

In 1970, the YWCA created 'One Imperative' to end racism wherever it exists.

The modern YWCA is just as committed to the same principles that it's always had and is needed more than ever in the times we live in right now.

The YWCA's annual Stand Against Racism campaign and its racial justice programs and services engage 140,000 people every year. It serves more than 122,000 women annually with economic empowerment programs, including job training, financial literacy, salary negotiation, and leadership development. And it continues to offer housing and childcare programs, helping build a supportive foundation for families.

More than 900,000 women and families participate in the YWCA health and safety programs and services, including domestic violence and sexual assault services, fitness programs, and health resources. These programs often are critically important to communities of color where high-quality health wellness programs are not readily available.

For twenty years, the YWCA has hosted a Week Without Violence to help end gender-based violence with workshops, community service opportunities, and public awareness events.

As we celebrate the YWCA's 160 years of work here in the United States, we are reminded daily that we need to continue the fight against racism, sexism, and economic inequality. And the YWCA is leading the way—just as it did 160 years ago.

FAA REAUTHORIZATION ACT

Mr. CARDIN. Mr. President, I rise today in support of H.R. 302, the Aviation, Transportation Safety, and Disaster Recovery Reforms and Reauthorization Act, a long-term, bipartisan reauthorization of the Federal Aviation Administration, FAA.

I am pleased that this bill includes multiple provisions designed to mitigate and alleviate community exposure to noise. Aircraft noise threatens the quality of life of Marylanders who live around Baltimore/Washington International Thurgood Marshall Airport, BWI, and Ronald Reagan Washington National Airport, DCA, robbing them of sleep, cardiovascular health, and their children's learning.

After anguished pleas from impacted constituents and concerned State and local elected officials, Senator VAN HOLLEN and I drafted multiple noise impact mitigation provisions which are included in H.R. 302. After this bill is enacted, airports will have to submit updated noise exposure maps to the FAA, the FAA will have to consider noise concerns from affected communities when proposing new departure procedures, the FAA will be required to examine the community engagement process, the FAA will study how aircraft approach and takeoff speeds impact communities surrounding airports, airport land use compatibility guidelines will have to be revised, the

FAA will create a pilot program to mitigate the impacts of aircraft noise, and the FAA and NASA will study the impact of technologies on fuel efficiency, noise, and aircraft weight.

I am disappointed that my provision to require the FAA Administrator to implement new departure and arrival procedures to protect communities surrounding airports was not included in this bill, and I am determined to continue my efforts to improve the departure and arrival procedures.

Outside of the noise context, H.R. 302 will make the skies safer and more dignified for airline passengers and professionals alike. Airports will be required to provide lactation rooms to be eligible for airport development project grants.

Airline staff who have regular interaction with passengers will be required to have human trafficking identification training. The FAA must examine and improve response to onboard sexual assault allegations. The Attorney General of the United States will establish a process for individuals to report sexual misconduct on aircraft.

The FAA will issue regulations creating minimum dimensions for passenger seats—width, leg room, and pitch—and prohibiting airlines from involuntarily removing passengers from flights after they have cleared the boarding gate.

The bill makes aviation safer for first responders by directing the FAA to consider an airport's role in medical emergencies, medical evacuations, and community-related emergency or disaster preparedness when evaluating airport master plans.

The bill restores power to passengers by directing the U.S. Department of Transportation to examine whether carriers are being upfront with consumers about flight times and requires Secretary of Transportation to develop the Airline Passengers with Disabilities Bill of Rights, listing rights and protections granted to airline passengers.

The aviation industry is critical to the State of Maryland. According to the Alliance for Aviation Across America, Maryland is home to 25 repair stations, 15 FAA-approved pilot schools, 1,389 flight instructors, 2,566 student pilots, 514 active Air Line Pilots Association pilots, 110 National Air Traffic Controller Association air traffic controllers, an aviation maintenance training school, and nine general aviation airports. More than 17 million passengers flew through BWI Marshall Airport in 2017. In 2017, the FAA's Airport Improvement Program, AIP, provided \$26,307,253 in grants to airport improvement projects in Maryland.

H.R. 302 balances the needs of Maryland residents, communities, airports and the aviation industry while ensuring continuity for the FAA programs which are vital to the safe operation and economic viability of Maryland's airports and aviation community. I support the bipartisan H.R. 302 which

will modernize airport infrastructure, improve service for the flying public, enhance transportation safety and security, and boost aviation industry innovation.

Mr. VAN HOLLEN. Mr. President, the Senate finally completed its work on a new longterm FAA Reauthorization bill. This 5-year bill will give the aviation industry the certainty it needs in order to plan for future investments and service enhancements. This bill also gives the FAA the direction and tools necessary to address customer and community concerns that arise from those activities.

Stable funding for the Airport Improvement Program, AIP, is an essential program for both large and small airports. In this fiscal year, in my home State of Maryland, 13 airports received 16 separate grants to aid in construction related improvements. These are projects that likely would have been delayed or postponed if it were not for AIP.

This bill contains language that I supported to address the negative effects of airplane noise on homeowners. Directing the FAA to review how they work with communities impacted by airplane noise and study the health impacts of noise is a step in the right direction toward tackling the impacts of NextGen implementation. I look forward to working with the FAA to ensure the provisions in this bill are implemented and to strive for additional ways to address the perpetual problem of noise in our communities.

Reauthorizing the Essential Air Service Program and Small Community Air Service Development Program is important to make sure that the rural airports in our country, like Hagerstown Regional Airport in Maryland, receive the funding they need to maintain service in remote areas.

I am also pleased that the bill contains S. 2792, a bill to modernize training programs at aviation maintenance technician schools and S. 2506, a bill to establish an aviation maintenance workforce development pilot program. The Pittsburgh Institute of Aeronautics has a satellite campus at Hagerstown Regional Airport where they are training the next generation of aviation technicians. As our airplanes modernize, so too must aviation technician curriculum.

While the bill contains several provisions that seek to improve customer service including the language that I offered to the TICKETS Act that prevents the forcible removal of passengers after boarding, setting passenger seat size minimums, and improving accessibility for travelers with disabilities, I am disappointed that the bill does not include the Fair Fees Act. The Fair Fees Act would have protected consumers by prohibiting an air carrier from imposing fees for basic services like checking a bag or rescheduling a flight that are unreasonable or disproportional to the cost incurred by the air carrier.

In addition, I am concerned about the potential impact of sections 1602 and 1919 on privacy, press freedoms, and other civil liberties. I strongly urge the administration to implement these provisions in a manner consistent with the First and Fourth Amendments of the Constitution and other applicable provisions of Federal law. Providing for the security of the American people is one of our greatest responsibilities; however, we must equally ensure that we safeguard the individual liberties enshrined in our Constitution.

147TH ANNIVERSARY OF THE GREAT PESHTIGO FIRE

Ms. BALDWIN. Mr. President, today I wish to recognize a solemn occasion, the 147th anniversary of the Great Peshtigo Fire in Wisconsin. On October 8, 1871, Wisconsin's 10th largest city at the time was completely destroyed in what is still the largest fire in U.S. history.

The city of Peshtigo, WI, was first settled in 1838. The community is surrounded by dense Wisconsin forest and has long been sustained economically by lumber, shipping, and railroad interests. Located off the western shore of Green Bay in Marinette County, the area was home to Menominee and Ho-Chunk Native-Americans.

Historians and survivors of the fire theorize that the blaze was started by railroad workers who were cutting trees and burning debris outside of Peshtigo. A combination of a prolonged drought, a heavy reliance on wooden buildings, and 100-mph winds aligned to create a firestorm that reached 3 miles across and 1,000 feet high. Over the course of the night, the fire scorched over 1.2 million acres and caused an estimated \$169 million in damages. Between 1,200 and 2,500 people lost their lives. The fire's complete destruction of local records prevented an accurate death toll. An estimated 350 victims lie in a mass grave in Peshtigo, victims who could not be identified because they were either burned beyond recognition or because those who could identify them perished too.

Although the Great Peshtigo Fire has been well documented, little has been written about the crucial role Native Americans played in preventing further loss of life among European settlers. One of the most compelling stories involves Abraham Place, who traveled on foot to Wisconsin from Vermont in 1837 to build a homestead in the Sugar Bush neighborhood just outside of Peshtigo. He married a Menominee woman, and together with their children, they tended one of the largest farms in the area. While marrying a Native-American woman was socially acceptable when Place first settled there, attitudes had changed by 1871, and he was scorned by his fellow settlers.

The Native Americans he regularly welcomed to his home warned him of the impending danger of fire after

months of little to no rain and helped him create a 3-foot-deep firebreak around his farm. His European neighbors dismissed his precaution as the actions of a crazy man who had married a Native American. Mrs. Place's in-laws then spent hours placing dozens of wet blankets on the roof of their house to prevent its destruction. Their home was one of the few buildings still standing on the morning of October 9.

Many of the same neighbors who had ridiculed them ran to their house or died trying. Survivors found the bodies of 35 residents who never made it to the farm. The hundred or so refugees who arrived safely at the Place home found a makeshift hospital where they could nurse their wounds and recuperate. Some stayed for weeks, their earlier disdain cured by necessity.

In the days following the Peshtigo fire, survivors emerged from the Peshtigo River and other safe havens untouched by the flames to look for missing loved ones and to begin to rebuild their lives. As word of the devastation spread, donations of food, clothing, and money poured in from across the State, the Nation, and several foreign countries. This selfless, unified show of support empowered the people of Peshtigo to rebuild their homes and restore their community.

Occurring on the same night as the Great Chicago Fire, the Peshtigo fire has been largely forgotten, even though the Wisconsin death toll is estimated to be seven times that of the Chicago tragedy. That is why I join Peshtigo residents in remembering the time when prejudices that turned neighbors into enemies were set aside in the midst of unimaginable hardship. I applaud their efforts to pause this October 8 to remember this inconceivable catastrophe, commemorate its victims, and honor the resilience of those who worked so hard to rebuild this city from the ashes of total devastation into the tranquil community of today.

ADDITIONAL STATEMENTS

TRIBUTE TO EVELYN MOUNT

• Ms. CORTEZ MASTO. Mr. President, today I recognize a pillar of the community in Reno, NV: Evelyn Mount. For over 41 years, Evelyn has graciously provided Reno residents and families in times of need with the comfort of a holiday meal. This year marks the end of an era in community leadership in Reno, as Evelyn intends to step away from the role of organizing and coordinating her annual food drive.

Growing up in the small city of Tallulah, LA, Evelyn's family instilled in her the importance of the values of sacrifice and service. Those values have been at the core of how Evelyn has lived her life, putting the needs of others ahead of her own. It wasn't until 1976 that Evelyn and her husband Leon brought this selflessness to Reno, NV. Soon after her arrival, she began work

as a telephone operator at the airport. Committed to assisting those in need, Evelyn started collecting food donations in her spare time. Her devotion to the Reno community did not go unnoticed, as employees from other departments quickly contributed to her food collection. To her credit, Evelyn was able to collect more than 200 bags of food to distribute amongst members of the northern Nevada community. Her success prompted the expansion of her operations, which now includes an outreach center and several volunteers.

Nevadans who know Evelyn have come to understand her sense of duty to community and affiliate the autumn season as "Evelyn Mount food drive season." The sense of community, care, and inclusion that Evelyn has given Reno residents is perhaps her most important legacy. She has inspired countless volunteers to donate their time and money, while providing hope to families who are down on their luck. Because of her, a compassionate community of selfless volunteers has grown in northern Nevada, including some who were once on the receiving end of food donations. Recognizing Evelyn's profound commitment to our community, the city of Reno renamed a community center near Evelyn's home, titling it the Evelyn Mount Northeast Community Center. This center reminds us all of the difference just one person can make in the lives of many.

I ask my colleagues to join me in further recognizing Mrs. Evelyn Mount's legacy for a life of humanitarianism and service to her community, for her sense of responsibility to others, and for her fight against hunger in Reno, NV. Evelyn Mount is the epitome of a community leader, and I admire her unparalleled ability to inspire others to donate their time and energy to a cause greater than themselves.●

2018 IDAHO HOMETOWN HERO MEDALISTS

• Mr. CRAPO. Mr. President, today I wish to recognize the 2018 Idaho Hometown Hero Medalists.

Idahoans who are extraordinarily dedicated to hard work, self-improvement, and community service are honored each year since 2011 with the Idaho Hometown Hero Medal. Drs. Fahim and Naeem Rahim established this award to recognize outstanding Idahoans working for the betterment of our communities.

Ten Idahoans were selected to receive the award this year. They were honored at a celebration themed Lighting the Future, for those who are inspiring and leading the way for a better tomorrow. Liyah Babayan, a refugee from Azerbaijan living in Twin Falls, is being honored for her efforts to raise awareness and resources to address chronic posttraumatic stress disorder, PTSD, in refugees, especially children. Christian Colonel, of Pocatello, is a former Major League Baseball player honored for using his understanding of