

adults, and families, as well as addiction and recovery services for adults at Wilder Community Mental Health & Wellness Clinic—a Certified Community Behavioral Health Clinic (CCBHC) in Minnesota. As a CCBHC, Wilder increases access to community-based mental health and substance use disorder services, especially to underserved communities and serves individuals through in-person and telehealth appointments, regardless of ability to pay. Wilder's diverse team of mental health experts provides culturally appropriate mental health and wellness services that support people and their families. In addition, Wilder delivers mental health and wellness services in schools across Saint Paul and the Twin Cities.

Mr. Speaker, please join me in paying tribute to the caring and dedicated mental health professionals, practitioners, and staff of Amherst H. Wilder Foundation—as well as the people they serve—as they celebrate 100 years of providing critical community mental health and wellness services.

INTRODUCTION OF THE JUSTICE FOR VICTIMS OF FOREIGN VESSEL ACCIDENTS ACT

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 13, 2024

Mr. GARAMENDI. Mr. Speaker, today I introduce the “Justice for Victims of Foreign Vessel Accidents Act,” with Congressman HENRY C. “HANK” JOHNSON (D-GA) as the original cosponsor.

For years, I have been working to recapitalize the U.S.-flag international fleet of ocean-going, commercial vessels needed to support our military. I was honored to serve as the top Democrat on the House Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation from 2013 to 2018.

Less than a week after the foreign-flagged *Dalia* collided with the Francis Scott Key Bridge in Baltimore Harbor, the vessel's Singapore-based corporate owner filed in the U.S. District Court for Maryland to limit its total liability for the bridge collapse and recovery effort to just \$43.7 million, valuing the vessel at \$90 million. In doing so, the *Dalia's* owner invoked a federal law enacted in 1851, limiting their legal liability for damages to the dollar value of the vessel and its cargo, minus salvage costs. This tragic accident, which killed six and injured two workers on the Francis Scott Key Bridge, calls into serious question why U.S. law affords the owners of vessels flying foreign “flags of convenience” any liability shield.

Foreign-flagged commercial vessels like the *Dalia* are typically registered under the laws of unscrupulous jurisdictions that lack any Navy, Coast Guard, or ability to inspect commercial vessels to ensure safety, prevent environmental degradation, or stop maritime labor abuses. Furthermore, foreign ocean carriers or other vessel owners flying flags of convenience are often domiciled in offshore tax havens. For these reasons and more, U.S.-flag commercial vessels are already at a competitive disadvantage globally. The U.S. judicial system should not protect foreign competitors to the detriment of victims and their families.

That is why our “Justice for Victims of Foreign Vessel Accidents Act” would increase the liability for foreign-flagged vessels to up to 10 times the dollar value of the vessel and its cargo, minus expenses. This would ensure that victims and their families can hold foreign vessel owners accountable in federal court for wrongful death or personal injury claims. Current law only allows compensation for lost wages. Importantly, our bill would maintain the current liability threshold for U.S.-flagged vessels including those compliant with the Jones Act, which unlike foreign-flagged vessels are subject to U.S. law and inspected regularly by the Coast Guard and state regulators. Lastly, our bill would apply the higher liability level for damages by foreign-flagged vessels to March 25, 2024, the night before the Francis Scott Key Bridge's collapse.

Mr. Speaker, I strongly support the Maryland Delegation and the Biden-Harris Administration's ongoing work to rebuild the Francis Scott Key Bridge with federal funding as quickly as possible. I hope that the House will act swiftly on Congressman KWEISI MFUME's (D-MD) “Baltimore Bridge Response Invests and Delivers Global Economic (BRIDGE) Relief Act” (H.R. 7961). In the meantime, I encourage all Members of the House will join us in cosponsoring this commonsense reform.

NEWSLETTER FROM CONGRESSMAN CHUCK EDWARDS

HON. CHUCK EDWARDS

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 13, 2024

Mr. EDWARDS. Mr. Speaker, I include in the RECORD the following newsletter to give an update to my constituents on issues surrounding spending bills, healthcare consolidation, and government regulations.

DEAR FRIEND, I'm disappointed that the Do Our Job Act, the bill I introduced to keep us in DC until our budget work is completed, did not get the support it needed and deserved to make it to a committee hearing. But I've learned that many ideas need to be introduced many times before they get traction. Fixing how Washington works will not be easy, so I am undeterred, and I'll continue to push for this reform.

While I enjoy time in the district with my constituents, I would rather be in DC passing the rest of our appropriations bills and avoiding the threat of another government shutdown or continuing resolution.

The Do Our Job Act would have made sure that Congress did not leave for this district work period unless the House passed all 12 annual appropriations bills. While the House Appropriations Committee, which I am a member of, passed all 12 spending bills to be considered by the House, the House has only passed five of these 12 spending bills.

In the nearly five decades that our current appropriations process has been in place, Congress has only passed all 12 bills four times. Four times in almost 50 years. Western North Carolinians and the American people deserve better than an 8 percent success rate for funding our government.

The American people have been far too generous with us, and it is high time that we fix how Washington works.

INCREASED HEALTH COSTS, DECREASED QUALITY OF CARE

Western North Carolina is no stranger to high healthcare costs, and as a member of

the House Budget Committee, I want to share what we learned from the committee hearing that evaluated the budgetary effects of healthcare consolidation.

The hearing discussed the unsustainable trajectory of federal health spending and policy opportunities to combat consolidation and enhance free market competition; or to put it simply, how to make health care more affordable and more accessible for the American people.

The U.S. is seeing a surge in hospital mergers, resulting in increased federal health spending and higher patient costs. Simultaneously, patients have been experiencing lower quality of care, which is a less easily quantifiable but arguably worse consequence than dealing with high costs.

This is the reality right here in our mountains following the Mission HCA Healthcare acquisition in 2019. That is why I have demanded the Federal Trade Commission, the agency responsible for all acquisitions and mergers, re-review the Mission/HCA deal and take action to overturn the acquisition if malfeasance is found.

It is my mission as a member of the House Budget Committee and House Appropriations Committee to promote policies and funding that deter consolidation and promote greater choice, affordability, and quality of care for the citizens of NC-11 and beyond.

REVITALIZING COMMUNITIES IN WNC

During my time in our mountains, I continuously hear from constituents who are interested in developing environmentally challenged properties in Western North Carolina but decide not to because of the significant cleanup, redevelopment costs and time delays that are often required from environmental contamination.

The Economic Opportunity for Distressed Communities Act that I introduced would provide a tax incentive for those who decide to redevelop Superfund and brownfield areas by designating such environmentally challenged properties as Opportunity Zones. By incentivizing cleanup and development of brownfield and Superfund sites, we can create jobs, business opportunities and increase property values for Western North Carolina and nationwide.

REGULATIONS BACKED BY SCIENCE

As a small business owner, I have experienced the real-life consequences of new government regulations imposed by Washington bureaucrats who do not understand the implications of their misguided rules.

The Show Me the Science Act that I introduced would require federal agencies to publish the data that they use to inform decisions behind new rules. If a federal agency cannot prove that the benefits of a new rule outweigh the costs, then we should not burden the American people and Main Street businesses with unnecessary regulations.

Federal agencies make legally binding requirements on the public, often with an inability or unwillingness to share the information that they use to form the basis of their rules and fail to calculate the costs and benefits of those rules for American taxpayers.

We need to fix how Washington works by requiring more transparency in federal rule-making and improving congressional and public oversight of the rulemaking process.

“UNPLUGGED” TOWN HALL SERIES IS COMING TO MACON COUNTY

Join my next in-person town hall in Macon County on Thursday, August 15. The town hall will take place from 5:30 to 7:00 p.m. at the Robert C. Carpenter Community Building, 1288 Georgia Rd., Franklin, NC.

I'm looking forward to sharing an update about the latest legislative opportunities

and challenges in Congress and answering questions about the issues that matter to you. Don't miss out on this opportunity to connect with fellow Western North Carolinians who care deeply about our district and nation.

With my warmest regards,
CHUCK EDWARDS,
Member of Congress.

HONORING EDDIE'S RESTAURANT
ON THEIR 90TH ANNIVERSARY

HON. CLAUDIA TENNEY

OF NEW YORK
IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 13, 2024

Ms. TENNEY. Mr. Speaker, I rise today to recognize the 90th Anniversary of Eddie's Restaurant in Sylvan Beach, New York. Eddie Stewart, Sr. and his wife, Florence "Fifi" Stewart,

opened Eddie's Restaurant in 1934 as a seasonal hot dog stand on the shore of Oneida Lake. At the time, the hot dog stand seated eight people on stools. Daily, the restaurant reaches maximum capacity of 250 people and offers delicious American and Italian cuisine to residents and visitors of Sylvan Beach.

Eddie's and Fifi's legacy spans five generations and is now owned by their grandson, Edward (Rick) Stewart, III. The previous owners to Rick (Edward III) Stewart were Edward Stewart, Jr. and Leslie Wolcott Stewart. The rest of the Eddie's Restaurant legacy lies in Rick (Edward III) and his wife, Wendy; their great-grandson, Edward IV and his wife, Madelyn; a soon to be born great-great-grandson, Eddie V; great-granddaughter, Emily; great-grandchildren, Daunte and Nevaeh; their granddaughter, Alison and her husband, Anthony; and great-grandchildren; Ava Santa and Ania.

Eddie's Restaurant prides themselves on using high-quality ingredients to create their delicious meals and provide fast and friendly service. Over the years, Eddie's has provided service to many public figures such as Frank Sinatra, Duke Ellington, George Foreman, Harry James, Liza Minnelli, and The Ink Spots. Eddie's welcomes all individuals with their familial hospitality. The freshest fish, homemade Meat and Marinara sauce, hand-rolled meatballs, Italian house dressing, homemade pie, and ice cream desserts all can be found at this incredible family owned business.

Recognizing a long-standing family-owned business for their dedication and diligence to enhancing their community is a highlight of this position in Congress. Ninety years and five generations of Eddie's Restaurant is a testament to the love they have for their business and community. Congratulations again on this amazing accomplishment.