

University of Texas, which makes the annual Sooners-Longhorn match-up quite the event in the Hosford house.

All three of Pat's sons have made their mark on domestic energy production. Jim, John, and Mike, their wives, 9 children and two great-grandchildren are Pat's pride and joy. Now retired, Pat finds being a grandfather to be as great a rush as striking oil.

I had the privilege of being in the same Woodlands office building with Pat for years. Seeing Pat frequently meant I benefitted from his experience and insight into our area's top business sector. His service on the Woodlands-South Montgomery County Chamber of Commerce board was a great help in the early days of The Woodlands when we were working to attract new energy companies to our community. Pat served wherever and whenever he was needed with a smile on his face, a faithful heart, and an open door for anyone who needed solid advice or help. A man of strong faith, Pat has always been active in his local church.

One of my funniest, if not strangest, memories of Pat was seeing him, and other Woodlands leaders, dressed up bizarrely and jokingly offering folks a chance to make a donation or kiss a pig. Their over the top stunts made us laugh while raising a lot of money for the local United Way.

Thank you will never be enough, Pat. Cathy and I are blessed to have you and Colleen as friends, as sounding boards and supporters since I first ran for office as a Texas State Representative. Today it is my privilege to honor Patrick Eugene Hosford on his 80th birthday and to wish him 80 more.

A LIFE-SAVING ACT OF KINDNESS

HON. RICHARD M. NOLAN

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. NOLAN. Mr. Speaker, I rise to recognize Minnesota State Trooper Glen Bihler and Mary Dinger of Aitkin, MN for their selfless acts of kindness toward a fellow Minnesotan in need of shelter on a cold winter night.

Winters in Minnesota tend to be cold but the temperature on January 19th was particularly cold at 15 degrees below zero. Mary Dinger was driving along Highway 169 in Aitkin County, Minnesota. At mile marker 249 Mary saw a man lying down on the side of the road. Although we are all taught not to stop and pick up strangers—particularly on dark rural roads late at night—Mary stopped to help and let the man warm up in her car while she called 911 and waited for a state Trooper to arrive. After Trooper Bihler picked up the man and confirmed he did not have frostbite, Bihler brought him to a fast-food restaurant for a hot meal. Trooper Bihler said he was just doing what he could to help the man out. Afterwards he brought the man to the lobby of the Aitkin County Sheriff's office, the only place open so late, where he could rest in a warm place until a ride could be arranged to a shelter in the Twin Cities.

Once again I want to thank both Minnesotans for the compassion and care they showed for a fellow citizen desperately in need.

PERSONAL EXPLANATION

HON. THEODORE E. DEUTCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. DEUTCH. Mr. Speaker, I was absent from votes on Wednesday, February 3, 2016, due to illness. Had I been present I would have voted as follows:

On Roll Call 55, I would have voted no (On Ordering the Previous Question, H. Res. 595).

On Roll Call 56, I would have voted no (H. Res. 595).

On Roll Call 57, I would have voted yea (Amendment No. 1, H.R. 1675).

On Roll Call 58, I would have voted yea (Amendment No. 6, H.R. 1675).

On Roll Call 59, I would have voted yea (Amendment No. 7, H.R. 1675).

On Roll Call 60, I would have voted yea (On Motion to Recommit with Instructions, H.R. 1675).

On Roll Call 61, I would have voted no (H.R. 1675).

PERSONAL EXPLANATION

HON. JOHN LEWIS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. LEWIS. Mr. Speaker, I was unable to cast roll call votes on Monday, February 1, 2016. Had I been present, I would have cast the following votes:

I would have voted Aye on roll call vote 46; and

I would have voted Aye on roll call vote 47.

In addition, on Tuesday, February 2, 2016, I would like to clarify for the record that I strongly opposed the amendment under consideration and intended to vote Nay on roll call vote 50 during consideration of H.R. 3700.

HONORING THE LIFE OF HAWAII STATE SENATOR GILBERT KAHELE

HON. TULSI GABBARD

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Ms. GABBARD. Mr. Speaker, on January 26, 2016, the Aloha State lost the Honorable Gil Kahele, a U.S. Marine, a Hawaii State Senator, and a loving husband and father. His life was extraordinary from beginning to end, and he will be sorely missed.

Hawaii Island State Senator Gilbert Kahele was born to Peter and Rebecca Kahele, both of Hawaiian descent, in a grass shack by the sea on May 15, 1942 at Kalihi, just south of the Hawaiian fishing village of Miloli'i in South Kona. His parents valued education, so in 1947, they moved the family to Hilo, 90 miles away when Gil was five years old. It was a big change for the Kahele family because Hilo was a bustling town after recovering from World War II and the 1946 tsunami. It was full of commerce, cars, buildings, sporting events, and multiple nationalities, a far cry from the isolated fishing village of Miloli'i on the other side of the island.

Gil attended Hilo High School and played on the Vikings football team—graduating with the class of 1960. After graduation, Gil began his long career of service to his country by joining the United States Marine Corps. Stationed at Camp Lejeune, North Carolina, Twenty-Nine Palms and Camp Pendleton, California, Gil was part of the engineering troop responsible for refrigeration. As a young Hawaiian traveling through the South in the 1960's, Gil remembers riding a bus across the country and seeing the discrimination of African Americans on buses, in bus stations, and restrooms in the South. He saw segregation for the very first time. The black man was treated differently than the white man in this part of the country, something that was uncommon to him growing up in Hawai'i where everyone was treated with aloha.

After four years serving as a Marine, Gil was honorably discharged and settled in California for a few years. His first son Gibson was born in October of 1963, and he attended Chapman and Laney Colleges in Northern California. After graduating with an Associate Degree in Science in 1967 from Laney College, Gil moved back to Hawai'i where he began a civil service career that would last 33 years. He got a job with the Federal Government at Naval Station Wahiawa as a refrigeration mechanic. He married United Airlines stewardess Linda Haggberg in October of 1971, and the couple lived in Wahiawa. In 1976, the couple moved to Hilo. They had two children, Kai and Noelani. For the next 25 years Gil drove from Hilo up the Saddle Road to his job at the Pohakuloa Training Area, where he would eventually retire in 2000 as the Director of Public Works.

During the 1980s, Gil spent a lot of time in Miloli'i and made a name for himself as a successful community organizer in South Kona as a result of his ability to bring people together in the village to rally around a common cause or project. In 1986, Gil teamed up with Boone Morrison to produce a documentary, "Song of South Kona". Featuring Diana Aki, the film took a look at the history of the village and the songs that had been passed down through generations of musicians. Additionally, Gil, the president of Pa'a Pono Miloli'i at the time, successfully prevented the development of Kapua Bay and Kahuku by the Farms of Kapua and the Hawaiian Riviera Resort.

Tragically, Gil's younger sister Mona died in a car accident along with her husband Eric, leaving their three young children without parents. To Gil and Linda, family was their priority, so they adopted the three children, Ihilani, Ilima and Imaika, and Gil began to spend more time in Hilo and less time in Miloli'i.

In 2011, Hawaii Governor Neil Abercrombie selected Gil Kahele to fill a vacancy in the State Senate, where he would end up serving for the remainder of his life. Gil boasted an impressive record rather quickly because of his sincere desire to make a difference for the people of the Big Island and all of Hawai'i.

I recently saw Gil in Washington, DC, where as always, he was ready with a smile, a hug, a heart full of aloha. My heart is with the Kahele family (ohana), and all of Hawai'i Island. Gil, you are missed. Thank you (Mahalo nui loa) for dedicating your life to serving others and for demonstrating how much we can achieve when we work together in the spirit of aloha. God bless you (Ke Akua me ke Aloha).

INTRODUCTION OF THE “RIGHTS FOR TRANSPORTATION SECURITY OFFICERS ACT OF 2016”

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. THOMPSON of Mississippi. Mr. Speaker, today, I join with Representative NITA LOWEY (D-NY) to introduce the “Rights for Transportation Security Officers Act of 2016,” legislation to ensure that the dedicated men and women that serve on the frontlines at our Nation’s airports have receive the rights and protections afforded to their counterparts within the Department and the Federal government.

When the Transportation Security Administration (TSA) was established in 2002, in response to the September 11th attacks, Congress acted swiftly to transfer responsibility for security screening at airports from the private sector to the Federal government. We did so with the expectation that a system-wide approach would be taken to protecting our Nation’s vital aviation sector and the passengers that are its lifeblood. Over the years, Congress has come to realize that some of the flexibilities that were provided to TSA when it was established were too broad and warranted refinement. For instance, when Congress recognized that TSA’s exercise of acquisition flexibilities was not yielding the outcomes that TSA and the flying public need, TSA was required to comply with the Federal Acquisition Regulation, just like most other Federal agencies. We are introducing the “Rights for Transportation Security Officers Act of 2016,” because we believe that the time has come for TSA’s personnel and labor management systems to be brought into compliance with the longstanding Federal systems and protections afforded to Federal workers under Title 5.

TSA has had its fair share of challenges, particularly with respect to its personnel services. Repeatedly, there have been instances where TSA’s personnel system at attracting, retaining, and developing talent has fallen short. And with respect to labor management, the promise of the 2011 determination by then-TSA Administrator John Pistole has not lived up to its promise, insofar as the labor union that was elected as the exclusive representative for the Transportation Security Officer workforce can only bargain and represent workers in limited cases and issues in dispute that may be raised to a neutral third party are limited.

The fight for basic worker protections for Transportation Security Officers has been a long one. These dedicated individuals serve honorably on the front lines, protecting us from those who want to do us harm through our aviation sector. Back in 2007, we came close to ensuring that Transportation Security Officers would be put under Title 5 but a veto threat from then-President Bush all but closed the door to getting the fix. When President Obama took office, the TSA workforce and many of us in Congress were hopeful that under new leadership, workers would get the rights and protections that had been denied to them for years. However, now that we have seen successive TSA Administrators fail to address longstanding unsettled workforce issues, it is imperative that Congress come together

and enact legislation that will grant the workforce rights and benefits that they deserve.

I hope that other Members will join myself and Representative LOWEY and support this important legislation.

INTRODUCTION OF SEAT EGRESS IN AIR TRAVEL (SEAT) ACT

HON. STEVE COHEN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. COHEN. Mr. Speaker, today, I introduce the Seat Egress in Air Travel (SEAT) Act. This bill would direct the Federal Aviation Administration (FAA) to establish minimum seat size standards for passenger seats on aircrafts operated by carriers in the U.S. for the health and safety of passengers.

Consumers are tired of being squeezed—both physically and fiscally. The average distance between rows of seats has dropped from 35 inches before airline deregulation in the 1970s to about 31 inches today. The average width of an airline seat has also shrunk from 18 inches to about 16½.

This isn’t just a matter of comfort. It is about safety and health. The FAA requires that planes be capable of evacuation in 90 seconds or less, but the FAA hasn’t conducted emergency evacuation tests on airlines with a distance between rows of less than 29 inches. Some airlines fly with rows as close as 28 inches apart. Furthermore, doctors warn of deep vein thrombosis which can afflict passengers who don’t move their legs enough on longer flights.

Moreover, average seat sizes have been shrinking while the average size of Americans has been growing. According to the Centers for Disease Control and Prevention, the average man in 1960 weighed 166, and the average woman weighed 140 pounds. Now the average man is 196 pounds and the average woman is 166 pounds—and both are about an inch taller.

This just doesn’t make any sense. I hope that Congress will quickly act on this bill to direct the FAA to establish minimum seat size standards to provide appropriately for the safety and health of airline passengers.

INTRODUCTION OF THE “MAKING YOUR RETIREMENT ACCESSIBLE ACT” OR THE “MYRA ACT”

HON. JOSEPH CROWLEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. CROWLEY. Mr. Speaker, I am proud to introduce, along with Congressman KEITH ELLISON, the “Making Your Retirement Accessible Act,” also known as the “myRA Act,” to help address the savings and retirement security crisis in America.

Here are a few startling facts:

According to a 2015 Federal Reserve Report, 31 percent of non-retired individuals said they have no retirement savings or pension whatsoever.

Among workers who do not participate in a 401(k) or other defined contribution plan, 42

percent say that is because their employer does not offer one.

For part-time workers, it can be even more difficult, as a 2015 BLS Economic Release found that 62 percent of part-time workers don’t have access to a retirement plan at work.

To address this looming crisis, the Obama Administration recently launched the myRA program to help workers who face obstacles to saving, such as by not having access to an employer-sponsored retirement plan or not having enough in personal funds to purchase and contribute to their own IRA.

The myRA program allows workers to open their own retirement savings account with as little as \$1, and gives them the ability to make automatic payments every pay period.

Employers would only be responsible for setting up a payroll deduction for employees to create and deposit funds into their individualized myRA accounts.

myRA accounts not only encourage workers to build a nest egg for their future, but also give workers peace of mind that they can access these funds in emergencies.

Under the myRA program, participants can withdraw funds from their account tax-free and penalty-free—so these funds can be used as an emergency rainy-day fund as well as a future retirement account, further breaking down a barrier against savings.

The funds invested go solely into U.S. Government savings bonds, ensuring these accounts remain stable, not at risk in the market.

Further, the accounts do not have any associated maintenance charges or fees, which means every dollar that is invested will be returned—plus interest—to the account holder.

Recognizing most Americans will have a number of jobs in their lifetime; myRA accounts are also portable, allowing employees to change jobs while still being able to easily maintain their accounts.

The Administration has taken an important step forward by using their existing legal authority to create this program. I salute them for their actions in creating this program.

The myRA program represents an important saving tool, and as such it should be welcomed as more than just an administrative program—it should be codified into law.

Today, Congressman ELLISON and I are taking that next step to ensure this worthwhile program can continue, allowing everyone in our country to plan ahead for a secure retirement for themselves and their families.

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate of February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place and purpose of the meetings, when scheduled and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for