

its founding, the group has been under continuous Dowd family ownership for four generations, providing counsel and insurance protection for a diverse range of clients.

In 1865, James J. Dowd, an immigrant from County Kerry, Ireland, arrived in Holyoke, Massachusetts with his wife and fourteen children. He began working in a textile mill in hopes of building a better life for himself and his family. A few decades later, one of his sons, who bore his name, went on to found Dowd Insurance—laying the foundation for a family legacy that has spanned multiple generations and continues to flourish today. James J. Dowd, II gave up his career as a professional baseball player and joined the firm in 1916 after his father passed away, and James J. Dowd, Jr. and John E. Dowd entered the family business in 1947 and 1951 respectively after each serving in World War II. The fourth generation of the Dowd family was ushered into the business in 1974 when James J. Dowd, III became a member of the agency. He was then joined by John E. Dowd, Jr., Dowd Insurance's current President and CEO, in 1982. After more than a century of operation marked by profound growth and success, including having joined the International Network of Insurance and opening multiple new branch offices, it is evident that Dowd Insurance has made numerous positive contributions to the community of which it takes pride in being an integral part.

Mr. Speaker, over the course of its history Dowd Insurance has demonstrated exemplary service, leadership, and dedication. Those traits are hallmarks of the agency's long and admirable tradition of service in western Massachusetts, and are certainly worthy of recognition. On the occasion of Dowd Insurance's 120th anniversary, I wish the Dowd family, the agency's partners, and the dedicated men and women who work with them all the best and much continued prosperity.

PERSONAL EXPLANATION

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 3, 2018

Ms. ESHOO. Mr. Speaker, I was unable to be present during roll call vote numbers 306, 307, 308, 309, 310, 311, 312 and 313 on June 28, 2018. Had I been present, I would have voted: on roll call vote no. 306 I would have voted NO; on roll call vote no. 307 I would have voted NO; on roll call vote no. 308 I would have voted NO; on roll call vote no. 309 I would have voted YES; on roll call vote no. 310 I would have voted YES; on roll call vote no. 311 I would have voted NO; on roll call vote no. 312 I would have voted YES; and on roll call vote no. 313 I would have voted NO.

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 5766 will be enacted near the start of fiscal

RECOGNIZING THE 2018 VOLUNTEER RESTON AWARD RECIPIENTS

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 3, 2018

Mr. CONNOLLY. Mr. Speaker, I rise to recognize a group of individuals who have selflessly dedicated themselves to the betterment of their community. Each year, the Reston Association recognizes individuals who have gone above and beyond with the Volunteer Reston awards. Reston is well known to be a shining example of civic engagement. This event, held during National Volunteer Week, honors those who have made significant impacts on the lives of others and the community. In Fairfax County, we are blessed with an incredible abundance of generosity of spirit, and the individuals who are being honored with these awards are the embodiment of that spirit.

It is my honor to include in the RECORD the names of 2018 Volunteer Reston award winners:

- Kelley Westenhoff—Volunteer of the Year
- Iman Hadji—Youth Volunteer of the Year
- Patricia Wagner—55+ Volunteer of the Year
- Jay Steinberg—Our Everyday Hero

Group Volunteer of the Year—Nature Center Welcome Desk Attendants: Anne Cannizzaro, Barbara Paolucci, Brenda van Doom, Ellen Perrins, Freya De Cola, Janine Greenwood, Jim Seret, June Ferrera, Marilyn Dicke, Paulette Lincoln-Baker, Sharon McHugh, Terri Ostrowski, Verna Webb.

Adult Group Volunteer of the Year—Stream Monitoring Team: Bob Bidwell, Bob Ryder, Bob Speegle, Bob Parker, Dick Christensen.

Community Partner of the Year—Friends of Reston: Carol Nahorniak, Bonnie Haukness, Glenn Walker, Fran Lovaas, Janine Greenwood, Sherri Hebert.

Work Group of the Year—Reston Annual State of the Environment Report (RASER) Working Group: Doug Britt, Sue Beffel, Don Coram, Robin Duska, Linda Fuller, Carl Mitchell, Lois Phemiste.

Mr. Speaker, civic engagement is at the heart of a healthy community, and it is clear from these awardees that Reston remains one of the healthiest communities in Northern Virginia. I congratulate all of the recipients on their awards, and thank them for their service to our community. I ask my colleagues to join me in wishing them great success in all their future endeavors.

INCREASES OR DECREASES (–) IN SPENDING SUBJECT TO APPROPRIATION

Estimated Authorization Level .....	5	5	5	5	5	25
Estimated Outlays .....	3	5	5	5	5	23

year 2019 and that necessary funds will be appropriated each year.

Using information from the Transportation Security Administration (TSA), CBO estimates that ongoing costs to meet new

COST ESTIMATE ON H.R. 5766, THE SECURING PUBLIC AREAS OF TRANSPORTATION FACILITIES ACT OF 2018

HON. MICHAEL T. McCAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 3, 2018

Mr. McCAUL. Mr. Speaker, the following cost estimate for H.R. 5766, the Securing Public Areas of Transportation Facilities Act of 2018, prepared by the Congressional Budget Office was not made available to the Committee at the time of filing of the legislative report.

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
Washington, DC, June 28, 2018.

Hon. MICHAEL McCAUL,  
Chairman, Committee on Homeland Security,  
House of Representatives, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 5766, the Securing Public Areas of Transportation Facilities Act of 2018.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,  
KEITH HALL, Director.

Enclosure.

H.R. 5766—SECURING PUBLIC AREAS OF TRANSPORTATION FACILITIES ACT OF 2018  
As reported by the House Committee on Homeland Security on June 22, 2018

SUMMARY

H.R. 5766 would direct the Secretary of Homeland Security to establish a working group to develop, in collaboration with public and private stakeholders, recommendations for enhancing the security of public areas of transportation facilities. The bill also would authorize the secretary to provide technical assistance to owners and operators of surface transportation systems and facilities and specify a variety of administrative and reporting requirements.

Assuming appropriation of the necessary amounts, CBO estimates that implementing H.R. 5766 would cost \$23 million over the 2019–2022 period. Enacting the bill would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting H.R. 5766 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

H.R. 5766 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary effect of H.R. 5766 is shown in the following table. The costs of the legislation fall within budget function 400 (transportation).

By fiscal year, in millions of dollars—						
2019	2020	2021	2022	2023	2019–2023	

and expanded duties under H.R. 5766 would require appropriations totaling about \$5 million annually. That amount includes:

\$2 million to establish and operate an engineering laboratory to assess and validate the performance of security-related products;

\$1.5 million to develop systems necessary to provide technical assistance related to the feasibility of installing and maintaining security technologies; and

\$1.5 million to expand TSA's capacity to advise owners and operators of surface transportation facilities with large and open areas (such as rail yards, bus yards, and terminals) on how to safeguard those areas.

Assuming appropriation of the necessary amounts, CBO estimates that resulting outlays would total \$23 million over the 2019–2023 period. That estimate is based on historical spending patterns for TSA's security-related activities.

#### PAY-AS-YOU-GO CONSIDERATIONS

None.

#### INCREASE IN LONG-TERM DIRECT SPENDING AND DEFICITS

CBO estimates that enacting H.R. 5766 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

#### MANDATES

H.R. 5766 contains no intergovernmental or private-sector mandates as defined in UMRA.

#### ESTIMATE PREPARED BY

Federal Costs: Megan Carroll; Mandates: Jon Sperl.

#### ESTIMATE REVIEWED BY

Leo Lex, Deputy Assistant Director for Budget Analysis.

### A TRIBUTE TO YVONNE AND LARRY ORY

#### HON. DAVID YOUNG

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 3, 2018*

Mr. YOUNG of Iowa. Mr. Speaker, I rise today to recognize and honor Yvonne and Larry Ory of Earlham, Iowa on the very special occasion of their 60th wedding anniversary on June 27, 2018.

Their lifelong commitment to each other and their family truly embodies Iowa's values. As the years pass, may their love continue to grow even stronger and may they continue to love, cherish, and honor one another for many more years to come.

Mr. Speaker, I commend this great couple on their 60 years together and I wish them many more. I ask that my colleagues in the United States House of Representatives join me in congratulating them on this momentous occasion.

### RECOGNIZING THE 2018 TYSONS REGIONAL CHAMBER OF COMMERCE BOARD OF DIRECTORS

#### HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 3, 2018*

Mr. CONNOLLY. Mr. Speaker, I rise to recognize the Tysons Regional Chamber of Commerce and to congratulate the incoming 2018 board members. Tysons has drastically transformed during the past 55 years from a sleepy, rural area to one of the most vibrant regions in the country. This change began

when the Fairfax County Board of Supervisors approved plans for the Tysons Corner Shopping Center in 1962. When the mall opened in 1968, it was hailed as the largest enclosed mall in the world.

Since then, there has been a dramatic influx of technology companies, government contracting firms, and other corporations. Tysons has become the premier business district of the Washington Metropolitan Area, and is one of the largest employment centers in the United States. With the opening of Metro's Silver Line, as well as ongoing redevelopment, the region is expected to continue adding not only businesses, but also high-density residential housing.

The mission of the Tysons Regional Chamber of Commerce is to be the unified voice of the business community, while ensuring its ties and commitment to the community are strengthened. The Chamber actively promotes local non-profits and community organizations, as well as youth educational programs, and it sponsors multiple events each year in support of these activities.

The growth of the Chamber has been the result of the diversity of its members and the leadership of its Board. I am pleased to include in the RECORD the names of the incoming 2018 board members.

Chairman of the Board: Virginia Case

General Counsel: William Daly

VP of Membership: Joshua Brady

VP of Marketing: Chris Tomseth

Treasurer: David MacGillivray

Secretary: Maureen Loftus

At-Large Members: Samim Ardeishar, Susan Baker, Joseph Cathey, Andrew Clark, Kevin Corey, Joe Falit, Jerry Ferguson, Jennifer Garry, Tucker Gladhill, Laura Granato, Reza Hassan, Kathy Jensen, Kathleen Kelly, Walter Kim, Jeffrey Krashin, Kathy McNeill, Marge Niedwicz, Shawn Pastor, Vick Rai, Mark Rogoff, Nema Semmani, Trevor Taylor, James Ursini, Diana Villarreal, Patrick Whalen, Peter Wynne

Mr. Speaker, I ask that my colleagues join me in congratulating the incoming board members and in commending the Tysons Regional Chamber of Commerce for its commitment to promoting the business community, while encouraging social responsibility and civic engagement. I wish the Chamber the very best for its continued growth and success.

### PERSONAL EXPLANATION

#### HON. RALPH NORMAN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 3, 2018*

Mr. NORMAN. Mr. Speaker, due to inclement weather, my flight was cancelled on Tuesday, the 19th resulting in me missing votes. Had I been present, I would have voted YEA on Roll Call No. 269, YEA on Roll Call No. 270, and YEA on Roll Call No. 271.

### COST ESTIMATE ON H.R. 5729, THE TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL ACCOUNTABILITY ACT OF 2018

#### HON. MICHAEL T. MCCAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 3, 2018*

Mr. MCCAUL. Mr. Speaker, the following cost estimate for H.R. 5729, the Transportation Worker Identification Credential Accountability Act of 2018, prepared by the Congressional Budget Office was not made available to the Committee at the time of filing of the legislative report.

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
WASHINGTON, DC, JUNE 28, 2018.

Hon. MICHAEL MCCAUL,  
Chairman, Committee on Homeland Security,  
House of Representatives, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 5729, the Transportation Worker Identification Credential Accountability Act of 2018.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

KEITH HALL, *Director*.

Enclosure.

H.R. 5729—TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL ACCOUNTABILITY ACT OF 2018

As ordered reported by the House Committee on Homeland Security on June 6, 2018

H.R. 5729 would prohibit the U.S. Coast Guard from implementing a rule that, under current law, will take effect on August 23, 2018. The rule requires owners and operators of certain vessels and facilities regulated by the Coast Guard to check biometric security credentials allowing access to certain secure areas. H.R. 5729 would suspend implementation of the rule until 60 days after the Secretary of Homeland Security has reported to the Congress on the efficacy of such credentials for enhancing security. The bill also would require the Secretary to periodically update the Congress on the status of that assessment.

CBO estimates that enacting H.R. 5729 would not significantly affect the federal budget. Delaying implementation of the affected rule would not alter the timing or magnitude of cash flows related to federally issued credentials nor would it significantly affect the Coast Guard's administrative costs, which are subject to appropriation. The Department of Homeland Security is already required to complete an assessment related to the effectiveness of credentials issued to transportation workers.

Enacting H.R. 5729 would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting H.R. 5729 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

H.R. 5729 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.

The CBO staff contact for this estimate is Megan Carroll. The estimate was reviewed by Leo Lex, Deputy Assistant Director for Budget Analysis.