

Church has seen incredible growth in congregation size, programming, and community outreach capacity. With this growth, the church has launched more than 25 different ministries, improved the church grounds and building in countless ways, and paved the path for further expansion in the community it serves. In Ephesians 4:16, the Apostle Paul writes that, "from whom the whole body, joined and held together by every joint with which it is equipped, when each part is working properly, makes the body grow so that it builds itself up in love." The Park Avenue Missionary Baptist Church is a lesson in practice of what it means for a church to build itself up in love by leaning on its best parts. Through all the trials that its community has endured, time and again, the church has come out the other end stronger, and more unified.

For an entire century, the Park Avenue Missionary Baptist Church has been a pillar of devotion in the Kansas City community. I am certain that this church will continue to lift up its community within Missouri's Fifth Congressional District for decades to come. Madam Speaker, please join me in celebrating and honoring Reverend Gregory Stevens and the congregants of the Park Avenue Missionary Baptist Church for reaching this profound and momentous point in their history. Please also join me in wishing them continued prosperity and peace for the next 100 years to come.

BILL DOUGLAS

HON. ED PERLMUTTER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 25, 2021

Mr. PERLMUTTER. Madam Speaker, I rise today to recognize William (Bill) Douglas of Boulder, Colorado who passed away on February 4, 2021.

Bill grew up outside Philadelphia, Pennsylvania, and attended Drexel University before joining the U.S. Army as a 1st Lieutenant in the Korean War. After the war, he entered graduate school at the University of Colorado. Upon graduation, he began a multi-faceted life and career as an author, historian, tennis coach, college administrator, foundation president, and business consultant. In 1959, his graduate thesis, *A History of Dentistry in Colorado 1859–1959*, was published as a book and widely read by dentists and Colorado historians.

Bill was known and admired for his passion for education and he held several administrative positions at the University of Colorado including dean of admissions, financial aid, and registrar. In 1972, Bill helped found the University's Presidents Leadership Class (PLC) to help prepare students to become ethical leaders for Colorado's future. The class became one of the first collegiate leadership programs in the United States. After leaving the University, Bill became assistant vice president of the Boettcher Foundation from 1980 to 1987 and then President from 1987 to 1996. As president, he oversaw numerous grants and scholarships that the Foundation awarded to individuals and organizations throughout the state.

After retiring from the Foundation, Bill served as the Colorado representative for Fiduciary Trust International for more than 12

years before retiring in 2013. In 2005, the University of Colorado and the Boettcher Foundation established the William A. Douglas Endowment Fund for the Presidents Leadership Class.

Bill was a devoted husband and a loving father and grandfather. Bill is survived by his loving wife, Susan, his children, grandchildren, and great-grandchildren. I appreciate and thank him for his lifetime of service to our community.

SENATOR JOE LIEBERMAN IS
CORRECT AGAIN

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 25, 2021

Mr. WILSON of South Carolina. Madam Speaker, Talia Kaplan of FOXBusiness reported Tuesday that Former Sen. Joe Lieberman . . . blasted the reported meetings between Biden administration officials and Iranian foreign minister Javad Zarif during the Trump administration, calling it "inappropriate."

"A recent report from The Washington Times claimed that Biden administration officials, including John Kerry and Robert Malley, had meetings with Zarif during the Trump administration that were orchestrated to . . . devise a political strategy to undermine the Trump administration."

"I think this is a perilous time," Lieberman said. "I think the previous administration carried out exactly the right policy toward Iran."

"So I think that sends a bad signal to Iran . . . with all the uncertainty and instability in the world, the most serious enemy that could do us and our allies the most damage is the Islamic Republic of Iran."

It is sad any American ignores the Iranian chant of Death to Israel, Death to America. They mean it.

In conclusion, God Bless Our Troops and we will never forget September 11th in the Global War on Terrorism.

CELEBRATING BLACK HISTORY
MONTH AND HONORING JUDY
MOUNT

HON. STEPHANIE N. MURPHY

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 25, 2021

Mrs. MURPHY of Florida. Madam Speaker, as part of our national celebration of Black History Month, I am paying tribute to African-American leaders from Florida who have made outstanding contributions to our community and our country. These accomplished men and women have not always received the recognition they have earned.

Today I rise to honor Judy Mount. Judy, a longtime resident of Jackson County, made history in 1995 when she became the first African-American woman elected official in the county and served as president of the Malone City Council. She continues to serve as Chairperson of the Jackson County Democratic Executive Committee.

Judy has faithfully and effectively served the Democratic Office in the Florida House of

Representatives for 18 years. She is a member of the Democratic National Committee and has been a leader within the Florida Democratic Party in many different capacities.

In a series of firsts, Judy was the first African-American to be elected Vice-Chair of the Florida Democratic Party and, in 2017, she became the first African-American elected as the interim Chair of the Florida Democratic Party.

Throughout her life, Judy has worked tirelessly to make Florida—and our country—better, stronger, and more just. She is the epitome of civic engagement and public service.

I ask my colleagues to join me in honoring and celebrating Judy Mount.

CHINA AND THE ELECTRIC CAR
INDUSTRY

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 25, 2021

Ms. KAPTUR. Madam Speaker, I rise to include in the RECORD the following article that appeared in the New York Times regarding China and the electric car industry.

[From the New York Times, Feb. 25, 2021]

IN CHINA, AN ELECTRIC CAR MAKER LOSES
MONEY BUT THINKS BIG

(By Keith Bradsher)

NIO CAN TAP AN EXTENSIVE SUPPLY CHAIN THAT BEIJING HAS BUILT TO ACHIEVE ITS DREAM OF DOMINATING THE MANUFACTURE OF ELECTRIC CARS

Hefei, China—Walk around the sprawling auto factory in central China, and the wealth pouring into the country's electric car industry quickly becomes clear.

Rows of bright orange, 15-foot-tall robots—307 of them, mainly from Sweden—whir with activity. They glue lightweight aluminum panels to vehicle frames using aerospace-grade adhesives. In an industry in which speed can mean cost efficiency, the assembly line plods along at half the pace of many lines elsewhere.

Even by the standards of the \$1.6 trillion global car industry, an operation like this doesn't come cheap. In fact, the Chinese operator of the factory, a company called Nio, loses thousands of dollars on every car it makes. State-run companies last year mused a combined \$2.7 billion to bail it out.

But Nio, or Chinese companies like it, could be the future of the global car industry. General Motors and other major names are increasingly betting that the next generation of rides will be powered by batteries alone, without a drop of gasoline or diesel. If so, China has invested so much money in the industry that it could hit the accelerator with ease.

An era of high-quality family electric cars that cost \$25,000 or less is about to dawn, said William Li, Nio's chairman and chief executive, and Chinese automakers can provide them.

"I don't think it's difficult," Mr. Li said. "It's not a big deal."

Investors see promise in Nio, even though it has one factory, sold only about 7,200 cars last month and has never made a profit. Its \$82 billion market capitalization exceeds G.M.'s and Ford's. Its New York-traded shares have soared as high as nearly 30-fold in the last year.

It is far from becoming China's top electric car maker. In fact, the two best-selling electric car brands in China have American ties:

Tesla, the maker of rides with price tags that can easily spill into six figures, and a joint venture among G.M. and two Chinese state companies that makes \$5,000 microcars.

But Nio has the advantage of being able to tap into China's vast and well-funded supply chain for electric vehicles. As President Biden mulls how much the United States should invest in electric cars, China already has 14 years of sustained government investment in the sector. China has also used regulations for more than a decade to force multinational companies to transfer their best electric technologies to joint ventures with Chinese manufacturers as a condition of entry into its vast market.

China makes 70 to 80 percent of the world's battery chemicals, battery anodes and battery cells. China similarly controls most of the world's output of high-strength magnets for electric motors, as well as the assembly of those magnets into motors.

"China controls the cards in the battery supply chain," said Vivas Kumar, a former Tesla manager of battery materials.

Nio manufactures practically nothing for its cars by itself. While companies like Tesla make their own batteries and other crucial systems, Nio is able to order parts inexpensively from China's diverse array of electronics manufacturers and auto parts suppliers.

Nio has just 120 engineers to manage its assembly plant in Hefei, the capital of Anhui Province in central China. Nio then pays JAC, a state-controlled automaker also based in Hefei, to send 2,300 experienced assembly line workers to run the factory.

The approach has drawbacks. When demand surged last summer after China brought the coronavirus largely under control, Nio found some suppliers unprepared to increase output quickly. Buyers faced monthslong delays in getting cars delivered.

"We have very small, close to zero, inventory," said Victor Gu, general manager of the Nio factory. "It is a big challenge for the factory, because you need a quick turnaround."

Nio also offers costly customer inducements under its brand, like its Nio Houses. Essentially clubhouses for owners of its cars, they provide coffee shops, libraries and even free day care centers. They take up expensive real estate in 19 Chinese cities, including one at the base of East Asia's tallest building, the 128-story Shanghai Tower.

For a while, Nio also offered an extravagant perk: free recharging of any Nio car throughout a customer's life, as long as the customer keeps buying Nio cars and taking them to one of the company's 183 battery-swapping stations. While a customer sips a coffee, a technician swaps a depleted battery for a fully charged one.

"It only takes about five minutes and costs nothing," said Neo Fan, a 38-year-old Shanghai commercial banker who paid \$83,000 for his Nio ES8 minivan and is entitled to free recharges for the rest of his life.

Extravagance and the pandemic slammed Nio's finances. The company lost \$11,000 for each car sold in the July-through-September quarter.

Government firms stepped up to help. State-owned entities in Hefei joined a national state-owned investment fund last spring in paying \$1 billion in cash to acquire a 24 percent stake in the company. Then, on July 10, the state-owned China Construction Bank led a consortium of banks in extending \$1.6 billion in credit to Nio.

Nio's chairman, Mr. Li, defended his company, portraying it as a start-up and noting that Tesla required many years before it managed last summer to post a fourth consecutive quarter of profits. "We're very happy for Tesla, but this only happened after

17 years," he said in an interview last autumn.

While Mr. Li envisions electric cars at \$25,000 each sometime soon, Nio's cars are now almost as expensive as Tesla's. Nio's entry-level sedan, the ET7, has a starting price of \$58,500 with a 70 kilowatt-hour battery, which can take the car 310 miles. Nio plans a new ET7 model late next year with a much better battery that will double that range.

The company emphasizes making its cars light, for better driving range. Nio estimates that replacing steel with costly aluminum saves 700 pounds for each car. Nio uses part of the weight savings to add other gear, like two electric motors in each car instead of one. That provides better vehicle handling, but it also adds complexity and cost.

Nio allows buyers to customize their cars, including six types of wheels, 11 colors and so many other options that the factory can go a month without building two identical cars. That forces workers to vary their routines constantly.

Mr. Gu, the factory's general manager, said his operation was designed to run at just 20 cars an hour. Many auto assembly lines run twice as fast.

Nio has had little problem finding money lately. It sold more shares in December in New York, raising \$2.6 billion. That is enough money to build a whole row of factories—and Nio already plans to expand production considerably.

Government support for electric cars remains crucial, and Nio appears to be in good official graces.

One recent indication came in September, when a former top Communist Party official, Li Yuanchao, paid an unexpected visit to Nio's display at the Beijing auto show. Mr. Li was replaced as China's vice president in 2018 but remains prominent.

"It was my first time to talk with him," Mr. Li, Nio's chairman, said afterward. "He actually offered many suggestions about battery technology, for how to swap batteries."

CELEBRATING THE LIFE OF SERGEANT TOMMY W. CUDD

HON. RALPH NORMAN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 25, 2021

Mr. NORMAN. Madam Speaker, I rise today to celebrate the life of Sergeant Tommy W. Cudd, a faithful American hero from Union County who passed away on January 28, 2021.

Born on March 10, 1960, Tommy was raised by two lovely parents, the late H.C. and Myrtle Smith Cudd. As a child, he assisted his family on their cattle farm where he learned to work with animals and bail hay. Tommy's natural comfort outdoors gave rise to his love for hunting, fishing, camping, and riding tractors. He graduated as a charter student from Union Academy—the very school in which he built alongside his father and lifelong friend, Robert Brown.

Tommy spent 37 honorable years in law enforcement. He served as a Reserve Officer, Fireman, and Public Safety Officer with the City of Union before joining the Union County Sheriff's Office. Despite his lengthy and challenging battle with leukemia, Tommy persevered through all facets of his job and was awarded "Officer of the Year" on three separate occasions. A true veteran of his field,

former colleagues assert that his enduring work ethic was rare to come by and will certainly be missed.

Gary was happily married to Beth Cudd and had two sons, Caleb and Tommy. His two beautiful granddaughters, Ella and Abby, were his utmost pride and joy. He wanted nothing more than to make them proud. In the words of Sheriff Jeff Bailey, "Tommy was a person who always put everyone first." He was a remarkable husband, father, and friend who chose to dedicate his life to serving a special community. There is no doubt in my mind that he has left an everlasting mark on Union County.

IN MEMORY OF THE PASSING OF
COLONEL ÁNGEL LUIS FLORES-
VELLIDO, DECORATED PUERTO
RICAN VETERAN

HON. JENNIFFER GONZÁLEZ-COLÓN

OF PUERTO RICO

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 25, 2021

Miss GONZÁLEZ-COLÓN. Madam Speaker, I rise today to honor the memory of one of the many brave Puerto Ricans who have served our nation in our Armed Forces, the late Colonel Angel Luis Flores-Vellido.

For over a hundred years, the soldiers from Puerto Rico have proved themselves second to none in battle, side by side with their comrades from across the nation. Colonel Flores-Vellido distinguished himself in a long military career, among the hundreds of thousands of American citizens from Puerto Rico who stepped forward and served under the nation's flag, in defense of its security and national interest around the world, in wartime and in peacetime.

Angel Flores-Vellido served the nation starting in the Puerto Rico National Guard in the late 1950s and then the Regular Army as an Artillery Officer and Foreign Area Officer, completing higher military studies at the Command and General Staff College and the Army War College. His service spanned from Vietnam to Central and South America, to the Joint Chiefs at the Pentagon and the CIA under President George H.W. Bush, with achievements that earned him numerous high awards, commendations and decorations including the Legion of Merit, Bronze Star, Air Medal, Defense Superior Service Medal, Joint Service Commendation and many others, before taking his well-earned retirement in 1993.

Throughout his career and in his retirement, he exemplified patriotism and the finest traditions and values of military service and personal honor.

Colonel Flores-Vellido passed away earlier this week and will be laid to rest in Dallas, Texas. He shall be remembered, with his comrades in arms from the past and from the present, for adding to the pages of our history and proving the worth of the Puerto Rican soldier.

We share the sorrow of his family and friends on his passing, at the same time as we celebrate a life of service and commitment.

Today we honor his memory and his service and reaffirm our commitment to do justice for our veterans and their families for all they have done for us.