

honor and recognition of the service of 53 years in the United States Congress.

John Conyers, throughout newspapers across America, is called a civil rights icon, a man who won reelection time after time with 80 percent of the vote.

I offer my deepest sympathy to his beautiful wife, Monica, and his sons, John and Carl, but most of all, I say to America: Those who are voiceless, John Conyers was there; but those who were silenced, who tried to be heard, John Conyers was there.

In every important piece of legislation for the last half century, John Conyers was there: voting rights, fair housing, the Clean Air Act, and the Clean Water Act.

Yes, he is an icon, but he is a person of this Nation. An honored servant and former military, he is to be honored, and I look forward to saluting him in days to come.

May he rest in peace.

VETERAN SUICIDE CRISIS

(Mr. JOHNSON of Louisiana asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. JOHNSON of Louisiana. Mr. Speaker, as we approach Veterans Day, I rise to bring awareness again to the alarming rate of veteran suicide.

This country owes all of our veterans and armed services personnel a limitless debt of gratitude for their sacrifices, so many that they made on our behalf. Our country simply wouldn't be the Nation it is today, of course, were it not for the many ways in which they have valiantly served.

Very sadly, veteran suicide remains an urgent crisis that devastates too many families across our Nation every single day. The statistics are staggering. We know now that we lose up to 6,000 veterans to this unspeakable tragedy every year.

For far too long, our country's brave men and women who fought abroad for our freedoms fall victim to suicide when they return home, and, of course, they leave families without fathers, mothers, brothers and sisters, sons and daughters.

There are few things more heart-breaking than to hear of another brave

soldier taking their own life, and we naturally ask the questions: How could this one have happened? Is there more that we could have done to intervene?

I just want to say this. Here in Congress, we have a moral obligation to ensure that our veterans are given top priority and the resources and quality healthcare they need and truly deserve.

We will continue to work on that priority. We will continue to advocate for all of those who served, and we will continue to draw attention to this terrible crisis in America.

May God bless and watch over all of our troops and all those who have served the call of freedom.

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INFRASTRUCTURE FUNDING

(Ms. KAPTUR asked and was given permission to address the House for 1 minute.)

Ms. KAPTUR. Mr. Speaker, today the House approved H.R. 2440, the Full Utilization of the Harbor Maintenance Trust Fund Act of 2019. Nearly every segment of our Nation's infrastructure is in disrepair due to chronic underfunding, including our Nation's water infrastructure, a true lifeblood of our economy.

This year, as he did last year, President Trump proposed drastic cuts to the Army Corps of Engineers' budget. Unbelievable. But our Appropriations Committee rejected his proposals and those cuts. Today I stand with my colleagues on the Transportation and Infrastructure Committee to call for greater investment in our water infrastructure.

For our part, the House passed the FY20 Energy and Water Appropriations bill that included \$1.6 billion from the harbor maintenance trust fund, an increase of \$147 million above fiscal year 2019 and \$732 million above President Trump's paltry and unrealistic budget request.

Big, medium, and small ports across our country are efficient economic engines that anchor jobs and progress. They are hubs of production for communities everywhere. And, yes, they rely on leadership from this Congress to fund their maintenance.

I congratulate Representative DEFazio for his hard work in writing H.R.

2440 and hope we continue the momentum to utilize the Harbor Maintenance Trust Fund Act.

Mr. Speaker, I include in the RECORD a letter from the Port of Cleveland.

PORT OF CLEVELAND,
October 28, 2019.

Hon. MARCY KAPTUR,
Congresswoman, 9th District of Ohio,
Washington, DC.

DEAR CONGRESSWOMAN KAPTUR: The Port of Cleveland is pleased to know that an important bill will be considered on the House floor on Monday, October 28. The bill, H.R. 2440, the Full Utilization of the Harbor Maintenance Trust Fund, has bipartisan support on the Transportation and Infrastructure Committee and I urge your support for the measure.

As you know, the Port of Cleveland and others in our state depend on the Corps of Engineers' civil works program. Our port relies on the maintenance dredging work each and every year. Around \$8 million is needed every year to keep the Cuyahoga River Federal shipping channel, the port's breakwater and related infrastructure in a condition that enables the safe navigation of ships and mariners. Major American industry and U.S. exports rely on maintenance dredging that occurs twice each year.

Since 1986, when Congress created the Harbor Maintenance Tax (HMT) and Harbor Maintenance Trust Fund (HMTF), most cargo in American ports is charged an ad valorem tax for the purpose of covering Federal channel maintenance-related costs in U.S. seaports. In the first years, the tax revenue was fully spent on Federal channel maintenance but soon revenues increased and a surplus was allowed to accumulate in the trust fund, even as many shipping channels in the country were not fully maintained to their design depths and widths. Overtime, the Harbor Maintenance Trust Fund balance has been allowed to grow to over \$9 billion while Congress has continued to under-spend on the infrastructure that is our national navigation system.

In more recent years, the House and Senate became more alert to the inadequately maintained American ports and the existence of the HMT and HMTF. Targets for maintenance spending were approved in WRDA 2014 and appropriations have increased. We ports have appreciated that improvement, but the fact is that the unused HMT revenue continues to accumulate while maintenance dredging in many parts of the country, including on the Great Lakes, is insufficient. The graph below, prepared in 2016, provides a snapshot of spending versus tax revenue. (In the years since, the trend is much the same with a projected HMTF balance (per FY 2020 budget) of as much as \$10.4 billion.

20 YEARS OF THE HARBOR MAINTENANCE TRUST FUND

[Dollars in millions]

HMTF Cash Flow:	1998 Actual	1999 Actual	2000 Actual	2001 Actual	2002 Actual	2003 Actual	2004 Actual	2005 Actual	2006 Actual	2007 Actual
BOY Balance	1,106	1,246	1,556	1,621	1,777	1,850	2,001	2,299	2,695	3,234
Receipts & Interest	651	607	767	816	730	737	946	1,102	1,337	1,427
Outlays	-511	-297	-702	-660	-657	-586	-648	-706	-798	-910
EOY Balance	1,246	1,556	1,621	1,777	1,850	2,001	2,299	2,695	3,234	3,751

HMTF Cash Flow:	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	2015 Actual	2016 Est.	2017 Request
BOY Balance	3,751	4,559	5,003	5,474	6,280	6,958	7,806	8,316	8,684	9,064
Receipts & Interest	1,594	1,253	1,299	1,629	1,587	1,696	1,617	1,517	1,662	1,802
Outlays	-786	-808	-828	-823	-909	-848	-1,107	-1,149	-1,282	-986
EOY Balance	4,559	5,003	5,474	6,280	6,958	7,806	8,316	8,684	9,064	9,980