

and for its contribution to the communities of Will and Kankakee Counties.

TRIBUTE TO ELLEN TAUSCHER

HON. JACKIE SPEIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Ms. SPEIER. Madam Speaker, I rise today in recognition of the lifelong contributions made by Ellen Tauscher, who led the charge in every aspect of her life, from politics to world diplomacy and from Wall Street to motherhood.

She was a woman with strong convictions, a steel backbone, and an unshakable moral compass. As a Democratic centrist she didn't let party politics rule every decision and bucked a lot of trends.

Ellen never met an obstacle she couldn't overcome. Frustrated as a working mother struggling with lack of access to quality childcare, she wrote a book to help other moms and put her money and her time where her mouth was by founding a service to screen prospective child-care providers and donating hundreds of thousands of dollars to California and Texas schools.

She broke new ground as one of the first women to hold a seat on the New York Stock Exchange. At age 25, she was the youngest woman there ever. Ellen also was an officer on the American Stock Exchange and worked as an investment banker and bond trader for 14 years before she became one of the driving forces behind Sen. DIANE FEINSTEIN's successful 1992 bid for the U.S. Senate.

In 1996, Ellen ran against Congressman William P. Baker, the Republican incumbent, in a heavily conservative district in the East Bay. She won the race, and the votes of many Republican women, with her common-sense campaign in favor of access to abortion, increased spending on education, gun-control legislation, and focus on fiscal responsibility.

She served 13 years in Congress, including her work in the House Armed Services Committee, formerly known as the National Security Committee, and as chairwoman of the Strategic Forces Subcommittee.

Ellen's interest in arms control and nuclear weapons was a key asset during her tenure as a diplomat in the Obama Administration. She was integral to the negotiation of the New Strategic Arms Reduction Treaty of 2010, which brought American and Russian nuclear arsenals to their lowest levels in nearly 60 years. As Hillary Clinton said, "She made American and the world safer through her work on arms control . . ."

And she did all of this with a beautifully infectious smile that lit up any room she entered.

My heart goes out to Ellen's daughter, Katharine, and her other family members who lost her far too soon. I can only hope that they are able to take some comfort in knowing Ellen's legacy to make the world a better, safer place will live on.

INTRODUCTION OF THE DUCK BOAT SAFETY ACT, TO IMPLEMENT SAFETY REGULATIONS RELATED TO AMPHIBIOUS PASSENGER VESSELS AND FOR OTHER PURPOSES

HON. ANDRÉ CARSON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Mr. CARSON of Indiana. Madam Speaker, I am pleased to reintroduce the Duck Boat Safety bill, to implement safety regulations for amphibious passenger vessels. These safety recommendations were made by federal agencies to address known problems associated with duck boats that have resulted in far too many injuries and fatalities.

I became aware of these problems when my constituents, the Coleman family, were involved in a horrible duck boat accident on July 19, 2018 in Branson, Missouri. Tia Coleman was one of only two survivors in her family of 11, losing her husband Glenn and her children Reece (nine years old), Evan (seven years old), and Arya (one year old). Tia's 13-year-old nephew, Donovan Coleman, was the other surviving family member, losing his mother Angela, his younger brother Maxwell (two years old), his uncles Ervin (76 years old) and Butch (70 years old), and his aunt Belinda (69 years old). Boarding a duck boat on Table Rock Lake started out as a fun outing for this family, but it turned into an unspeakable tragedy when the boat capsized and sank. Seventeen of the 31 passengers on board were killed.

Investigations by state and federal authorities are still underway, and lawsuits are pending over the specifics of this incident. But there is a long record of problems associated with duck boat operations that should be addressed now. Since 1999, more than 40 people have died in duck boat accidents, the vast majority of them from drowning when the vessel sinks. In 2002, the National Transportation Safety Board (NTSB) issued recommendations to improve the safety of the vessels in cases of flooding or sinking, but little has been done to implement those measures. We know from these past incidents that more can be done to make these vessels safe. Congress does not need to wait to act.

While we wait to learn more about the specific circumstances and causes that led to the tragedy on Table Rock Lake, this legislation would implement the NTSB's past recommendations to improve the ability of duck boats (officially referred to as "amphibious passenger vessels") to stay afloat in a flooding or sinking situation.

Specifically, this bill would direct the Coast Guard to issue regulations within one year of enactment to require operators of amphibious passenger vessels to retrofit their vessels to provide reserve buoyancy. Vessel operators would have no longer than two years to comply with the requirements.

While vessel operators work to comply with the reserve buoyancy requirements, this bill directs them to implement interim measures to improve vessel safety, including:

a. Removing canopies from vessels for waterborne operations, or replacing canopies with structures that do not restrict escape in the event of flooding or sinking;

b. If canopies are removed, requiring that all passengers wear a personal flotation device while the vessel is on the water;

c. Permanently closing all unnecessary access plugs and reducing through-hull penetrations to the minimum number and size necessary;

d. Installing independently-powered electric bilge pumps;

e. Installing no fewer than four independently-powered bilge alarms;

f. Mandating inspection of vessels in water after each through-hull penetration;

g. Verifying watertight integrity of vessels in the water at the outset of each waterborne departure; and

h. Otherwise complying with existing Coast Guard regulations related to the inspection, configuration, and operation of such vessels.

Those vessels that do not meet the one-year deadline to implement interim safety measures, as well as those that do not meet the two-year deadline to install reserve buoyancy systems, would be prohibited from operating on U.S. waterways until they are compliant.

Madam Speaker, I hope my colleagues will join me in supporting this bill to make common-sense corrections to the persistent safety problems facing duck boats so that no other family must face the kind of tragedy experienced by my constituents on Table Rock Lake. I urge the House to support this bill.

INFRASTRUCTURE WEEK

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Ms. JOHNSON of Texas. Madam Speaker, I rise today to voice my support for the 7th annual Infrastructure Week, which runs May 13 through 20. America's businesses, workers, citizens, and elected leaders from all levels of government are all united around one message: America's future will be shaped by the infrastructure choices we make today.

In the 116th Congress, my fellow Transportation and Infrastructure Committee colleagues and I are working across the aisle to achieve key objectives for the people, including creating and sustaining family-wage jobs, improving the daily lives of Americans, preserving and protecting our environment, building sustainable and resilient communities, and ensuring U.S. economic competitiveness.

Specifically, in my home state of Texas, we have worked to establish milestones such as laying the groundwork for the Texas Central high-speed passenger rail line, which will connect the fourth and fifth largest economies in the country in less than 90 minutes. In Dallas, there are currently over \$2 billion dollars in active highway projects and an additional \$1.5 billion in design-build projects. In Congressional District 30 alone, there are \$1 billion dollars' worth of projects under construction. Other investments include a new 26-mile regional transit passenger rail line, an airport runway realignment project, and expansions of one of the largest inland ports as well as major interstates and highways. These efforts have contributed to a \$70-billion-dollar economic impact and nearly 67,000 jobs.

While we are focused on the need for sustainable infrastructure, we must also highlight

the need for diversity and inclusion as well. We must recognize the importance of having individuals with various backgrounds at the table, creating innovative solutions to address new transportation needs that truly help all communities. Programs such as the U.S. Department of Transportation's Women & Girls in Transportation Initiative (WITI) or the Small Business Administration's 8(a) Business Development Program are great opportunities to foster an inclusive environment that encourages, supports, and celebrates our similarities and differences.

Above all, Infrastructure Week highlights the apparent need for investment. Our nation's infrastructure is crumbling, and we can't wait another day to act. At this critical juncture, it is imperative that Congress moves with expediency in addressing these pressing issues, as it is essential to the quality of life of our citizens and the vitality of our economy.

SUPPLEMENTAL APPROPRIATIONS
ACT, 2019

SPEECH OF

HON. AL LAWSON, JR.

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 10, 2019

The House in the Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2157) making supplemental appropriations for the fiscal year ending September 30, 2019, and for other purposes.

Mr. LAWSON of Florida. Madam Chair, I rise to express my support for H.R. 2157, the Supplemental Appropriations Act of 2019. This \$17.2 billion package is essential to providing critical relief to communities that were hit by natural disasters in 2018 and 2019, including my Congressional District, Florida's Fifth.

More than seven months has passed since Hurricane Michael made landfall in Florida and citizens are still reeling from the historic Category 5 storm. Our community has a long way to go on the road to recovery, including our timber industry and forests.

My support for this disaster supplemental package comes in part because of an understanding that the language within Title I of this bill grants the Secretary of Agriculture the discretion to provide assistance to producers who suffered timber loss due to Hurricanes Michael and Florence.

In the 11 counties in Florida hit by Hurricane Michael, more than 16,000 forest land owners reported damage to their timber. The storm destroyed more than 72 million tons of timber, totaling over \$1.3 billion in economic loss.

Forest lands are essential to North Florida's economy and ecology, and we must do everything to ensure we get it back on track. I look forward to working with my colleagues in both Chambers of Congress, as well as with the U.S. Secretary of Agriculture, to ensure that North Florida's forestlands are supported as we recover from Hurricane Michael.

HONORING THE CENTENNIAL OF
THE TRUXTUN COMMUNITY IN
PORTSMOUTH, VIRGINIA

HON. ROBERT C. "BOBBY" SCOTT

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Mr. SCOTT of Virginia. Madam Speaker, I rise today to commemorate a historic neighborhood in the Hampton Roads region of Virginia. The Historic Truxtun Community in Portsmouth, Virginia will celebrate its centennial on May 18, 2019. To mark the occasion, I would like to take a moment to highlight the history of this neighborhood and recognize its contributions to our community.

The community of Truxtun was named after Thomas Truxtun, a Revolutionary War sailor who was known for successfully capturing British ships during the Revolutionary War. He went on to captain the USS *Constellation* and the USS *President*. There have been six United States Navy ships named in his honor.

The Truxtun community sits on 43 acres of land within walking distance of the Norfolk Naval Shipyard in Portsmouth, Virginia. It was constructed in 1918 as a project of the U.S. Housing Corporation to address the housing shortage for shipbuilders employed at the Norfolk Naval Shipyard. At the time, the United States had just entered World War I and the newly developed Naval Operating Base was gearing up to assist with the war effort.

Truxtun stands out in United States history as the first government housing project developed for African-Americans. The neighborhood had 250 lots consisting of duplexes and five-bedroom single family homes. The homes in Truxtun had a distinguished style—exposed rafter ends, jerkinhead roofs, and central chimneys. Truxtun homes also offered indoor plumbing and electricity at a time where many people, especially African Americans, did not have access to such amenities. Despite the modern architecture and amenities in Truxtun, it was still a segregated community. Because of the Supreme Court's 1896 decision in *Plessy v. Ferguson*, Jim Crow segregation laws forced blacks to reside in Truxtun while whites lived in their own nearby government housing project called Cradock.

Those who relocated to Truxtun considered the community tightknit and vibrant. Rents were affordable and started at \$17.50 per month. Southern black workers were happy to abandon their agricultural lives and start fresh with higher wages and improved working conditions. Truxtun helped transformed the Hampton Roads region and the region benefitted economically, socially and culturally.

The Truxtun community was developed with a "new urbanism" style and had everything a town needed to thrive. From its own convenience store, school and church to civic leagues and sporting events, this town provided residents a place to live, play and shop within an easy commute to the shipyard. The neighborhood had four policemen, a town manager and even a townhouse to do official work. Since Truxtun was formed as an independent township within what was then Norfolk county, its locally elected town manager could levy taxes and provide public services. That is, until Portsmouth acquired the community in 1923.

100 years after its founding, Truxtun is experiencing a revival that places it as one of

Portsmouth's most prized cultural centers. In 1982, Truxtun was listed on the National Register of Historic Places. It was one of the first out of about 100 federally financed housing projects during World War I, and it remains a national model for communities that are looking to plan and build inclusive, pedestrian-friendly neighborhoods.

Madam Speaker, I congratulate the residents of Truxtun on their centennial celebration and for helping to make Portsmouth a great place to live and raise a family.

CELEBRATING WORLD DOG DAY
2019

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Mr. HASTINGS. Madam Speaker, it is my honor to rise today to recognize and celebrate World Dog Day 2019, which will take place on Saturday, May 18th in West Hollywood, CA. Created by my good friend, Lisa Vanderpump and the Vanderpump Dog Foundation in 2016, World Dog Day is a day focusing on the celebration of our furriest family members by recognizing the impact that dogs bring to our everyday lives. This celebration draws attention to the amazing, empathetic creatures that dogs are, while also raising awareness about global dog abuse that sadly still exists today. Our love for these animals, without the necessary activism, can't protect themselves from abuse or neglect. This event is so critically important in taking a stand against the abuse of animals and being united in the love that we hold so dear for our beloved dogs.

Sadly, dogs and other animals across our nation and around the world suffer abuse from animal fighting, to torture, inhumane research testing, and abuse in puppy mills. We must advocate for all animals who cannot defend themselves and ensure their overall well-being and safety.

In the 115th Congress, I was proud to work with Lisa, Dr. John Sessa, and the Vanderpump Dog Foundation on passing H. Res. 401, a resolution urging all nations to outlaw the dog and cat meat trade and to enforce existing laws against such trade. Their steadfast leadership and unwavering commitment to the welfare of animals is truly inspiring. Passage of H. Res. 401 was a culmination of years of hard work and dedication. From the bottom of my heart, I cannot thank them enough, along with the thousands of activists around the country and across the globe for all of their efforts. Lisa, John, and the Vanderpump Dog Foundation have never wavered in their commitment in the fight against the global dog meat trade. I am honored to stand shoulder-to-shoulder with them to champion this effort, sending a strong signal to the world that the welfare of animals must be taken seriously.

As we celebrate World Dog Day 2019, we must come together to raise awareness about global dog abuse and work to end this horrific and barbaric practice once and for all.

Madam Speaker, I want to congratulate Lisa Vanderpump, Dr. John Sessa, and the Vanderpump Dog Foundation on what I am certain will be another successful World Dog Day. I look forward to our continued work on animal welfare issues for years to come.