

Before joining BAWUA and BAWSCA, Art served as Assistant General Manager and Director of Planning at the Contra Costa Water District for five years. From 1984–1990, he was the Deputy and Acting General Manager of the San Francisco Water Department. His time there included the Loma Prieta earthquake and the initial years of the most recent drought. From 1977–1984, Art worked as a senior engineer at Brown and Caldwell Consulting Engineers where he performed studies of the San Francisco regional water supply, treatment and delivery system. He also taught engineering at UC Berkeley. Before that, he was an acting assistant professor at Stanford University from 1976–1977 teaching courses in water management, hydrology, hydrologic modeling and hydraulic engineering.

Art also serves on the advisory board of Sustainable Silicon Valley and the citizens advisory committee of the San Francisco Public Utilities Commission.

Art was born in Berkeley in 1954. He earned his B.S. in Engineering Physics from UC Berkeley and both his M.S. and Ph.D. in Environmental Engineering Science from California Institute of Technology in Pasadena.

He and his wife of 37 years, Mary, have one daughter, Catherine. In his well-deserved retirement, Art is looking forward to spending more time with family and friends. His many interests, including photography, aviation history, Buddhism, chess, harmonica and guitar, will undoubtedly keep him engaged and active.

Mr. Speaker, I ask the House of Representatives to rise with me to honor a brilliant engineer, a water expert and a dear friend. He leaves behind giant shoes to fill and his leadership will be missed by his colleagues and Bay Area residents.

PERSONAL EXPLANATION

HON. ROSA L. DeLAURO

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Ms. DeLAURO. Mr. Speaker, I was unavoidably detained and so I missed rollcall vote No. 613 “To amend the Safe Drinking Water Act to exempt fire hydrants from the prohibition on the use of lead pipes, fittings, fixtures, solder, and flux.” (H.R. 3588). Had I been present, I would have voted “yes”.

HONORING THE CAREER OF DR. CLOYD HASTINGS

HON. KENNY MARCHANT

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. MARCHANT. Mr. Speaker, I am proud to honor the career and celebrate the retirement of Dr. Cloyd Hastings of the Carrollton-Farmers Branch Independent School District (ISD), based in Carrollton, Texas.

Dr. Hastings served in education for forty years, working to better future generations of young citizens. Prior to joining Carrollton-Farmers Branch ISD in 1980, he worked in three other school districts as a teacher, coach, and librarian. He then spent several

years writing as an author for Political Research, a weekly newsletter that informed Congress about upcoming legislation.

With a masters in Library Science from Eastern Illinois University, Dr. Hastings joined the Carrollton-Farmers Branch ISD as a library coordinator in 1980. In 1983 he became principal of Carrollton Elementary School. He was then principal of McCoy Elementary School from 1989 to 1995 and, during that time, he earned his Doctor of Education degree from the University of North Texas. He also served as principal at Country Place Elementary School from 1995 to 1997.

Afterwards, in 1997, Dr. Hastings moved to the administrative side of the ISD as the Coordinator of Research and Development. He was later named Executive Director of Assessment and Accountability and has served in that role for the remainder of his career. Dr. Hastings has published in Education Week and with the ASCD (formerly the Association of Supervision and Curriculum Development). His work has been quoted in articles on best practices in special education, and he has been asked at times to apply for the lead Assessment position at the Texas Education Agency.

Dr. Hastings comes from a family of educators. His father was a superintendent and his grandmother was a teacher. In addition his brother, sister-in-law, two nieces and their husbands, daughter Karen, and wife Dianne all work in education or related fields.

Mr. Speaker, on behalf of the 24th District of Texas, I ask all of my distinguished colleagues to join me in honoring the remarkable career and well-earned retirement of Dr. Cloyd Hastings of the Carrollton-Farmers Branch Independent School District.

HONORING JO WALKER MEADOR

HON. MARSHA BLACKBURN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mrs. BLACKBURN. Mr. Speaker, every great community has a grand storyteller; one who proclaims the greatness of the land. The Music City family has many great tellers, all worthy of praise, but standing behind the city's legacy is one particularly great teller of its story and song. I rise today to honor Jo Walker Meador for her outstanding service to country music.

Inducted into the Country Music Hall of Fame in 1995, Jo Walker Meador is no stranger to accolades from her beloved industry and her successes are well known. From the beginning days of Fan Fair to the Country Music Association and on to the CMA award shows, Jo's mark is ever present. It is no small truth that country music would not hold the audience and devotion around the world were it not for Jo Walker Meador.

Now in its sixth year, the Cecil Scaife Visionary Award honors those whose life and work paved the way for the next generation of award winning musicians, artists, and business leaders. It is fitting then that you celebrate Jo today. I ask my colleagues to join with me in celebrating Jo Walker Meador, the Matriarch of Music Row, as she is honored with the Cecil Scaife Visionary Award.

PERSONAL EXPLANATION

HON. ALLYSON Y. SCHWARTZ

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Ms. SCHWARTZ. Mr. Speaker, on rollcall No. 613, I was unable to be present for the vote on H.R. 3588. Had I been present, I would have voted “yes.”

IN RECOGNITION OF MARY McMILLAN

HON. JACKIE SPEIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Ms. SPEIER. Mr. Speaker, I rise to honor Deputy County Manager Mary McMillan upon the occasion of her retirement after 23 years of stellar service to the residents of San Mateo County. Ms. McMillan's accomplishments are the definition of public service and these accomplishments are legion.

As a leader in our county, she has been a passionate advocate for foster children. There is a rental apartment building in South San Francisco that exists today because years ago Mary saw that foster children who aged out of the system were often homeless and forgotten. This type of vision and compassion are typical of Mary McMillan.

Mary led the county's efforts to create its vision. She included citizens in the process of setting county priorities through innovative town hall-type forums in which citizens ranked county priorities and discussed their expectations about such services as mental health, parks, child protective services and services for the elderly.

As a leader, Mary volunteered for the boards of multiple nonprofits and has most recently been serving on the board of Puente de la Costa Sur in the rural community of Pescadero. This nonprofit community center serves farm workers in that community, and their families. This agency's vital services are near to Mary's heart: Providing for the clothing of children, the feeding of families, and the direction to healthcare services when needed.

The San Mateo County delegation to the state legislature knows Mary as the tireless advocate of the county's priorities. Woe to the state legislator who failed to heed Mary's advice. She was always the best prepared advocate in the room and often knew more about a topic than the State Senator or Assemblymember. Mary McMillan is not a particularly tall woman, but she fits the image of the mouse that roars. She roared on behalf of the county's parks. She roared on behalf of special education funding that was otherwise targeted for state budget cuts. She roared on behalf of child support for indigent children. Mr. Speaker and Members, Mary's example sets the standard for public service because there was no cause too slight or complex that it evaded Mary's examination and advocacy. The people of San Mateo County owe her a debt of gratitude for her remarkable talents as exhibited throughout the halls of the State Capitol. These are talents that were honed over many years as a legislative staffer, and then turned toward the service of San Mateo County.

Finally, Mary McMillan is much beloved by everyone who knows her. It is a tribute to a person who has been in the public eye for so long that everyone has a wonderful story to relate about her character and judgment, as well as her personal kindness.

Mr. Speaker, this retirement will be a tremendous loss for San Mateo. The county may someday have another advocate, but it will be hard-pressed to find such a talented steward of its trust. We wish Mary McMillan well on her next journey in life. We have no doubt that, wherever she goes, she will continue to be the mouse that roars.

INTRODUCTION OF THE UPDATE,
PROMOTE AND DEVELOP AMERICA'S
TRANSPORTATION ESSENTIALS
ACT OF 2013, AND THE
ROAD USER FEE PILOT PROJECT
ACT OF 2013

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. BLUMENAUER. Mr. Speaker, today, I am introducing two pieces of legislation to address America's infrastructure deficit and put Americans back to work renewing and rebuilding the country. For the past decade, it has been clear that our transportation funding mechanism is broken, and Republicans and Democrats alike danced around the critical issue of how to fund our nation's infrastructure. During this time, Congress transferred more than \$50 billion of general fund money to the Highway Trust Fund in an effort to keep the Highway Trust Fund alive, but did nothing to solve the long-term problem.

In the past infrastructure funding was a bipartisan issue. Whether it was Democrats and Republicans coming together to launch the interstate freeway system signed into law by President Eisenhower or the subsequent road, transit, and water investments that fueled economic development and tied the nation together, a spirit of forward-thinking cooperation dominated. The recent failure to address our long-term funding problem has also been bipartisan. Despite strong recommendations from private-sector commissions created during the Bush Administration, the forward momentum of the past has been stopped dead in its tracks.

The gap between Highway Trust Fund assets and our nation's future needs is growing as the condition of our roads, bridges, and transit systems continues to deteriorate. There is no question about the importance of our nation's infrastructure to the general economy. America's roads, bridges, and rail lines move goods valued at more than \$11 trillion a year. The failure to make adequate transportation investments puts America at a competitive disadvantage internationally, it complicates movement of goods and people, and it contributes to congestion and pollution. In fact, the American Society for Civil Engineers estimates that if we fail to increase funding in our nation's infrastructure, our transportation failures will restrict our national GDP growth by \$897 billion by 2020. To avoid these outcomes, blue ribbon policy commissions have suggested increasing investment in infrastructure from between \$20 billion to \$40 billion per year.

Unfortunately, Congress has not increased the gas tax since the Clinton deficit-reduction program in 1993. Today, with inflation and increased fuel efficiency for vehicles, the average motorist is paying about half as much per mile as they did then. In this situation, the Highway Trust Fund will require \$15 billion a year to maintain current spending levels. In less than a year, absent Congressional action, we face a precipitous drop in transportation funding—eventually totaling a 30 percent reduction in 10 years. Increased fuel efficiency exacerbates that deficit even more over time.

There is a broad and persuasive coalition that recognizes the importance of an increased investment in our infrastructure. From the Chamber of Commerce, to the AFL-CIO, the American Trucking Association, the Sierra Club, and the League of American Bicyclists, individuals, businesses, and associations across the spectrum are ready to invest in America's infrastructure. Today, I am putting forward a vision for how Congress should go about renewing and rebuilding the country.

My first piece of legislation, the Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act, will phase in a fifteen cent per gallon gas tax increase, similar to what was called for in the Simpson-Bowles deficit reduction proposal of three years ago. It is adjusted for inflation so that we're not back into the same situation in a few years, and acknowledges the long-term inadequacy of the gas tax by clarifying that this should be the last gas tax increase. The UPDATE Act would raise around \$170 billion over ten years.

This would have a powerful effect on the economy. The relatively small amount infrastructure investment in the Recovery Act had a significant impact on employment, creating almost 36,000 jobs for each billion invested. These are family wage jobs in every community across America.

Instituting a reasonable gas tax increase now stops the dance of avoidance. It will provide the revenues Democrats say they want in the form of a user fee which historically has been acceptable to Republicans including Ronald Reagan, who increased the gas tax by a nickel a gallon in 1982 (the equivalent of raising it by \$0.12 a gallon in today's dollars). As we extend the gas tax, we must also think about how to replace it with something more sustainable. The best candidate would be the vehicle mile traveled fee being explored by pilot projects in Oregon and implemented there on a voluntary basis next year. My second piece of legislation provides research funding for larger-scale pilot projects to answer remaining questions about how best to implement a vehicle miles traveled system, appropriate revenue collection mechanisms, and other potential applications for such a system. This bill looks to the future and helps provide a more stable funding base for the next one hundred years.

Addressing the infrastructure deficit, stabilizing transportation funding, and helping America's all-too-slow economic recovery, is critical if we want a livable and economically prosperous country in the years to come. All we need to make it happen is a commitment to build the future together.

HONORING THE MAYOR OF BECKLEY, WEST VIRGINIA EMMETT S. PUGH III

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 3, 2013

Mr. RAHALL. Mr. Speaker, many of us recall one of the lessons of the late Speaker Tip O'Neil who advised us, if "a constituent calls about a problem, even if it's a streetlight out, you don't tell him to call City Hall. You call City Hall."

That is a lesson in government service that those at the helm in City Halls across this nation know all too well. I refer, of course, to our mayors—the mayors of America who gladly take calls, 24/7, about matters A-to-Z, in and out of their city limits.

Mr. Speaker, West Virginia has been blessed by a plethora of long-serving mayors, men and women who have devoted entire careers to caring for their hometowns. These public servants not only know everyone in line at the local grocery store, they also know their parents and grandparents as well as their children and their grandchildren.

To those term-limit zealots out there, I will say these local elected officials know the severest term limit of all—the town election. And yet, election after election, voters repeatedly return so many of these faithful people to public service. Voters know their mayors and know them well, and it says something meaningful when they choose to reelect them over and over again.

Today, Mr. Speaker, I note a celebration happening in my own hometown this week to honor the City of Beckley's longest serving mayor, Emmett S. Pugh III.

Mr. Speaker, in this native son of Beckley, public service roots run deep. His grandfather, A.K. Minter, served as mayor from 1938 to 1959. His other grandfather, E.S. Pugh, served on common council.

Growing up in Beckley, he formed lasting friendships that served as a foundation for his deep sense of caring about people and their problems and his commitment to finding solutions to the community's challenges.

As a Babe Ruth second baseman and shortstop, Emmett helped win the state championship—a first for a Babe Ruth team from Beckley. He grew up with boys who would eventually become business and community leaders: Pat Fragile, the Rosenbaum twins, Palmer Farley, and Fred Lewis, who would become a Supreme Court justice in Florida.

Emmett joined a local band, the Red Barons. He and several friends formed their own "fraternity" at Woodrow Wilson High School, calling themselves the "Dirty Dozen." The Red Barons would eventually appear on Dick Clark's "Cavalcade of Stars". The fortunes of the "Dirty Dozen" are far less clear.

A 1973 University of Alabama graduate and Political Science major with a specialization in State and Local Government, Emmett began his professional career as President of Bowlwick, Inc., serving there for thirteen years. He then became a broker for Wheat First Securities for two years. He served as Councilman-at-Large for the City of Beckley from 1979 until 1988, at which time he became Mayor of the City of Beckley, a position he holds today.

He has served as the Legislative Chairman of the West Virginia Municipal League sixteen