

as a Staff Sergeant in the Armed Forces from 1942 to 1946, Mr. Smith's service falls nothing short of true servant leadership.

Mr. Smith was born in Cleveland, Ohio in 1923. Throughout his life, he has taken on many roles, including that of husband, father, grandfather, and great grandfather. In 1944, he married Ms. Dorothy Murtha, and became the father of 4 wonderful children, Barbara, Diane, Douglas, and David. Over the years, his family has continued to grow, and now includes 11 grandchildren and 22 great grandchildren. In 2006, Mr. Smith married Gretta Woodward, a fellow veteran of WWII.

Mr. Smith's service was, and remains, essential to maintaining the freedoms we as Americans are so fortunate to enjoy. Again, I thank him for his dedication and commitment to the United States of America.

Every American owes a debt of gratitude to him. His dedication and courage in uniform helped to ensure the safety and prosperity of this Nation and all the people in it.

Happy Birthday to Mr. Francis Albert Smith. Here is to many more.

CELEBRATING HEROES' ALLIANCE
SOLAR CAR TEAM

HON. RASHIDA TLAI

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 13, 2023

Ms. TLAI. Mr. Speaker, I rise to celebrate the achievement the historic accomplishment of the Heroes' Alliance Vehicle Technology Team, a group of high school students from our district that won the 2022 national Solar Car Challenge within their division.

Heroes' Alliance was founded in 2009 by the late Pastor Reginald M. Lane, who established the organization in response to the educational and residential climates existing in the city of Detroit at that time. The Heroes' Alliance is a Science, Technology, Engineering, Arts, and Math (STEAM) program that challenges students to develop innovative technology focusing on renewable energy and automotive engineering. Today the project serves as a capstone for students who participate in the Heroes' Alliance Cooperative Learning Center, which utilizes vehicle technology for the basis of bringing together education, innovation, and industry as students work together to design and engineer a solar vehicle.

This summer, their journey will culminate in the Solar Car Challenge, a cross-country race from Fort Worth, Texas to Palmdale, California. The students will face rigorous tests and evaluations to demonstrate the capabilities of their solar-powered vehicle. I am so proud of this hard-working and talented group of young people from various schools in Metro Detroit and want to congratulate them on their achievements.

Please join me in recognizing Michigan's Heroes' Alliance Vehicle Technology Team, as we cheer them on to victory.

ALASKA RAILROAD CORPORATION
CENTENNIAL 1923–2023

HON. MARY SATTLER PELTOLA

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 13, 2023

Mrs. PELTOLA. Mr. Speaker, I respectfully ask my fellow Members of the 118th Congress to join the proud Members of the Alaska Delegation in congratulating and thanking the Alaska Railroad Corporation (ARRC) for 100 years of service to our State and to our Nation. The "Railroad," as we call it back home, and the builders, operators, and leaders that are its lifeblood, have been the backbone of the Last Frontier's evolution. For the last century, the Railroad has been catalyzing economic development, supporting war efforts, transporting passengers between Alaska's largest cities, helping build the Trans-Alaska Pipeline, investing in real estate, and facilitating tourism and commerce across miles of remote and beautifully wild landscapes.

Like Alaska itself, the Alaska Railroad story is full of peaks and valleys. The Alaska Central Railway (later renamed "The Alaska Railroad") laid the first track in Alaska in 1903. It started in Seward and extended 50 miles north. The Alaska Central Railway reorganized in 1910 as the Alaska Northern Railway Co., later extending the railroad to Kern Creek—71 miles from Seward. In 1914, the U.S. Congress, noting it's essential national importance, funded construction and operation of a railroad from Seward to Fairbanks at an estimated construction cost of \$35 million.

On July 15, 1923, President Warren G. Harding drove a golden spike in the ground at Nenana thereby connecting the track and marking the completion of the Alaska Railroad. From 1940–43, World War II brought large profits from hauling military and civilian supplies and materials. In 1962, the Alaska Railroad established its first car-barge service in Whittier, followed by train-ship service in June 1964, revolutionizing Alaska by enabling rail cars from the Lower 48 to be shipped to any point along the Alaska Railroad. In the early to mid-1970s, the railroad supported construction of the Trans Alaska Pipeline, shipping and storing pipeline between Valdez, Seward, and Fairbanks, from which it was then trucked to the North Slope. In 1981, the Railroad entered into agreements with Fairbanks and Anchorage school district career centers for a tour guide program that trained high school students to serve as hosts onboard summer passenger trains.

President Ronald Reagan penned into law the authorization of the transfer of the Alaska Railroad to the state in 1983. Officially, in 1985, it became the property of the state, and the Alaska Railroad Corporation was born. By 1996, ARRC showed a profit of \$8.0 million and passenger ridership had grown to 512,000. Former Governor Bill Sheffield became CEO in 1997. In the early 2000s, the ARRC's real estate operations exceeded \$11 million in profits for the first time and a web-based passenger reservation system was implemented. Simultaneously, the Railroad initiated a program to reduce diesel emissions and noise. And 2003 was the railroad's most profitable and safe year in its history up until that point. In 2013, the Railroad's own Bill O'Leary was named CEO, becoming the first

lifelong Alaskan to lead the Railroad. Today, the ARRC operates a regularly scheduled public transportation service extending from Seward north through the traditional lands of the Alutiiq and the lands of the Athabascan groups: the Dena'ina, Ahtna, and Lower Tanana people. Passengers gain access to remote regions and areas off the road system and to the state's public land treasures including the Chugach National Forest and Denali National Park, which are visited by hundreds of thousands of people annually. During the last 100 years, ARRC has proudly nurtured and promoted a relationship with the Alaska Native community. The ARRC team includes Native members throughout its history; from laborers during initial railroad construction between 1914 and 1923, to track maintenance during World War II, through to top leadership guiding corporate policy on the ARRC Board of Directors after state ownership.

The Executive Team is comprised of President and CEO William G. O'Leary, CFO Michelle Maddox, COO Clark Hopp, Chief Counsel Andy Behrend, Vice President of Real Estate & Facilities James W. Kubitz, Vice President of Marketing and Customer Service Dale Wade, Vice President Chief Engineer Brian Lindamood, and Chief HR Officer Jennifer Mergens.

The Board of Directors are Ryan Anderson, Commissioner, Alaska Department of Transportation and Public Facilities; John Binkley, Chairman, Godspeed, Incorporated; T.J. Dinsmore, Conductor/Engineer, ARRC; ARRC Board Vice Chair: Judy Petry, President & General Manager, Farmrail System; John Reeves, Owner, Fairbanks Gold Co., LLC; Julie Sande, Commissioner, Alaska Department of Commerce, Community & Economic Development; ARRC Board Chair: John Shively, Chair, Pebble Mines Corporation.

Throughout the Railroad's storied history, the corporation's team, as much as the iron and steel of the locomotives, has served as the foundational infrastructure driving economic development in my great state of Alaska. By carrying freight and passengers across wide expanses of wild plains, rivers, and mountains, and by harnessing human ingenuity and creativity, the Railroad has played an irreplaceable role in turning Alaska into a destination for tourists and new residents alike.

HONORING SISTER RICHELLE
FRIEDMAN FOR HER OUT-
STANDING CONTRIBUTIONS

HON. ROSA L. DeLAURO

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 13, 2023

Ms. DeLAURO. Mr. Speaker, I rise today to extend my heartfelt congratulations and deepest thanks to Sister Richelle Friedman, PBVM, as the Coalition on Human Needs honors her as their 2023 Human Needs Hero, for her years of extraordinary advocacy, analysis, coalition building, and leadership on a wide range of issues at the federal level.

Since arriving in Washington, DC in 1980, Sister Richelle has been a passionate champion and a tireless advocate for all Americans most in need. For more than 30 years Sister Richelle has focused her energies and commitment to expanding opportunities for people

experiencing poverty and other vulnerable populations. She fought for justice through her years of work at NETWORK, a Catholic Social Justice Lobby, the McAuley Institute, the Children's Defense Fund, and the Coalition on Human Needs. As the founder and leader of the SAVE for All Campaign (Strengthening America's Values and Economy for All), Sister Richelle has been a driving force for better public policy and an essential educator for Members on human needs programs, which is key in promoting and enacting good public policy.

Over the years, I have been proud to work with Sister Richelle Friedman on programs of mutual interest and concern. She has been a tireless champion of meeting human needs through investments in housing and programs to reduce poverty and hunger. She has been a strong voice of conscience, urging Congress towards equity, demanding that the rich and corporate interests pay their fair share of taxes and do not profit unfairly from government contracts. Sister Richelle has unfailingly conveyed reliable evidence that increasing tax credits for low- and moderate-income families, expanding access to food assistance and health insurance, ensuring justice for immigrants, and building economic opportunity for all are investments that help our nation move forward, leaving no one behind.

Through her decades of advocacy, she has helped members of Congress understand that increased wages, family supports such as childcare and paid leave, adequate retirement benefits and civil rights protections are the goals we must reach, no matter how long it takes. As a stalwart defender of the needs of those experiencing poverty, Sister Richelle has earned the praise of fellow advocacy organizations, the respect of ideological opponents, and the friendship of many of us on Capitol Hill.

I am honored to have this opportunity to stand today and pay tribute to Sister Richelle Friedman for her hard work and thank her for her commitment to social justice. She has left an indelible mark and set a standard of compassion, service, and advocacy to which we should all strive.

PERSONAL EXPLANATION

HON. EMILIA STRONG SYKES

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 13, 2023

Mrs. SYKES. Mr. Speaker, I was absent for votes so that I could attend the funeral of the late Congressman Tom Sawyer of Ohio. Had I been present, I would have voted NAY on Roll Call No. 292, NAY on Roll Call No. 293, and NAY on Roll Call No. 294.

HONORING ANGELA MUND

HON. NANCY MACE

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 13, 2023

Ms. MACE. Mr. Speaker, today I pay tribute to Angela Mund, DNP, CRNA. Dr. Mund will soon complete her year as national president of the American Association of Nurse Anes-

thesiology (AANA). I am proud that Dr. Mund was elected as the 2022–2023 president of this prestigious healthcare organization.

Certified Registered Nurse Anesthetists (CRNAs) are advanced practice registered nurses who administer more than 50 million anesthetics to patients each year. They work in every setting in which anesthesia is delivered including hospital surgical suites, obstetrical delivery rooms, ambulatory surgical centers, and the offices of dentists, podiatrists, and specialty surgeons. They also provide acute and chronic pain management services to patients in need of such care. CRNAs provide anesthesia for all types of surgical cases and are the sole anesthesia providers in many rural hospitals.

CRNAs have full practice authority in the Army, Navy, and Air Force and are the predominant provider of anesthesia on forward surgical teams and in combat support hospitals.

As a member of the AANA for 27 years, Dr. Mund has contributed greatly to the healthcare community in the Mount Pleasant area and nationwide. Dr. Mund's career spans 19 years with roles at the University of Minnesota as well as the Medical University of South Carolina. Providing the diverse and interrelated perspectives of a leader, educator, advocate, and clinician, she has testified before state legislative bodies as well as the U.S. House of Representatives on the important role CRNAs play in providing safe, quality anesthesia care.

Honorably discharged as captain from the U.S. Army Reserve Nurse Corps, Dr. Mund was previously the executive director of the Association of Veterans Affairs Nurse Anesthetists as well as its president.

Dr. Mund earned her Doctor of Nursing Practice, Master of Science, and Bachelor of Science in Nursing degrees from the University of Minnesota-Twin Cities. She completed her nurse anesthesia training at the Minneapolis Veteran's Affairs Medical Center School of Nurse Anesthesia.

During her AANA presidency, Dr. Mund has been a prominent advocate for the patients and practice of nurse anesthesia before federal agencies and members of Congress. She has worked tirelessly to promote anesthesia patient safety and the value of CRNAs to our healthcare system, especially at a time when that healthcare system has been hit hard by the COVID–19 pandemic. Dr. Mund has advocated to eliminate burdensome regulations for CRNAs, to have CRNAs recognized as full practice providers in the Veterans Health Administration, and to address underlying causes of surprise billing such as provider discrimination.

I extend my sincere congratulations to Dr. Mund today on a job well done. Her service to AANA and to her patients, and her commitment to safe, quality anesthesia care nationwide, are highly commendable. I ask my colleagues to join me in recognizing Dr. Mund's notable career and outstanding achievements.

REINTRODUCTION OF THE AMERICAN FOOD FOR AMERICAN SCHOOLS ACT OF 2023

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 13, 2023

Mr. GARAMENDI. Mr. Speaker, today I reintroduce the "American Food for American Schools Act." I thank Rep. DOUG LAMALFA (R–CA) for his support as the original cosponsor and U.S. Senators, MIKE BRAUN (R–IN), and SHERROD BROWN (D–OH), for sponsoring the companion.

This bipartisan, bicameral legislation would strengthen enforcement of the existing "Buy American" requirements under the U.S. Department of Agriculture's (USDA) in-school meal programs. Current law requires school districts to purchase domestically sourced food products for all federally funded in-school meals and afterschool snacks under the National School Lunch Program. However, even in agricultural communities like California's Central Valley, school districts continue to misuse taxpayer dollars to buy imported foods, unnecessarily, without informing parents. In numerous cases, these same imported foods have been recalled due to safety concerns and outbreaks of foodborne diseases. This is especially troubling as those same foods could have been sourced locally in the first place as required by federal law.

That is why our bipartisan bill would increase public transparency by allowing parents to know from where the food served to their children in school comes. School districts would be required to obtain a waiver from USDA to use federal taxpayer dollars to purchase foreign-sourced food products, when unavailable domestically. By requiring USDA to post on line all waivers granted for purchases of foreign-sourced foods served to students, our bill would provide American farmers the opportunity to seek out school districts in need of affordable, domestically grown foods.

In the 115th Congress, we included a "Buy American" enforcement provision for the Richard B. Russell National School Lunch Program in the Agriculture Improvement Act of 2018 (Pub. L. 115–334), commonly known as the 2018 Farm Bill. We also clarified the seafood caught by Untied States-flag vessels or within our Exclusive Economic Zone at sea are domestically sourced foods for the USDA in-school meal programs. This was a first step in addressing this critical issue for American farmers and parents with school-age children. Now, Congress needs to finish the job by passing our "American Food for American Schools Act" into law.

Mr. Speaker, I hope all Members will join us in cosponsoring the "American Food for American Schools Act." Our Nation's schoolchildren should be served nutritious, American-grown foods produced under the strictest food safety standards in the world, as required by federal law. That is exactly what our bill would accomplish. I look forward to working with the Committee on Education and Labor to ensure that our bipartisan bill is included in any future Child Nutrition Reauthorization or the upcoming Farm Bill.