

President and CEO Cindy Pasky on their 25th Anniversary. Their longevity as a company is a testament to their innovative services, the drive of their leaders, and the hard work of their employees. The mission of Strategic Staffing Solutions (S3) is to build trusting relationships and deliver solutions that positively impact their customers, consultants, and community. This has been a mission that President and CEO Cindy Pasky and her team have proudly embodied for the past 25 years in Metro Detroit. They deserve to be commended for this milestone anniversary and for their contribution to the renaissance of Detroit.

Founded in 1990, Cindy Pasky set out to create a company that would set the standard for service and community engagement and has succeeded in an extraordinary way. In the first year, S3 posted revenues over two million dollars and was employing over forty consultants and team experts; incredible growth for a start-up company. Today, S3 is one of the largest and fastest growing staffing firms in the country, employing over twenty seven hundred team members with offices across the United States and Europe. We are proud to have such a strong global company headquartered in Metro Detroit.

The company has been a great success, but the impact that President and CEO Cindy Pasky has had on our region is almost immeasurable. Cindy is involved in a wide variety of regional collaborative and charitable organizations all with the goal of creating a more beautiful and prosperous Detroit region. In acknowledgement of her work, Cindy has been inducted to the Michigan Women's Hall of Fame, named Michigania of the year by the Detroit News and named a Woman of Achievement by Michigan WIPP. In addition, she is Founding Chair of the American-Lithuanian Business Council and serves on the Investor Advisory Committee of the Government of Lithuania. In sum, Cindy Pasky is considered among the most influential and accomplished people in our region and state, and I am fortunate that I can call her a friend.

Mr. Speaker, I ask my colleagues to join me in honoring Cindy Pasky and Strategic Staffing Solutions for 25 years of success, service and commitment.

RECOGNIZING FOREST PRODUCTS

HON. G.K. BUTTERFIELD

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 5, 2015

Mr. BUTTERFIELD. Mr. Speaker, we recently celebrated National Forest Products Week. Today, I rise to recognize the importance of the forest products industry to the United States, and in particular, my home state of North Carolina where the industry sustains over 40,000 jobs.

Many of those stable and good-paying jobs are in rural communities including Roanoke Rapids, Plymouth, and New Bern, in North Carolina's First Congressional District which I represent. The economic and employment opportunities provided by the forest products industry are especially important to those communities and others I represent.

The forest products industry is evolving. It is the largest producer and user of bioenergy. And further investments in and expansion of

bioenergy—at these mills and bioenergy facilities like Craven County Wood Energy—are being made today. These efforts help reduce our country's greenhouse gas emissions and create innovative new markets to help conserve forestland for rural jobs, recreational activities, and wildlife protection.

Mr. Speaker, I urge my colleagues to join me in recognizing National Forest Products Week. The industry creates and sustains jobs, makes important economic contributions to our communities, and is innovating and developing new technologies supporting a healthier environment.

HIRE MORE HEROES ACT OF 2015

SPEECH OF

HON. GWEN MOORE

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 4, 2015

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 22) to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act:

Ms. MOORE. Mr. Chair, a driver's license is not only a rite of passage for many youth but also a gateway to employment opportunities and to jobs that are increasingly located far from public transportation.

In my district, the majority of job openings in the Milwaukee area are beyond the bus lines.

Yet, vast disparities exist in access to this critical document needed for the world of work, especially among minority youth who live in the poorest neighborhoods.

According to a recent report, only 4% of over 6,500 sixteen-year-olds in some of Milwaukee's poorest zip codes have driver's licenses in good standing. In contrast, in wealthier zip codes, over 30% of sixteen-year-olds have driver's licenses in good standing.

Less than 25 percent of the 19,000 black males age 16 to 24 in Milwaukee County had a driver's license in good standing in 2015, compared to nearly half of the 32,000 white males in that age group.

29% of African American females ages 16 to 24 in Milwaukee County have a driver's license in good standing, compared to 57% of the white females in that age cohort.

Only 12% of 17-year-old African American males in Milwaukee County have driver's licenses in good standing.

One reason for this disparity is that in the poorest neighborhoods, there are few families that are able to afford the costs of classroom and behind-the-wheel driving instruction now required for licensing of school-age youth.

My state, Wisconsin, ended state support for driver education in March 2004 after the federal government stopped supporting driver's-ed in schools.

According to NHTSA, in the 1970s in all States and the District of Columbia, about 95 percent of eligible students received driver education coursework, usually in their high

schools. Now, there are minimal or no funds available for effective program management in States and jurisdictions and many programs, in whole or in part, have been removed from the schools altogether, or are only offered after school, on weekends, or during summer vacation.

A number of other states have eliminated funding for driver's education in schools even as they are moving to Graduated Driver's licensing requirements that impose additional costs on young people seeking to drive legally.

Graduated Driving License systems often include a learner's permit period, followed by a provision license with nighttime restrictions during late night hours, limitations on the passengers teens may carry, and prohibition of use of any electronic communication device while driving, followed by a period of time when teens may drive unsupervised without crashes or citations. They often include mandated classroom instruction as well as behind the wheel time.

Congress is incentivizing states to adopt GDL systems.

As publicly funded driver's education declines, the only other way to get driver's training is through paying private providers. However, this becomes a barrier for low-income and low-resource teens who still need to comply with increasing GDL requirements.

My amendment would allow the use of teen driving safety funds to support school based driver's education, especially to meet a state's GDL requirements. States that choose to take advantage of this option will help driving safety among this high risk populace, reduce racial and economic disparities that exist between those who hold and do not hold a valid driver's license, and help address lack of employment opportunities for youth (limited by lack of transportation).

Improving access to quality driver's education classes can be an effective way to reduce the crash risk for young drivers by focusing efforts on areas of teen driving that show the most promise for improving safety.

Allowing for the use of federal funds to support school-based driver's education will ensure that more young drivers can meet the new requirements and be safer drivers. It would also help reduce unlicensed driving.

A 2012 report by NHTSA (A Fresh Look at Driver Education in America) found that driver education appears to do a good job in preparing students to pass State licensing examinations and that expanding driver education training beyond the current classroom and behind-the-wheel training by integrating it with graduated driver licensing may have increased traffic safety benefits for young drivers, among other findings.

I also want to talk about another reason for the wide gap in access to driver's licenses for low-income youth; the growing practice by state and local government of suspending licenses for nonpayment of fines that have nothing to do with unsafe driving. My amendment initially addressed this issue but I dropped those provisions. I have introduced a bill, Young Adults Driving Safety Act of 2015 (H.R. 3792) to address this second issue.

Court-ordered suspension of driving privileges for low-income residents of all ages is increasingly being used to collect municipal fines, forfeitures and fees (including violations unrelated to driving).