters and son, and all of his family and friends.

#### RECOGNIZING THE 100TH ANNIVERSARY OF THE FOUNDING OF THE GIRL SCOUTS OF THE USA

### HON. JERRY McNERNEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 30, 2012*

Mr. McNERNEY. Mr. Speaker, today I rise to ask my colleagues to join me in honoring the Girl Scouts of the USA in recognition of the 100th anniversary of its founding. The Girl Scouts has a long and proud history, and I am pleased to recognize the group's achievements and many successes.

Since 1912, the Girl Scouts has helped millions of girls develop into strong, confident women of character. With a current membership of 3.2 million people, the Girl Scouts seeks to develop informed and engaged leaders who will make a positive contribution to the world. Many of these leaders can be found here at the U.S. Capitol, where 45 of the 75 congresswomen in the House of Representatives are former Girl Scouts along with 10 of the 17 women senators. These representatives are a testament to the significant impact that the Girl Scouts has made on the lives of American women and the Nation as a whole.

The Girl Scouts proclaimed 2012 as the "Year of the Girl," and the organization continues to help girls across this nation reach their full potential. I applaud the dedicated efforts of the Girl Scouts, and I have no doubt that the group's work is just as important today as it was a century ago. I am confident that the Girl Scouts will continue making our

country a better place long into the future. I ask my colleagues to join me in congratulating the Girl Scouts on the occasion of its 100th anniversary.

#### PERSONAL EXPLANATION

### HON. LOUISE McINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 30, 2012*

Ms. SLAUGHTER. Mr. Speaker, I was unavoidably detained and missed rollcall vote Numbers 259, 260, 261, 262, 263, 264, 265, 266, 267, 268 and 269. Had I been present, I would have voted "aye" on rollcall vote Numbers 261, 262, 263, 264, 265, 268 and 269. Had I been present, I would have voted "no" on rollcall vote numbers 259, 260, 266 and 267.

#### REGARDING TRANSPORTATION REAUTHORIZATION

### HON. ROBERT T. SCHILLING

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 30, 2012*

Mr. SCHILLING. Mr. Speaker, as the House and Senate continue to work in a bipartisan fashion to produce a transportation reauthorization, I wanted to submit for the CONGRESSIONAL RECORD a copy of a letter I sent to Senate Chairman BARBARA BOXER of the Environment and Public Works Committee and House Chairman JOHN MICA of the Transportation and Infrastructure Committee.

But first I wanted to clarify my vote on the Rahall Motion to Instruct Conferees on the Transportation Bill that occurred on May 18, 2012. According to the House Clerk, the instructions contained in the motion "seek to require the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment to the bill H.R. 4348 to be instructed to agree to sections 1528, 20017 (to the extent that such section amends section 5323 of title 49, United States Code, to provide subsection (k) relating to Buy America), 33007, 33008, and 35210 of the Senate amendment."

This motion urges House conferees to agree to the Senate provisions in their transportation bill that pertain to Buy American requirements for highway projects, Buy American Waiver Requirements, and the Make It In America Initiative. I agree with the sentiments of this motion and intended to vote "aye" but voted "nay" in error. I support American jobs and American workers and believe that we should be using American made goods when growing our infrastructure. If the Buy America provisions are offered as a Motion to Instruct on the Transportation Conference in the future, I intend to vote "aye".

I urge the Conferees to push for a multi-year transportation bill. Congress has a tremendous opportunity to provide five or six years of certainty when it comes to transportation policy and projects. The construction industry in particular suffers from 14.5 percent unemployment and we can put these men and women back to work by agreeing to a long term bill that includes transportation priorities like the Keystone XL Pipeline project.

I refer to these subjects in my letter to Chairmen BOXER and MICA below, but this Congress has proven it can provide certainty and bipartisanship when it passed a four-year Federal Aviation Administration law. It took five years and 23 short-term extensions, but this Congress was able to get the job done. It should be the goal of this Congress to achieve similar success this year with a multi-year transportation bill.

MAY 8, 2012.

Hon. JOHN L. MICA,  
Chairman, Committee on Transportation & Infrastructure, Washington, DC.

Hon. BARBARA BOXER,  
Chairman, Environment & Public Works, Washington, DC.

DEAR CHAIRMAN MICA, CHAIRMAN BOXER, AND CONFEREES, our country as a whole is in need of a long, multi-year surface transportation authorization bill. This long-term certainty will allow our state departments of transportation to truly address our infrastructure needs and not push them off down the road until it is too late and too expensive. Our country is closing in on \$16 trillion in debt—totaling more than \$50,000 per American. We must invest wisely, while also coming to grips with our fiscal situation. I would like to share with you some priorities from the people I have the privilege of representing.

When the near-trillion dollar stimulus was signed into law in 2009, many citizens wondered why Congress was not focused on a true job-creating measure like a long-term highway plan. The fact that such a small percentage of the stimulus plan was devoted to transportation and infrastructure represents an unfortunate missed opportunity, especially at a time when our infrastructure is rated as “D” by the American Society of Civil Engineers and construction unemployment in the industry is 14.5 percent. The time to focus on a long-term transportation bill is now.

The certainty that a long-term bill will provide would allow programs like the Projects of National and Regional Significance to help build much-needed infrastructure in our country. Projects that fall in this category are high in cost and large in scope and for that reason federal support is necessary for them to go forward. These projects affect localities directly through economic development and more jobs. I encourage you to continue to support the Projects of National and Regional Significance program within the surface transportation authorization bill you are currently conferring. Projects that do not reach the threshold of National and Regional Significance, such as

highway expansions and overpasses, can bring in a great amount of economic development as well. We must continue to support programs and grants that would allow these projects to go forward so they are not politicized.

Another important issue for Illinois is our rail system. We are at a crossroads for this mode of transportation, and it is vital that we take care of that infrastructure so that existing lines which contribute to both commuter mobility and freight shipments are not shortchanged. Rail allows people and products to travel to and from all over the country, and from there to ports across the world. While we must be careful to separate needs from wants, growth in our economy and long-term sustainability must always weigh heavily when making decisions on infrastructure priorities.

I also encourage you to include provisions that would address the job-creating Keystone Pipeline. This pipeline and other projects like it can help ease global energy strains due to our reliance on oil from foreign countries. Pipelines are the energy lifelines of our country and will not only address access to oil, but will also encourage job growth and therefore growth in our economy. This is a project that has the support of Republicans, Democrats, labor and business.

Another important issue that we must not overlook is our locks and dams. These vital pieces of our infrastructure need to have dedicated work and funding. After all, this infrastructure is vital to both commerce and jobs. More than 30,000 workers are employed on vessels and an additional 800,000 jobs are dependent on our waterways. That is why I support the continued inclusion of the RAMP Act, H.R. 104, in the final Surface Transportation bill. This would guarantee that the total amount available for spending from the Harbor Maintenance Trust Fund be equal to the Trust Fund receipts as estimated by the President's budget for that year. This is important to addressing our nation's dredging requirements and keeps our ports and waterways at a competitive advantage with the rest of the world's waterways.

I also support the inclusion of the bipartisan, House-passed H.R. 2273, the Coal Residuals Reuse and Management Act, into a final transportation package. There are many types of projects across this great country that require the use of concrete, and proposed regulations on coal ash can be detrimental to getting our economy back on track and our infrastructure back up to the appropriate safety standards. This is symptomatic of large issues of overregulation that place unnecessary hindrances on meeting our infrastructure needs.

Finally, I encourage you to carefully consider the need for farmers to transport all

farm supplies from any distribution point to a local farm retailer or end consumer. The restriction to a single farm supply excludes multiple other critical farm supplies and severely hinders the flexibility of farmers during planting and harvesting season. The Federal Motor Carrier Safety Administration has granted several waivers over the last two years because it has recognized the need to exempt these supplies. Please consider making this exemption of agriculture hours of service permanent.

Conventional wisdom is that Congress cannot get anything done, but in the spirit of Mark Twain, I believe that reports on the death of bipartisanship have been greatly exaggerated. After all, it was this Congress that advanced three market-opening trade agreements, passed the VOW to Hire Heroes jobs bill for veterans, passed the STOCK Act, passed a Defense Authorization that will benefit manufacturing and our industrial base, and passed the Jumpstart our Business Startups legislation. These are all now the law of the land and were accomplished through bipartisanship. Perhaps one of the best examples is the four-year Federal Aviation Administration reauthorization. It took five years and 23 short-term extensions, but this Congress finally got the job done. It should be the goal of this Congress to achieve similar success this year with a multi-year transportation bill.

I appreciate your time and consideration of my concerns and the priorities of the 17th District of Illinois.

Sincerely,

BOBBY SCHILLING,  
House of Representatives.

#### PERSONAL EXPLANATION

#### HON. LOUISE McINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 30, 2012

Ms. SLAUGHTER. Mr. Speaker, I was unavoidably detained and missed rollcall vote Nos. 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292 and 293. Had I been present, I would have voted “aye” on rollcall vote Nos. 270, 273, 275, 276, 278, 279, 282, 284, 285, 287, 289, 290, and 293. Had I been present, I would have voted “no” on rollcall vote Nos. 271, 272, 274, 277, 280, 281, 283, 286, 288, 291, and 292.