

The EPA is tasked with protecting the environment and natural gas vehicles deserve the same opportunities as electric vehicles.

I urge my colleagues to support this amendment.

#### PERSONAL EXPLANATION

### HON. SHEILA JACKSON LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Ms. JACKSON LEE. Mr. Speaker, from Monday, November 2, 2015 through Tuesday, November 3, 2015, I was attending to representational duties in my congressional district. Had I been present I would have voted as follows:

1. On Roll Call 582 I would have voted AYE (H.R. 1853—To direct the President to develop a strategy to obtain observer status for Taiwan in the International Criminal Police Organization, and for other purposes)

2. On Roll Call 583 I would have voted NO (H. Res. 507—Providing for consideration of the Senate amendments to H.R. 22, the Hire More Heroes Act of 2015; providing for proceedings during the period from November 6, 2015, through November 13, 2015; and providing for consideration of motions to suspend the rules)

3. On Roll Call 584 I would have voted NO (H. Res. 507, as Amended—Providing for consideration of the Senate amendments to H.R. 22, the Hire More Heroes Act of 2015; providing for proceedings during the period from November 6, 2015, through November 13, 2015; and providing for consideration of motions to suspend the rules)

4. On Roll Call 585 I would have voted AYE (H. Res. 354—Expressing the sense of the House of Representatives regarding the safety and security of Jewish communities in Europe.)

5. On Roll Call 586 I would have voted AYE (H.R. 22—Swalwell of California Part B Amendment No. 2 to Rules Print 114–32)

6. On Roll Call 587 I would have voted NO (H.R. 22—Gosar of Arizona Part B Amendment No. 5 to Rules Print 114–32)

7. On Roll Call 588 I would have voted NO (H.R. 22—Ribble of Wisconsin Part B Amendment No. 14 to Rules Print 114–32)

8. On Roll Call 589 I would have voted AYE (H.R. 22—Brown of Florida Part B Amendment No. 15 to Rules Print 114–32)

9. On Roll Call 590 I would have voted AYE (H.R. 22—Lynch of Massachusetts Part B Amendment No. 29 to Rules Print 114–32)

10. On Roll Call 591 I would have voted AYE (H.R. 22—Takano of California Part B Amendment No. 31 to Rules Print 114–32)

11. On Roll Call 592 I would have voted AYE (H.R. 22—Brownley of California Part B Amendment No. 32 to Rules Print 114–32)

12. On Roll Call 593 I would have voted NO (H.R. 22—Radewagen of American Samoa Part B Amendment No. 34 to Rules Print 114–32)

#### IN RECOGNITION OF THE 50TH ANNIVERSARY OF AUTISM NEW JERSEY

### HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Mr. PALLONE. Mr. Speaker, I rise today to congratulate Autism New Jersey as it cele-

brates its 50th anniversary this year. This milestone and the incredible work of Autism New Jersey is truly deserving of this body's recognition.

Organized in 1965 out of a need for a support system representing the common interests of concerned parents, Autism New Jersey has continued to evolve over the years to meet the changing scope and needs of the autism community. With an occurrence rate of 1 in 45 in the state of New Jersey, the efforts of Autism of New Jersey are vital to many of the state's families and individuals. Its information services and education and training programs are invaluable resources to individuals, families, professionals and government officials and help raise awareness, understanding, support and compassion of the autism community. Through its public policy activity, Autism New Jersey continues to be a leading voice on autism-related matters across the state and an effective advocate on behalf of the community.

I would also like to join with Autism New Jersey in congratulating its 50th Gala honorees, Speaker Emeritus Joseph J. Roberts, Jr., Sandra L. Harris, PhD., Herbert D. Hinkle, Esq., and Nancy Richardson. The actions of each of these honorees have made positive impacts on individuals and caregivers and help advance the mission of Autism New Jersey.

Mr. Speaker, once again, please join me in congratulating Autism New Jersey on its 50th anniversary and recognizing the outstanding efforts of the organization and its gala honorees on behalf of the autism community.

#### HONORING ROBERT "BOB" LOWE, DECORATED WORLD WAR II VETERAN AND PHILANTHROPIST, IN ADVANCE OF VETERANS DAY 2015

### HON. CHARLES W. BOUSTANY, JR.

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Mr. BOUSTANY. Mr. Speaker, I rise today to honor Mr. Robert "Bob" Lowe, a United States Marine and active philanthropist of Lafayette, Louisiana. A friend to everyone he met, Lowe was not just known for his military service and business savvy, but he was also recognized and cherished for his passion to give back to his community. He passed away at his home on August 6, 2015 at the age of 93.

Bob was a hard-worker from a young age. Born in Hutton, LA in 1922, he spent time working in the fields of his family's farm and developing his strong work ethic. After finishing high school, he enlisted in the United States Marine Corps and served his country proudly in the First Defense Battalion stationed at Pearl Harbor. He was among the last remaining survivors of the December 7, 1941 attack on Pearl Harbor. Lowe was honorably discharged in 1945.

Following his distinguished military career, Bob moved to Lafayette, LA in 1952. He became highly-regarded in the business community as a founder of Central Industries, Gulfgate Marine and the All American Development Company. In addition to his business successes, Lowe was constantly thinking of ways to serve others. In 1965, his wife of forty years, Jewell, founded 232-HELP, an information, education, and referral service geared to-

ward assisting and providing resources to those in need. Lowe dedicated time as a founding board member, and eventual President of the agency. He also founded LARC, an organization dedicated to supporting members of the community with intellectual and developmental disabilities. In 2011, Lowe was awarded the Lafayette Civic Cup for his extraordinary record of community involvement.

Bob was extremely devoted to and active in the veteran community in Louisiana. He served as Commander and Senior Vice Commander at the historic American Legion Post 69, an Executive Board member of the Veterans Action Coalition of South Louisiana and a life member of the Marine Corps League, Acadiana Detachment # 488. A special memory many veterans hold of Lowe is that each December, he enthusiastically hosted a Christmas reunion of Pearl Harbor survivors at the Petroleum Club of Lafayette. Before his passing, Lowe made arrangements to ensure this annual gathering would continue for years to come.

To say Lowe will be missed does not even begin to express the lasting, positive impact he had on so many lives. He was a pillar of our community, and the good works to which he so thoroughly dedicated his life will be remembered for generations to come.

Lowe is survived by his sons, Casey Lowe and Cody Lowe, his stepson, James Parkerson Roy, Sr., and his wife Ginger Roy, grandchildren Bonnie Lowe Martens, Olivia Lowe, and Valerie Lowe, and step-grandchildren John Parkerson Roy, James Parkerson Roy, Jr., Christopher Malin Roy and Elizabeth Caswell, as well as several great-grandchildren.

Lowe was preceded in death by his wife, Jewell Parkerson Lowe, a daughter, Kathleen Paulette Lowe, and his parents, Robert Lee Lowe and Emma Bergeron Lowe.

#### PERSONAL EXPLANATION

### HON. TIM WALBERG

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Mr. WALBERG. Mr. Speaker, during rollcall vote No. 617 on H.R. 22, I mistakenly recorded my vote as "no" when I intended to vote "aye."

#### HIRE MORE HEROES ACT OF 2015

SPEECH OF

### HON. DANIEL LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2015*

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 22) to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act:

Mr. LIPINSKI. Mr. Chair, I would like to thank the Chairman and Ranking Member for accepting two of my amendments in the en bloc amendment to the Senate Amendment to H.R. 22, including an amendment exempting a narrow class of welders from the Federal Motor Carrier Safety Regulations.

The amendment at hand is a bipartisan, compromise effort that clarifies that transit agencies starting New Starts projects can utilize Federal funds, like CMAQ and TIFIA, to match the 50% funding provided by their New Start grant. I appreciate the Chairman's willingness to work with me on this issue and restore the Core Capacity and Small Starts projects Federal match limit back to 80% and allowing local agencies to flex other Federal funds to these projects.

Without these funds, local flexibility would be greatly diminished and agencies would be forced to scrounge for funds locally, delaying many, many projects, including Chicago's Red & Purple Line Modernization. Still, this is a compromise amendment and this bill still restricts the use of STP funds for the remainder of the match and codifies the New Starts grant amount at 50%, both at the request of the majority, and I strongly disagree with this and hope we can work on this in conference. In support of my amendment, I submit letters of support for this amendment from the Chicago Transit Authority, the Regional Transportation Authority, and the American Public Transportation Association.

CHICAGO TRANSIT AUTHORITY,  
Chicago, Illinois, November 3, 2015.

Hon. DANIEL LIPINSKI,  
House of Representatives, Washington, DC.

DEAR CONGRESSMAN LIPINSKI: I am writing to you in support of the Lipinski-Nadler-Dold Amendment (#110) to Section 3005 of H.R. 3763, the Surface Transportation Reauthorization and Reform Act of 2015. This amendment would strike provisions in the bill that prohibit certain U.S. Department of Transportation (DOT) funding and financing from being paired with Federal Transit Administration (FTA) 5309 Capital Investment Grants to construct New Starts, Small Starts, and Core Capacity Projects. Specifically, provisions in Section 3005 would limit the use of DOT funding from programs such as Congestion Mitigation and Air Quality (CMAQ), Transportation Investment Generating Economic Recovery (TIGER), and the Transportation Infrastructure Finance and Innovation Act (TIFIA) from being utilized on projects such as the CTA's Red-Purple Modernization project or the Red Line Extension to 130th Street.

For decades many transit agencies nationwide have been pairing various DOT funding with FTA Capital Investment Grant funding. This includes flexible funding from the CMAQ program that is allocated at the regional level by the Metropolitan Planning Organization (MPO). Here in Chicago the MPO—known as the Chicago Metropolitan Agency for Planning (CMAP)—has a yearly competitive process for CMAQ funding that is based on cost-benefit analysis with regard to a decrease in traffic congestion and an improvement in air quality. In 2015 the CTA's Red-Purple Modernization Core Capacity project was allocated \$125 million in multi-year CMAQ funding, but H.R. 3763's provisions would jeopardize that funding from being paired with future FTA funding. So in essence, the provision as currently written takes away local control over federal funding that was already allocated to the region.

The CTA also has a history of successfully tapping low-cost TIFIA loan financing for

large projects such as the Your New Blue Program on the CTA's Blue Line from downtown to O'Hare and the 95th Street Red Line Terminal Improvement project. To prohibit CTA from considering TIFIA financing for the aforementioned Red-Purple Modernization Project and Red Line Extension would take away an important and cost-effective tool in the financing toolbox and would lead to higher financing costs for these projects through traditional methods.

Thank you for offering this very important amendment during Committee markup and for floor consideration. The CTA was heartened to hear Chairman SHUSTER offer to work with you and your colleagues during the Committee consideration of the bill, and the CTA and likely many transit agencies around the region and country will benefit from your efforts should your amendment be adopted into the bill.

Sincerely,

DORVAL R. CARTER, Jr.,  
President.

AMERICAN PUBLIC TRANSPORTATION  
ASSOCIATION,

WASHINGTON, DC, November 3, 2015.

Hon. DANIEL LIPINSKI,  
House of Representatives, Washington, DC.

DEAR CONGRESSMAN LIPINSKI: On behalf of the American Public Transportation Association (APTA) and its more than 1,500 member organizations, we are writing in support of the Lipinski, Nadler, Dold amendment #110 to the transportation provisions of the House Surface Transportation Reauthorization and Reform (STRR) Act, which would restore the 80 percent federal share for core capacity and small starts projects, as well as allow New Starts projects to continue to use congestion mitigation and air quality improvement program funds (CMAQ), transportation infrastructure finance and innovation act (TIFIA) funds, and Transportation Investment Generating Economic Recovery (TIGER) grant funds as a part of the remaining Government share.

While we are disappointed that surface transportation program (STP) funds continue to be restricted for new starts projects only, we recognize that this amendment was compromise language and improves the House bill. However, notwithstanding our support of this compromise position to improve the House bill, we will continue to advocate to preserve the current 80 percent Federal share for New Starts projects and the existing flexibility to use STP for the government share as the final position in a future conference between the House and the Senate.

Thank you again for your leadership on this issue. We look forward to continuing to work with you on restoring the federal share to 80 percent federal share for new starts and restoring STP flexibility to the new starts program as the House bill moves to conference. If you have any questions, please have your staff contact Brian Tynan of APTA's Government Affairs Department.

Sincerely,

MICHAEL P. MELANIPHY,  
President & CEO.

NOVEMBER 4, 2015.

The Regional Transportation Authority (RTA) system provides more than two million rides per weekday. As the agency responsible for fiscal oversight, as well as financial and regional planning for public transit in Northeastern Illinois, I am writing in strong support of amendment #110 to Section 3005 of H.R. 3763, the Surface Transportation Reauthorization and Reform Act of 2015. This amendment would restore the 80 percent federal share for core capacity and small starts projects, as well as allow New

Starts projects to continue to use congestion mitigation and air quality improvement program funds (CMAQ), transportation infrastructure finance and innovation act (TIFIA) funds, and Transportation Investment Generating Economic Recovery (TIGER) grant funds as a part of the remaining Government share.

Amendment #110 benefits all three of our region's agencies—CTA, Metra and Pace—by allowing them to pair Capital Investment Grant funds with others federal program funds; a practice that has historically been allowed under federal programs. An example of the importance of this flexibility was seen when the CTA recently used a low-cost TIFIA loan as part of the project matching funds to finance the Your New Blue Program on the Blue Line from downtown to O'Hare and the 95th Street Red Line Terminal Improvement project. To prohibit the CTA from having the flexibility to use TIFIA financing, CMAQ dollars or TIGER funding as part of the local match for these projects would take away important and cost-effective financing and funding tools which could lead to higher costs if only left with other traditional methods.

In an era of scarce funding, the RTA and Service Boards try to creatively pursue all options from state, federal, and local sources for major projects. We appreciate Congress allowing local entities maximum flexibility to continue to do that. If you have any other questions or concerns, please feel free to contact me.

Sincerely,

LEANNE REDDEN,  
Executive Director, Regional Transportation  
Authority.

HONORING WILLIAM D. "BILL"  
SHINN

HON. MARK DESAULNIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 5, 2015

Mr. DESAULNIER. Mr. Speaker, I rise today to honor the life of my good friend William D. "Bill" Shinn, who was born on October 6, 1941 in Minnesota, and recently passed away at his home in Concord, California, on October 16, 2015.

In 1957, Bill became a resident of Concord, and attended Mt. Diablo High School. Later, he earned degrees from Diablo Valley College, Sacramento State University, and a Master's Degree in Public Administration from Golden Gate University. Bill was a proud veteran of the United States Navy and a graduate of the FBI National Academy.

Bill was a good man and good friend to many. He honorably served Contra Costa County for over 45-years as Mayor of Concord, a Member of the City Council, and Commander with the Sheriff's Office. During his 29-years with the Sheriff's Office, Bill was a dedicated advocate for criminal justice reform and mental health services. I have fond memories of Bill leading impassioned discussions about the causes he believed in. He was a voice before his time.

In addition to being an important member of the community, Bill was beloved by his family. He was a caring and devoted husband, father, grandfather and brother. For everyone who knew him, Bill will be greatly missed.

Mr. Speaker, I am honored to celebrate the extraordinary life of Bill Shinn, and I send my