

and for its contribution to the communities of Will and Kankakee Counties.

TRIBUTE TO ELLEN TAUSCHER

HON. JACKIE SPEIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Ms. SPEIER. Madam Speaker, I rise today in recognition of the lifelong contributions made by Ellen Tauscher, who led the charge in every aspect of her life, from politics to world diplomacy and from Wall Street to motherhood.

She was a woman with strong convictions, a steel backbone, and an unshakable moral compass. As a Democratic centrist she didn't let party politics rule every decision and bucked a lot of trends.

Ellen never met an obstacle she couldn't overcome. Frustrated as a working mother struggling with lack of access to quality childcare, she wrote a book to help other moms and put her money and her time where her mouth was by founding a service to screen prospective child-care providers and donating hundreds of thousands of dollars to California and Texas schools.

She broke new ground as one of the first women to hold a seat on the New York Stock Exchange. At age 25, she was the youngest woman there ever. Ellen also was an officer on the American Stock Exchange and worked as an investment banker and bond trader for 14 years before she became one of the driving forces behind Sen. DIANE FEINSTEIN's successful 1992 bid for the U.S. Senate.

In 1996, Ellen ran against Congressman William P. Baker, the Republican incumbent, in a heavily conservative district in the East Bay. She won the race, and the votes of many Republican women, with her common-sense campaign in favor of access to abortion, increased spending on education, gun-control legislation, and focus on fiscal responsibility.

She served 13 years in Congress, including her work in the House Armed Services Committee, formerly known as the National Security Committee, and as chairwoman of the Strategic Forces Subcommittee.

Ellen's interest in arms control and nuclear weapons was a key asset during her tenure as a diplomat in the Obama Administration. She was integral to the negotiation of the New Strategic Arms Reduction Treaty of 2010, which brought American and Russian nuclear arsenals to their lowest levels in nearly 60 years. As Hillary Clinton said, "She made American and the world safer through her work on arms control . . ."

And she did all of this with a beautifully infectious smile that lit up any room she entered.

My heart goes out to Ellen's daughter, Katharine, and her other family members who lost her far too soon. I can only hope that they are able to take some comfort in knowing Ellen's legacy to make the world a better, safer place will live on.

INTRODUCTION OF THE DUCK BOAT SAFETY ACT, TO IMPLEMENT SAFETY REGULATIONS RELATED TO AMPHIBIOUS PASSENGER VESSELS AND FOR OTHER PURPOSES

HON. ANDRÉ CARSON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Mr. CARSON of Indiana. Madam Speaker, I am pleased to reintroduce the Duck Boat Safety bill, to implement safety regulations for amphibious passenger vessels. These safety recommendations were made by federal agencies to address known problems associated with duck boats that have resulted in far too many injuries and fatalities.

I became aware of these problems when my constituents, the Coleman family, were involved in a horrible duck boat accident on July 19, 2018 in Branson, Missouri. Tia Coleman was one of only two survivors in her family of 11, losing her husband Glenn and her children Reece (nine years old), Evan (seven years old), and Arya (one year old). Tia's 13-year-old nephew, Donovan Coleman, was the other surviving family member, losing his mother Angela, his younger brother Maxwell (two years old), his uncles Ervin (76 years old) and Butch (70 years old), and his aunt Belinda (69 years old). Boarding a duck boat on Table Rock Lake started out as a fun outing for this family, but it turned into an unspeakable tragedy when the boat capsized and sank. Seventeen of the 31 passengers on board were killed.

Investigations by state and federal authorities are still underway, and lawsuits are pending over the specifics of this incident. But there is a long record of problems associated with duck boat operations that should be addressed now. Since 1999, more than 40 people have died in duck boat accidents, the vast majority of them from drowning when the vessel sinks. In 2002, the National Transportation Safety Board (NTSB) issued recommendations to improve the safety of the vessels in cases of flooding or sinking, but little has been done to implement those measures. We know from these past incidents that more can be done to make these vessels safe. Congress does not need to wait to act.

While we wait to learn more about the specific circumstances and causes that led to the tragedy on Table Rock Lake, this legislation would implement the NTSB's past recommendations to improve the ability of duck boats (officially referred to as "amphibious passenger vessels") to stay afloat in a flooding or sinking situation.

Specifically, this bill would direct the Coast Guard to issue regulations within one year of enactment to require operators of amphibious passenger vessels to retrofit their vessels to provide reserve buoyancy. Vessel operators would have no longer than two years to comply with the requirements.

While vessel operators work to comply with the reserve buoyancy requirements, this bill directs them to implement interim measures to improve vessel safety, including:

a. Removing canopies from vessels for waterborne operations, or replacing canopies with structures that do not restrict escape in the event of flooding or sinking;

b. If canopies are removed, requiring that all passengers wear a personal flotation device while the vessel is on the water;

c. Permanently closing all unnecessary access plugs and reducing through-hull penetrations to the minimum number and size necessary;

d. Installing independently-powered electric bilge pumps;

e. Installing no fewer than four independently-powered bilge alarms;

f. Mandating inspection of vessels in water after each through-hull penetration;

g. Verifying watertight integrity of vessels in the water at the outset of each waterborne departure; and

h. Otherwise complying with existing Coast Guard regulations related to the inspection, configuration, and operation of such vessels.

Those vessels that do not meet the one-year deadline to implement interim safety measures, as well as those that do not meet the two-year deadline to install reserve buoyancy systems, would be prohibited from operating on U.S. waterways until they are compliant.

Madam Speaker, I hope my colleagues will join me in supporting this bill to make common-sense corrections to the persistent safety problems facing duck boats so that no other family must face the kind of tragedy experienced by my constituents on Table Rock Lake. I urge the House to support this bill.

INFRASTRUCTURE WEEK

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 2019

Ms. JOHNSON of Texas. Madam Speaker, I rise today to voice my support for the 7th annual Infrastructure Week, which runs May 13 through 20. America's businesses, workers, citizens, and elected leaders from all levels of government are all united around one message: America's future will be shaped by the infrastructure choices we make today.

In the 116th Congress, my fellow Transportation and Infrastructure Committee colleagues and I are working across the aisle to achieve key objectives for the people, including creating and sustaining family-wage jobs, improving the daily lives of Americans, preserving and protecting our environment, building sustainable and resilient communities, and ensuring U.S. economic competitiveness.

Specifically, in my home state of Texas, we have worked to establish milestones such as laying the groundwork for the Texas Central high-speed passenger rail line, which will connect the fourth and fifth largest economies in the country in less than 90 minutes. In Dallas, there are currently over \$2 billion dollars in active highway projects and an additional \$1.5 billion in design-build projects. In Congressional District 30 alone, there are \$1 billion dollars' worth of projects under construction. Other investments include a new 26-mile regional transit passenger rail line, an airport runway realignment project, and expansions of one of the largest inland ports as well as major interstates and highways. These efforts have contributed to a \$70-billion-dollar economic impact and nearly 67,000 jobs.

While we are focused on the need for sustainable infrastructure, we must also highlight