

fund upgrades to state and local public laboratories, which are essential to our nation's testing capacity as we work to control and respond to the COVID-19 pandemic.

The infrastructure investments in the Moving Forward Act create good-paying jobs that cannot be outsourced, promote economic growth, reduce our greenhouse emissions, and expand broadband to communities across the country. I'm proud to support this legislation and urge my colleagues to join me in voting for it.

U.S.C. IS AMONG THE TOP 100 WORLDWIDE FOR PATENTS RE- CEIVED BY FACULTY

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. WILSON of South Carolina. Madam Speaker, the Columbia Business Report of June 22 reported another success of the University of South Carolina with the leadership of President Bob Caslen.

U.S.C. IS AMONG THE TOP 100 WORLDWIDE FOR
PATENTS RECEIVED BY FACULTY

The University of South Carolina ranked among the top 100 universities worldwide for number of U.S. utility patents received by faculty members in 2019, marking the eighth consecutive year the university made the top 100.

USC ranked 90th in the world in 2019 with faculty named as the lead on 31 patents, according to a news release from the university.

The annual list (.pdf) has been published by the National Academy of Inventors and the Intellectual Property Owners Association since 2013. Rankings are based on the number of utility patents granted by the U.S. Patent and Trademark Office that list a university as the first assignee.

"Our faculty's ability to create new technologies and innovate year after year is one of our great strengths as a university," said Bill Kirkland, executive director of USC's Office for Innovation, Partnership and Economic Engagement. "Their continued contributions to scientific discovery ultimately improve the quality of life not just our state, but all over the world."

PERSONAL EXPLANATION

HON. JOHN KATKO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. KATKO. Madam Speaker, I was not present for the following votes due to a family emergency. Had I been present, I would have voted YEA on Roll Call No. 123; YEA on Roll Call No. 125; YEA on Roll Call No. 127; YEA on Roll Call No. 128; and YEA on Roll Call No. 129.

RECOGNIZING FRANCKY PIERRE- PAUL

HON. LOIS FRANKEL

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Ms. FRANKEL. Madam Speaker, I rise today to recognize Francky Pierre-Paul, a

local hero from Florida's 21st Congressional District that has gone above and beyond as a tireless advocate for the homeless community in Palm Beach County.

Francky has become a familiar and friendly face to those in our community experiencing homelessness. Before COVID-19, Francky would go to John Prince Park once a month with a mobile shower, hold clothing and food drives, and offer haircuts to the people who live there. He would also frequently go to Palm Beach County Commission meetings and speak on behalf of the John Prince Park homeless community. Since the pandemic started, however, Francky has only become more generous with his time. In fact, he has now started going to John Prince Park two-to-three times every day to distribute food and resources to those in need.

Francky's selflessness and compassion during this difficult time is truly humbling. His outstanding work has touched countless lives, and I am so thankful for his dedication to our community. I am proud to honor him today.

HONORING THE EXTRAORDINARY LIFE OF MR. BOBBY J. MORROW

HON. FILEMON VELA

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. VELA. Mr. Speaker, I rise today to pay tribute to the extraordinary life of Mr. Bobby J. Morrow and recognize his achievements as a three-time Olympic gold medalist.

Mr. Morrow was a resident of San Benito, TX for much of his life. He attended San Benito High School, where he excelled athletically in both track and football. Following graduation, Mr. Morrow was a sprinter for Abilene Christian University, where he would go on to break and defend records on the national collegiate scale.

At just 21 years old, Mr. Morrow travelled to Melbourne, Australia, for the 1956 Olympics to represent the United States of America. Mr. Morrow would win three gold medals in the 100-meter dash, 200-meter dash, and 4x100-meter relay—even going so far as to break the world record in the relay, and match it in the 200-meter dash. His success on the collegiate and Olympic levels earned him the Sports Illustrated's title of "Sportsman of the Year" in 1956. He would also collect the Amateur Athletic Union's James E. Sullivan Award in 1957 before being inducted into the National Track and Field Hall of Fame in 1975.

Bobby Morrow was not only a talented athlete, but also a kind and giving man. He donated all of his Olympic medals in hopes of inspiring others to pursue their own dreams. Mr. Morrow is survived by his longtime, loving partner of 20 years, Judy Parker of Harlingen, TX, his five children, eleven grandchildren, and eight great-grandchildren.

His rare talent and character are remembered throughout San Benito and the 34th Congressional District of Texas. San Benito CISD has dedicated two athletic facilities to him as a tribute to his athletic excellence and to share his inspirational story.

Madam Speaker, I ask my colleagues to join me today in celebrating and remembering the life of Mr. Morrow.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SUR- FACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. JOHN LEWIS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. LEWIS. Mr. Speaker, I rise in strong support of H.R. 2, the Moving Forward Act. This vital legislation makes critical investments in our nation's transportation, upgrades our drinking water and energy systems, and builds new hospitals, schools, and homes.

My constituents in Metro Atlanta know all too well that we have fallen behind in building for the future. Every day, we waste time and gasoline in some of the worst traffic in America. We have uneven access across our region to transit and safe bicycle and pedestrian paths. Our schools and water systems struggle to keep up with the demands of our time.

We need something new. Our current system puts good jobs out of reach, good homes out of grasp, and good air out of breath. For too long, our nation's transportation system prioritized highway expansion and exclusionary legacies that result in gentrification and displacement. These transportation planning policies contribute to racial and socioeconomic disparities in income, health, education, and environment. We can and we must do better.

The bill before us puts our country on the right track. H.R. 2 is a model that builds a 21st century transportation and infrastructure foundation. It increases funding for transit expansion, highway repair, and connectivity in low-income communities. It ensures that drivers, passengers, bicyclists, and pedestrians can safely use roads. H.R. 2 also makes a down payment towards leaving a planet that is a little cleaner and a little greener for our children.

I am pleased that H.R. 2 also includes three amendments critical for my constituents in Metro Atlanta. The first amendment allows Federal funds to build noise barriers that protect older neighborhoods from highway noise. In my district, many communities predate the interstate system. Over time, these highways became wider, busier, and louder, and the trees that kept the sounds down have worn thin. Residents are sick and tired of the noise and want some peace and quiet. My no-cost amendment will improve quality of life in frustrated communities across America.

The bill also includes my proposal about disputed changes in airport ownership. This amendment enacts current rules which maintain the Federal government's neutrality on these sensitive local matters. This common-sense policy provides certainty for passengers, airlines, concessionaires, and airport employees.

Finally, I am proud to co-sponsor an effort led by my friend, Ms. NAPOLITANO of California. Our amendment overturns a Federal rule on sales taxes that uniquely affects Clayton County in my district. It would recover \$24 million per year for the county, its cities, and the Clayton County Public Schools.

When I first came to Congress, I joined what was then the House Public Works and Transportation Committee to work on many of these issues, and I am proud to continue to

address transportation equity on the House Ways and Means Committee. For these reasons, I would like to thank Chairman PETER DEFAZIO and his staff for helping me secure these priorities in H.R. 2 will continue to work with my colleagues to enact these common-sense policies into law.

Mr. Speaker, this is a good bill. It reminds us that we do not have to endure exhausting commutes, leaky pipes, or outdated schools. It offers hope for a better, fairer, more vibrant future for our families and communities.

I encourage my colleagues to support H.R. 2 and urge the Senate to pass it without delay. The American people cannot afford to wait any longer for relief.

PERSONAL EXPLANATION

HON. MIKE GALLAGHER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mr. GALLAGHER. Madam Speaker, I am back home in Green Bay, Wisconsin on paternity leave with my family.

Had I been present, I would have voted NAY on Roll Call No. 130; NAY on Roll Call No. 131; NAY on Roll Call No. 132; and NAY on Roll Call No. 133.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Mr. LARSON of Connecticut. Mr. Speaker, I rise today thank Chairman NEAL and Chairman THOMPSON for their work on the GREEN Act, included in H.R. 2.

As a longstanding proponent of utilizing the tax code to support green energy, I am thrilled that this legislation extends and expands tax incentives that have a proven track record of increasing deployment of these technologies.

In particular, this legislation is a win for the fuel cell vehicle industry in Connecticut and nationwide. Light-duty fuel cell vehicles are electric vehicles that generate electricity on-board through an electrochemical reaction of hydrogen, not combustion. These cars emit zero carbon, zero NOx, zero SOx, and zero particulate matter from the tailpipe, and are capable of traveling 300 to 400 miles on a tank of fuel, with refueling in just three to five minutes. This technology is one of the most promising avenues to reduce emissions in the medium and heavy-duty sector.

The GREEN Act extends the expiring alternative fuel vehicle refueling property credit (30C), a necessary incentive to build-up a hydrogen refueling network to make widespread adoption possible. Additionally, the legislation modifies the credit to better support electric vehicle charger deployment. I look forward to working with Chairman NEAL, Chairman THOMPSON, and the Ways and Means Committee to similarly ensure that the 30C credit is optimized for fuel cell vehicle infrastructure

and to continue broader efforts towards supporting clean energy technology.

PERSONAL EXPLANATION

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 1, 2020

Mrs. RODGERS of Washington. Madam Speaker, Unfortunately, I missed a vote yesterday, June 30th.

Had I been present, I would have voted NAY on Roll Call No. 133.

INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT

SPEECH OF

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 30, 2020

Ms. JOHNSON of Texas. Mr. Speaker, I rise in support of the "Moving Forward Act" (H.R. 2), a \$1.5 trillion plan to rebuild America's infrastructure. The critical investments included in this bill are needed to repair our nation's infrastructure and prepare for the future.

Our nation has the ability to create a better, brighter and more prosperous future by investing much more in our nation's infrastructure. H.R. 2 will create millions of well-paying jobs, increase sustained long-term growth, and make us more globally competitive, while at the same time protecting our environment and improving our health. By making significant investments in surface transportation, rail and transit systems, aviation, energy production and distribution, schools, broadband and housing, H.R. 2 will help us meet the demands of a 21st-century economy.

One of the areas I am particularly proud to see this bill address is the need to include high speed broadband internet in our overall national infrastructure.

Electricity was the infrastructure that helped this country move forward last century and our leaders made a great investment to ensure every American who wanted to be connected to the electrical grid had the opportunity to do so. Broadband and gigabit internet access will play the same role in the 21st century.

We see examples of the future today as we grapple with the COVID-19 pandemic. Students are able to learn outside the classroom thanks to advances in distance learning, Americans are able to meet with their doctors through telemedicine services, and millions of Americans are able to keep their jobs and stay safe by working from home.

Sadly, the luxury of having reliable high-speed internet access is not available to all Americans. Those who live in rural and poor communities are being left behind in this technical revolution, as they were in the previous century with electricity prior to the investments championed by President Roosevelt and funded by Congress.

This bill makes the needed investment of \$80 billion to ensure that every American household, business, school, and medical fa-

cility has access to high speed internet so that they can be a part of the technological revolution that will strengthen our economy as we recover from the COVID-19 pandemic. I am happy to see that this bill invests towards the future by dedicating a set amount of funding to provide gigabit internet access. While cities like Dallas are starting to get access to this ultrafast internet, we need to make sure that funding is available so that the groundwork can be laid to ensure every American eventually has access to this new technology. I applaud my colleague, Mr. CLYBURN for championing this cause as we address the needs of the American people. I will also note that as Chair of the Science Committee, we voted out a broadband bill last year to address these serious needs and I am happy that broadband provisions are moving in this bill.

Mr. Speaker, H.R. 2 also contains a number of high priority provisions from the bipartisan Surface Transportation Research and Development Act that I introduced with Science, Space, and Technology Committee Ranking Member LUCAS. As Chair of the Science Committee, I want to thank Transportation & Infrastructure Chairman DEFAZIO for working with me to incorporate these provisions in this bill. I will list just a few of them. They include the establishment of an advanced transportation research and innovation program for long-term, high risk research. Among its objectives, this program is intended to improve the resilience of transportation infrastructure across diverse regions of the United States to natural disasters, extreme weather, and the effects of climate change. In addition, there is a provision that authorizes establishment of a Multimodal Transportation Demonstration Program for the demonstration of advanced transportation technologies for local transportation organizations and transit agencies serving populations of 200,000 or less.

H.R. 2 also contains a provision that requires the Secretary of Transportation to enter into an agreement with the National Academies of Sciences to develop a long-term research agenda for surface transportation that would address advanced technologies and innovation, including advancing connected and autonomous technologies. If this bill is enacted, these and the other Science, Space, and Technology Committee priorities that have been included will go a long way to ensuring that the nation will have a vital and robust transportation R&D capability.

In addition, I am pleased to co-sponsor an amendment that we will be considering on the Floor to address the significant deferred maintenance needs of the Department of Energy's national laboratories, some of which date back to the Manhattan Project, and to accelerate the modernization of these critical facilities.

This is an important first step. However, the need and opportunity to bolster our nation's research infrastructure across the country and throughout the federal government remains. I am going to continue to work to ensure that strong support for our national research enterprise is included in any future bills that aim to accelerate our economic recovery from the current global crisis.

In addition to the inclusion of these research infrastructure provisions, I want to thank the Chairman for working with me to include a number of amendments that were included in the INVEST in America Act.

One amendment provides support for training surface transportation workers who may