

As marked up in Committee, H.R. 850 places inappropriate and counter-effective restrictions on the President's authority to waive sanctions in exchange for Iranian concessions that would be in the national security interest of our Nation and in the security interests of our ally Israel. By attempting to hobble the President's Article II authority to engage in foreign policy on behalf of the United States, the bill would limit the President's negotiating ability and thereby undermine our diplomatic efforts; this is particularly concerning given that the White House has signaled willingness to restart direct negotiations with Iran.

It is especially counterproductive to vote on this measure before Iran's new president is inaugurated on August 4, 2013. In fact, experts have argued a vote on new sanctions ahead of the inauguration would only benefit Iranian hardliners opposed to compromising their goal for a nuclear Iran.

Lastly, this bill should include language explicitly stating that nothing in its provisions is intended to or may be used as a basis for authorization for war with Iran. The bill as currently written is too open to interpretation and I strongly oppose this Congress granting an implicit authorization for war, especially in the wake of the two wars we have so devastatingly waged over the past decade.

Because of these flawed provisions, I voted against H.R. 850. I look forward to working with colleagues to amend it as it moves through conference.

CONGRATULATING EDWARD F. WALSH JR. AS THE RECIPIENT OF THE 2013 RED JACKET AWARD

HON. BRIAN HIGGINS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 2013

Mr. HIGGINS. Mr. Speaker, today I rise to congratulate Edward F. Walsh Jr. as he has been named the recipient of the 2013 Red Jacket Award.

A Buffalo native, Ed is devoted to civic progress in his hometown. An active community volunteer for over 35 years, Ed has held leadership positions with various organizations including the United Way of Buffalo and Erie County, Nichols School, Kaleida Health, and the Center for Hospice & Palliative Care.

Ed currently serves as the President and Chief Operating Officer of Walsh Duffield Companies, Inc., a fourth-generation family-owned insurance agency that is based here in Buffalo.

Presented by the Buffalo History Museum, the Red Jacket Awards are based on a medal given by President George Washington to Seneca leader Red Jacket in 1792. The award was established by the museum in 1957 to honor those who exhibit quiet, unbroken devotion to our region's enrichment. Ed will be presented with the Red Jacket Award at the annual Red Jacket Awards Dinner on September 26, 2013 in the History Museum.

Mr. Speaker, thank you for allowing me the opportunity to recognize Mr. Edward Walsh's great contributions and admirable generosity. I congratulate him on this incredible honor, thank him for his continued dedication to our community, and wish him the absolute best in all his future endeavors.

A TRIBUTE TO THE LIFE OF KIP TOKUDA

HON. ADAM SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 2013

Mr. SMITH of Washington. Mr. Speaker, we rise today to honor the life of Kip Tokuda, and pay tribute to his leadership, service, and dedication to the citizens of the State of Washington.

Kip was a Seattle native and a graduate of the University of Washington. Following completion of his graduate studies in social work in 1969, Kip entered public service as a social worker with the Washington State Department of Social and Health Services and gained a reputation for being a strong advocate for children and individuals with disabilities. He was later named to the Washington Council for Prevention of Child Abuse and Neglect.

The second son of parents who were incarcerated at the Minidoka Relocation Center, Kip possessed an unwavering sense of justice and equality. A prominent figure within the Asian American community, he served as the president of Seattle's chapter of Japanese American Citizens League (JACL)—an organization which is the oldest and largest Asian American civil rights organization. In 1998, Kip went on to found the Asian Pacific Islander Community Leadership Foundation, a non-profit organization that focuses on social justice, community empowerment, and public service.

Beginning in 1994, Kip served as a Representative for Washington State's 37th Legislative District. During his four terms in the Washington State Legislature, he enjoyed many legislative successes. He introduced his first Day of Remembrance resolution in 1997, which has since become an annual tradition in the Legislature. He served as the co-prime sponsor, along with Representative Mike Wensmen of House Bill 1572, which created the Washington Civil Liberties Public Education fund in 2000. Kip also secured passage of the Special Needs Adoption bill, which helped adoption of special-needs children. He was a strong advocate who helped to pass the Homeless Children's Lawsuit legislation, which provided services for over 60,000 homeless families with children.

Mr. Speaker, it is with great honor that we recognize the life of Kip Tokuda—a true trailblazer. We ask our colleagues to join us in honoring a long career of selfless and inspired service to his community, the State of Washington, and our Nation.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2014

SPEECH OF

HON. DANIEL LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 30, 2013

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2610) making appropriations for the Departments of Transportation, and Housing and Urban Develop-

ment, and related agencies for the fiscal year ending September 30, 2014, and for other purposes:

Mr. LIPINSKI. Mr. Chair, I rise today in support of Amtrak passenger rail service, which carried 31.2 million riders in 2012 and provides a vital transportation alternative for commuters and travelers in our Nation's busiest corridors.

More people are taking Amtrak today than ever before, a sign that passenger rail is making a comeback. Ridership has grown substantially during the last decade, with another 3.5 percent gain last year. This year, Amtrak had the highest monthly ridership of its 43-year history with 2.9 million riders in March. Amtrak now covers 88 percent of its operating expenses with ticket sales and other revenue, with government funding needed mostly for capital projects.

I represent the southwest side of Chicago and neighboring suburbs where passenger and commuter rail boost our economy. Chicago's Union Station is Amtrak's fourth-busiest station. In Illinois, 56 Amtrak trains run each day carrying 5 million passengers. In addition, the Illinois Department of Transportation has partnered with Amtrak on three corridors between Chicago and downstate Illinois, and has teamed with Wisconsin to support service between Chicago and Milwaukee. Total ridership on these routes has increased 85 percent since the State doubled its investment in Amtrak service in 2006.

In the bustling Northeast Corridor from Washington, DC up to Boston, Amtrak carried a record 11.4 million passengers in fiscal year 2012. That helps keep vehicles off our congested highways and relieves some of the pressure at our busy airports.

Investment in passenger rail also benefits our economy. In 2012, Amtrak spent more than \$1.3 billion on domestically-manufactured goods and services in 48 states and the District of Columbia. The vast majority of Amtrak's spending is right here in the U.S.; less than one percent of Amtrak's procurement money is spent to purchase products from foreign countries. In Illinois, Amtrak employs nearly 1,500 residents.

I am encouraged to see Amtrak ridership growing, and I think maintaining our only national intercity passenger rail network will be critical as fuel prices rise and Americans demand more transportation options. I look forward to finding smart ways to improve passenger rail service for my constituents and others.

I ask my colleagues to join me in supporting Amtrak and opposing the proposed deep cuts to passenger rail funding in the current transportation appropriations bill that was pulled from the floor Wednesday.

HONORING THE SMALL BUSINESS ADVOCACY COUNCIL FOR ITS COMMITMENT TO STRENGTHENING OUR COMMUNITY

HON. BRADLEY S. SCHNEIDER

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 2013

Mr. SCHNEIDER. Mr. Speaker, I rise today to honor the Small Business Advocacy Council (SBAC) on the occasion of its 4th Annual Golf

Outing, hosted in Riverwoods, IL, in my district.

The SBAC is a strong and clear voice for small businesses in the Chicagoland area and an important advocate for the interests of those companies and the working families they employ. The SBAC has been speaking up for these businesses for almost four years.

In 2010, with the country still mired in an economic downturn, the SBAC was established as a way to buoy many of the smaller businesses that were struggling. By providing advocacy, support services and educational programs, the SBAC has become a critical resource for our small businesses.

Our business community in the Tenth District is strong because it is just that: a community.

Working together and sharing strategies, being inspired by the innovation of fellow small businesses, companies in the Tenth District have fostered a community of mutual success and prosperity. It is this type of activity that the SBAC promotes and is so important to our economic success in the 21st Century.

Through a tightly-knit network of member organizations, the SBAC builds partnerships and facilitates cooperation, making our community stronger.

Mr. Speaker, advocacy organizations like SBAC are integral to driving the success of small businesses throughout our nation, which in turn will lift the rest of our economy. I thank the SBAC for its work, and I wish only great success for this year's golf outing and SBAC's future.

HONORING THE RE-DEDICATION OF THE E.B. GREEN MAUSOLEUM

HON. BRIAN HIGGINS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 2013

Mr. HIGGINS. Mr. Speaker, today I rise in honor of the re-dedication of the E.B. Green Mausoleum on the occasion of its 100th anniversary. Designed by legendary architect Edward Brodhead Green, the mausoleum opened in 1913 in Oakwood Cemetery in Niagara Falls, New York.

E.B. Green, for whom the Mausoleum is named, is one of our Nation's most prolific and admired architects. During his 72-year career, he designed over 360 structures, many of which are listed on the National Register of Historic Places. Over 160 of his Western New York works remain standing, including the Mausoleum which we honor today.

The E.B. Green Mausoleum is an architectural and historical wonder. Stately columns and gray Vermont marble produce its majestic exterior. Inside, the Mausoleum contains white Vermont marble and stained glass windows, one of which is a signed Tiffany. One of the only two Mausoleums designed by E.B. Green, its design evokes the reflective act of remembering our dead.

The Mausoleum magnifies the already significant historical legacy of Oakwood Cemetery. Oakwood was established in 1852, when Lavinia Porter, daughter of Niagara Falls founder Augustus Porter, donated the land

that would become the burial site. Theodore Dehone Judah, one of the central figures in the establishment of America's Transcontinental Railroad, designed the cemetery's original landscape. Locally, General Parkhurst Whitney of Niagara Falls and his three daughters were laid to rest at Oakwood. Celinda, Angelina, and Asenath Whitney are the three sisters for which the Three Sisters Islands are named. In 1882, their nephew Drake Whitney engineered improvements to Oakwood Cemetery.

Oakwood Cemetery's historical significance has been regionally recognized. The cemetery has received numerous awards, including the Preservation Buffalo Niagara Award in 2013, a \$5000 grant from the Niagara Falls Preservation League in 2011, a City of Niagara Falls Preservation Citation and designation as a Niagara Falls National Heritage Area.

Many programs are in place to educate the public about the history of the Oakwood Cemetery. The cemetery offers community activities such as guided tours, events that are open to the public, and educational workshops for students. The volunteer group "Friends of Oakwood" dedicates their efforts to the upkeep, preservation, restoration, and education of the cemetery.

Mr. Speaker, thank you for allowing me a few moments to recognize the historical and architectural significance of the E.B. Green Mausoleum and Oakwood Cemetery. I thank all those who worked to put together this lovely event, and sincerely appreciate their work every day to promote the incredible history and legacy of Oakwood Cemetery.

ENERGY CONSUMERS RELIEF ACT OF 2013

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 31, 2013

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 1582) to protect consumers by prohibiting the Administrator of the Environmental Protection Agency from promulgating as final certain energy-related rules that are estimated to cost more than \$1 billion and will cause significant adverse effects to the economy, with Ms. Ros-Lehtinen in the chair.

Mr. GENE GREEN of Texas. Madam Chair, I rise today in opposition to H.R. 1582.

This bill would prohibit the Environmental Protection Agency from finalizing any "energy-related rule" that is estimated to cost more than \$1 billion if the Secretary of Energy determines that the rule will cause "significant adverse effects to the economy." The term "significant adverse effects to the economy" is not defined. In addition, the term "energy-related rule" is broadly defined to include any rule that "regulates any aspect of the production, supply, distribution, or use of energy or provides for such regulation by States or other governmental entities."

Many of the rules that this bill aims to stop are rules that would directly affect my constituent companies—rules that I too have serious concerns about how they were developed.

I could support a bill that would require the Department of Energy to have an official consulting role similar to the Office of Management and Budget in the drafting of EPA rules where appropriate. For example, I was very frustrated to hear that DOE's concerns about grid reliability were not heeded by EPA during the Utility MACT rulemaking.

I am shocked though that my colleagues are okay setting a precedent where one Department has veto power over another Department or Agency's actions. What's next? Are we going to give the Department of Treasury veto power over the Securities and Exchange Commission or give the Department of Defense veto power over the Department of Homeland Security just because we have concerns about their rulemaking processes?

The Environmental Protection Agency is already required to conduct two Regulatory Impact Analyses, once when the rule is proposed and another when the rule is final, and then this analysis is reviewed by the OMB for accuracy.

This Congress should be able to address the core concerns we have about how these rules are developed without completely gutting an agency's statutory responsibilities and independence.

I encourage my colleagues to oppose this bill. This legislation is unprecedented and duplicative.

ENERGY CONSUMERS RELIEF ACT OF 2013

SPEECH OF

HON. JON RUNYAN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 31, 2013

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 1582) to protect consumers by prohibiting the Administrator of the Environmental Protection Agency from promulgating as final certain energy-related rules that are estimated to cost more than \$1 billion and will cause significant adverse effects to the economy, with Ms. Ros-Lehtinen in the chair.

Mr. RUNYAN. Mr. Chair, I rise today to speak in opposition to the proposed cuts to Amtrak in the Transportation, Housing and Urban Development (THUD) Appropriations Bill for Fiscal Year 2014.

Amtrak is a vital need for constituents from my home state of New Jersey and to people all along the eastern seaboard. Each day, thousands of passengers take to the railways and ridership on Amtrak has continued to grow over the past several years. Now is not the time to cut their funding.

These proposed cuts in THUD could cripple the railroad system, requiring cuts to maintenance and equipment replacement, which could jeopardize the safety of the thousands of Amtrak riders each day.

Once again, I would like to reiterate how heavily my constituents rely on Amtrak for their traveling needs and I urge my colleagues on both sides of the aisle to come together and oppose the cuts included in this legislation.