

District and similar communities nationwide from dangerous hazardous material shipments by mandating that federal regulations and penalties be developed to increase security and safety for the shipment of these materials through high-threat urban areas. My amendment was not included in the final bill signed into law. While freight companies have begun working with DOT to voluntarily reroute the shipment of certain materials that are toxic or poisonous by inhalation, or explosive from these communities, there is no federal law requiring them to reroute the materials.

This bill would require the Secretary of Transportation to issue regulations to require enhanced security measures for shipments of security-sensitive materials. The bill also requires railroad carriers to use the most secure route and storage pattern to avoid moving certain hazardous materials by rail through selected high-threat urban areas. These security sensitive materials include a highway route-controlled quantity of a Class 7 (radioactive) material; more than 25 kilograms of a division 1.1, 1.2, or 1.3 explosive; more than one liter per package of a material poisonous by inhalation; shipment in other than a bulk packaging of 2,268 kilograms gross weight or more of one class of hazardous materials for which placarding of a vehicle, rail car or freight container is required; and select agents or toxins regulated by the Centers for Disease Control and Prevention.

High-profile derailments in North Dakota, Virginia, West Virginia, and Canada demonstrate the need for this legislation. Ethanol, which is flammable, still travels through big cities, and even within a few blocks of the U.S. Capitol. This bill will protect our communities from the risk created by trains carrying hazardous materials.

I urge support for this bill.

RECOGNIZING SI SI HAN

HON. ERIC SWALWELL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. SWALWELL of California. Mr. Speaker, along with my colleague, Congresswoman BARBARA LEE, I rise to recognize Si Si Han in celebration of her life.

Si Si was born in Burma on November 16, 1971. She came to the United States in 2002 when she married her husband, Ryan Saw. San Lorenzo would eventually become home for Si Si, Ryan, and their 10-year old daughter, Ashly.

Si Si worked for Caltrans for more than 10 years. Members of the Cal Trans team who worked with Si Si closely said that, rain or shine, she always had a smile on her face.

Early in the morning on December 2, 2017, Si Si was collecting tolls on the eastern span of the Bay Bridge. Only a few minutes into her shift, a box truck collided with the toll booth in which Si Si was working, killing her.

Si Si was not scheduled to work that morning, but she was always willing to help out when needed. Si Si tried to work mornings often so that she had more time to spend with her family. Those closest to Si Si said that she worked tirelessly to provide her daughter with the best opportunities available.

Si Si was a dedicated mother, wife, and daughter. She was a valued friend and col-

league among her Caltrans District 4 family as well. One colleague described Si Si as “the light of the bridge.”

Today, we stand to honor the memory of Si Si Han. Her generosity and kindness will never be forgotten. We are grateful to have had Si Si as a member of our Bay Area community. Our thoughts and prayers are with her family and friends, and may her warm spirit forever light the bridge she tended.

HONORING THE LIFE OF COL. WELSEY L. FOX, USMC (RET.)

HON. ROBERT J. WITTMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. WITTMAN. Mr. Speaker, I rise today to honor the life of Col. Wes Fox. Col. Fox enlisted in the United States Marine Corps in 1950 at the start of the Korean War to begin his 43-year career. Wes served 16 years as a noncommissioned officer before commissioning as a second lieutenant and retiring as a colonel.

Col. Fox valiantly served the nation and became a recipient of the Medal of Honor for his actions in Vietnam. He led his men through heavy fire, even picking up the weapon of a Marine killed in action, to continue fighting the enemy. Col. Fox sustained severe injuries from shrapnel, continued to lead his Marines, and called in air support. After the battle was over, Fox refused medical treatment, set up an supervised a defensive perimeter, and remained until all the Marines were evacuated. According to his Medal of Honor citation, “his indomitable courage, inspiring initiative, and unwavering devotion to duty in the face of grave personal danger inspired his Marines to such aggressive actions that they overcame all enemy resistance and destroyed a large bunker complex.” Col. Fox retired from the Marines in 1993 with decorations including the Bronze Star and Purple Heart.

After retirement, Col. Fox served as the Deputy Commandant of First Battalion in the Corps of Cadets at Virginia Tech. Col. Fox authored two books: “Marine Rifleman: Forty-Three Years in the Corps (Memories of War)” and “Six Essential Elements of Leadership: Marine Corps Wisdom from a Medal of Honor Recipient.” I am honored to have known Wes and to have served as a witness to the countless lives he touched through his selfless service and leadership. He is survived by his wife, Dottie; three daughters; four brothers; four sisters; and nine grandchildren.

Mr. Speaker, I ask you to join me and countless others as we recognize the many contributions of Colonel Wesley L. Fox.

HONORING MARJORIE DICKINSON, UPON HER RETIREMENT FROM THE UNIVERSITY OF CALI- FORNIA, DAVIS (UC DAVIS)

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. GARAMENDI. Mr. Speaker, I rise today to recognize the distinguished career of Mar-

jorie Dickinson, a tireless advocate for California higher education. Since 1987, Marjorie has served as the Assistant Chancellor for Government and Community Relations for the University of California, Davis. As the first person to be appointed to the position, her impact on shaping the university’s Government and Community Relations program cannot be understated.

Marjorie and her team serve to represent UC Davis to local, state, and federal government officials, advocating for the university community on a wide array of issues. Her work has cultivated positive relationships within the local community while also balancing a national perspective, helping UC Davis continue to be a leader in the field of higher education whose impact is truly global.

A product of the University of California system herself, having graduated from the University of California, Berkeley, Marjorie has also served with the California Post-Secondary Education Commission. Her entire career is a testament to her dedication to higher education in our state, and her passion for the University of California is constantly on display.

Marjorie’s remarkable tenure is coming to an end, but she is preparing to embark on the next phase of her life: a well-earned retirement. We want to express our sincere gratitude to Marjorie for her three decades of service, and we are joined by the entire UC Davis community in wishing her nothing but the best for the future.

HONORING THE LIFE OF HAROLD “BABE” ERDOS

HON. TIM RYAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. RYAN of Ohio. Mr. Speaker, today I rise to remember the life of Harold “Babe” Erdos who died on July 21, 2017 after a long battle with cancer. Babe lived in Morristown, Ohio with his wife Sue.

Babe was a third-generation coal miner and a union man. He was a union member for 46 years and United Mine Worker of America member for 43 years with Local Union 1304. After working underground for many years, he joined the staff of the United Mine Workers of America (UMWA) as a union organizer. In this position, he used his family’s stories and experiences to advocate for miners. In 1983, he became actively involved in the political component of UMWA where he worked to influence legislators and to inform miners about legislation that would affect them. Even after retirement, he remained actively involved in the political action of the union. Babe considered this group of miners as a family rather than simply a profession. While Babe is perhaps most known for his work with the coal miners, he also served in the United States Army during the Vietnam War and later in life he was elected Mayor of his hometown of Cadiz, Ohio.

But above all, Babe was a dedicated husband, father, union member, and member of the community. Those who had the pleasure of knowing him spoke of his character and commitment to representing working class people. He is remembered as a man who

never complained and always carried himself with a dignity that defined who he was. He leaves behind an enormous legacy and some big shoes to fill in the union. I extend my deepest sympathies to Babe's family, friends, and Union family. I know he is deeply missed by all.

STOP UNDERRIDES ACT OF 2017

HON. STEVE COHEN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. COHEN. Mr. Speaker, I rise in support of the Stop Underrides Act, a bipartisan, bicameral bill I introduced earlier today along with my colleague on the Transportation & Infrastructure Committee, Rep. DESAULNIER from California, and in the Senate, Senators GILLIBRAND and RUBIO, to prevent deadly truck underide crashes.

An underide crash is when a car slides under the body of a large truck, such as a semi-trailer, during an accident. In these instances, the safety features of passenger vehicles are not able to prevent passenger compartment intrusion and often result in severe or fatal injuries even at low speeds.

Too many lives have been lost or forever altered by these preventable crashes and the time has come for Congress to act.

The Stop Underrides Act does just that—lays out a path to bring an end to these terrible and all too often fatal accidents by requiring all large truck trailers to have front, side, and rear underide guards.

These guards, if installed would have likely prevented the death of Michael Higginbotham, who was killed in an underide crash in Memphis and whose parents, Randy and Laurie Higginbotham, have inspired me to take action on this long overdue issue.

It's simple. This legislation will save lives, it's the right thing to do, and that is the bottom line.

This is common sense legislation and I urge my colleagues to support the passage of the Stop Underrides Act.

PERSONAL EXPLANATION

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. LARSON of Connecticut. Mr. Speaker, on December 7, 2017 I missed Roll Call vote 671. Had I been present, I would have voted yea.

RECOGNIZING THE CONTRIBUTIONS OF STANTON GILDENHORN ON THE OCCASION OF HIS 75TH BIRTHDAY

HON. JAMIE RASKIN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Mr. RASKIN. Mr. Speaker, I rise today to recognize the great contributions that have

been rendered to our country and to my home state of Maryland by my constituent and wonderful friend, Stanton Gildenhorn. I offer these remarks just a few days ahead of Stan's 75th birthday next week.

Stan is a well-known public servant, politico, and television personality in our community. He got his start as the youngest staffer in President John F. Kennedy's White House and later worked for the U.S. Securities and Exchange Commission.

Stan earned a J.D. from the George Washington University School of Law and worked as an attorney in private practice for many years, including in Rockville. He also put his superior legal skills to good use to benefit our community by working at non-profit organizations like the Montgomery County Humane Society and serving as both the Chairman and Counsel for the Montgomery County Democratic Central Committee.

A passionate political thinker and strategist, Stan has managed or worked on dozens of campaigns in the last 40 years, at nearly every level of government, and chaired the Montgomery County Charter Review Commission. He was a fixture on national and local television shows for decades, and continues to offer valuable and incisive political commentary today.

I am honored to recognize the important contributions of my constituent, Mr. Stanton Gildenhorn today and hope this chamber will join me in wishing him a happy 75th birthday.

HONORING JACKIE GILLAN, PRESIDENT OF ADVOCATES FOR HIGHWAY AND AUTO SAFETY

HON. JANICE D. SCHAKOWSKY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 12, 2017

Ms. SCHAKOWSKY. Mr. Speaker, I rise to celebrate the career of Jackie Gillan, President of Advocates for Highway and Auto Safety. Jackie will soon be retiring after nearly 30 years with Advocates.

For decades, Jackie has been at the forefront of transportation safety—in and out of government. Her record of public service is impressive. She served as a staffer at the U.S. Department of Transportation during the Carter Administration and in the U.S. Senate. She has also worked at state transportation agencies in New Jersey, Ohio, and California.

I know Jackie from her post-government career as a champion for consumer safety. She joined Advocates as a board member in 1989. She became Vice President a year later and President in 2011.

Under her leadership, Advocates has worked effectively at the federal and state levels to improve child safety; strengthen laws against impaired driving; require seatbelts, child restraints, and motorcycle helmets; establish teen driver programs; and increase funding for highway and auto safety. In 2002, two-year-old Cameron Gulbransen was killed in a tragic back-over accident. With Jackie's help, I passed a bill in Cameron's memory to require back-up cameras in passenger vehicles. The fight did not stop there though. We fought for years afterward to implement the law until the National Highway Traffic Safety Administration finalized a rule in 2014. Thanks

to Jackie's tireless efforts, back-up cameras are now standard in Model Year 2018 passenger vehicles.

This year, we have been working together to pass the HOT CARS Act, which would help prevent child heatstroke deaths by requiring rear seat reminders. Jackie has been an ally in numerous other efforts as well, from limiting the sale of cars under open recall to ensuring the safe deployment of autonomous vehicles.

Jackie leaves her current role with an impressive legacy of crashes prevented, injuries averted, and lives saved. But I don't expect Jackie to disappear into retirement. As she moves from President to President Emeritus of Advocates for Highway and Auto Safety, I am confident that she will continue to be a safety champion. And whether they know it or not, everyone on the road today owes a little bit of gratitude to Jackie Gillan.

CYBERSECURITY AND INFRASTRUCTURE SECURITY AGENCY ACT OF 2017

SPEECH OF

HON. SHEILA JACKSON LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, December 11, 2017

Ms. JACKSON LEE. Mr. Speaker, I rise to speak in support of H.R. 3359, the Cybersecurity and Infrastructure Security Agency Act of 2017.

I thank Chairman MCCAUL for introducing this important piece of legislation that addresses the cybersecurity needs of our nation.

H.R. 3359, amends the Homeland Security Act of 2002 to redesignate the Department of Homeland Security's (DHS's) National Protection and Programs Directorate as the Cybersecurity and Infrastructure Security Agency (CISA).

Under its new designation the CISA would be headed by a Director of National Cybersecurity and Infrastructure Security, who will be responsible for leading national efforts to protect and enhance the security and resilience of U.S. cybersecurity, emergency communications, and critical infrastructure.

CISA will be composed of DHS components reorganized as: the Cybersecurity Division; the Infrastructure Security Division; and the Emergency Communications Division, which was previously the Office for Emergency Communications.

The agency will also have its own privacy officer to ensure compliance with relevant federal laws.

CISA must carry out DHS's responsibilities concerning chemical facilities antiterrorism standards.

The bill requires DHS to: develop, implement, and continually review a maritime cybersecurity risk assessment model to evaluate current and future cybersecurity risks;

seek input from at least one information sharing and analysis organization representing maritime interests in the National Cybersecurity and Communications Integration Center;

establish voluntary reporting guidelines for maritime-related cybersecurity risks and incidents;

request that the National Maritime Security Advisory Committee report and make recommendations to DHS about methods to enhance cybersecurity and information sharing