

Finally, were we truly men of dedication—with an honor mortgaged to no single individual or group, and compromised by no private obligation or aim, but devoted solely to serving the public good and the national interest.

Courage—judgment—integrity—dedication—these are the historic qualities of the Bay Colony and the Bay State—the qualities which this state has consistently sent to this chamber on Beacon Hill here in Boston and to Capitol Hill back in Washington.

Madam Speaker, we are called to serve in this great country with courage, judgement, integrity, and dedication. And when those among us—those in the highest positions of public trust—willingly corrupt those values for personal benefit, it is incumbent upon us to act, however reluctantly.

I believe that it has become undeniably clear that the President of the United States, Donald J. Trump, has engaged in a pattern of behavior designed to extract personal and political benefit from the Office of the President. In doing so, President Trump irreparably violated his oath to preserve—to protect—and to defend—the Constitution of the United States of America. It is with a heavy heart, and a deep reverence to that same oath that I refuse to abandon mine.

IN RECOGNITION OF THE 50TH ANNIVERSARY OF SACRAMENTO STATE'S EDUCATION OPPORTUNITY PROGRAM

**HON. DORIS O. MATSUI**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, December 19, 2019*

Ms. MATSUI. Madam Speaker, I rise today in honor of the 50th Anniversary of the Education Opportunity Program

(EOP) at Sacramento State. I ask my colleagues to join me in recognizing the service that Sacramento State's Education Opportunity Program provides to our community.

Sacramento State's EOP has graduated thousands of students, supporting the success of first-generation and low-income scholars from educationally-disadvantaged and historically-underrepresented communities. Sacramento State was one of the original California State University (CSU) campuses to embrace an Education Opportunity Program. Under the leadership of Dr. Edwin Klingelhofer, the program began with a successful pilot for 36 students and has expanded to now serve over 1,500 students each year. Soon after the program began at Sacramento State, the California Legislature passed Senate Bill 1072, which established similar programs at all CSU campuses. Since then, Sacramento State's EOP has thrived under the leadership of Dr. Marcellene Watson-Derbigny and the exceptional staff of the Student Academic Success and Educational Equity Programs office. Their dedicated service has paved the way for equity at Sacramento State and does not go unrecognized.

EOP was Sacramento State's first equity program. It provides admissions assistance, a special orientation to university life, the Summer Bridge Academy, academic advising, personal counseling, tutoring, financial assistance, and various other programs. EOP is vital in ensuring the access, retention, and

graduation achievements of underserved student populations. EOP is a major pathway for first-generation and low-income college students to succeed through its provision of a quality educational experience at Sacramento State. I wish the university's faculty, staff, students, and alumni success as they work to help individuals earn a college degree and fulfill their college dreams.

Madam Speaker, I rise today in honor of the 50th Anniversary of the Education Opportunity Program at Sacramento State. As Sacramento State and the wider community celebrate, I ask my colleagues to join me in paying tribute to the accomplishments of Sacramento State's Education Opportunity Program's staff and students, as they have paved the way for the success and representation of historically-underserved students.

INTRODUCTION OF JONES ACT  
MODERNIZATION BILLS

**HON. ED CASE**

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

*Thursday, December 19, 2019*

Mr. CASE. Madam Speaker, today I introduce three bills to end a century of monopolistic closed market domestic cargo shipping to and from my isolated home state of Hawaii as well as the other island and separated jurisdictions of our country not part of the continental United States. In doing so, we will break the stranglehold on the peoples and economies of these exposed communities and their resulting sky-high costs of living which results from just a few domestic shipping companies controlling the lifeline of commerce upon which we absolutely depend.

These bills all amend the Merchant Marine Act of 1920, also known as the Jones Act. That federal law mandates that all cargo shipping between U.S. ports occur exclusively on U.S., not foreign, flagged vessels. Additionally, the law requires that these vessels are built in the U.S. and owned and crewed by U.S. citizens.

The Jones Act was enacted in a protectionist era under the guise of preserving a strong national merchant marine. But today it is just an anachronism: most of the world's shipping is by way of an international merchant marine functioning in an open, competitive market. And those few U.S. flag cargo lines that remain have maneuvered the Jones Act to develop virtual monopolies over domestic cargo shipping to, from and within our most isolated and exposed locales—our island and offshore states and territories—that have no alternative modes of transportation such as trucking or rail.

My Hawaii is a classic example. Located almost 2,500 miles off the West Coast, we import well over 90 percent of our life necessities by ocean cargo. There are plenty of international cargo lines who could and would compete for a share of that market. Yet only two U.S. flag domestic cargo lines—Matson Navigation and Pasha Hawaii—operate a virtual duopoly over our lifeline.

While they are nominally subject to federal regulation, the fact of the matter is that cargo prices have gone in only one direction—up, fast and repeatedly, despite a surplus of international shipping—and it is indisputable that

there is no downward market pressure which would otherwise result from meaningful competition. These accelerating cargo prices are not absorbed by the shipping lines, but passed through all the way down the chain, to the transporters, wholesalers, retailers, small businesses, mom-n-pops and ultimately consumers, of all of the elementals of life, from food to medical supplies, clothes, housing and virtually all other goods. The result is a crippling drag on an already-challenged economy and the very quality of life in Hawaii.

The broadest, deepest effects of the Jones Act on Hawaii result from its impact on west-bound imports from the continental United States to Hawaii. But Hawaii is an export location as well, in key products such as agriculture and livestock. Here the Jones Act also effectively stifles meaningful competition in getting those products to their primary markets on the U.S. Mainland. Because the producers of these products and all that rely for their own livelihood on their successful export have to eat inflated shipping costs, these export industries, which any economist knows are the ultimate key to any economy's prosperity, are also crippled.

Let's take a concrete example: Hawaii's once-prosperous ranching/cattle industry, which is so key to the economic health and the very lifestyle of so much of areas like the rural Big Island, where I was born and raised. That industry depends on getting its product, young cattle, to West Coast pens and transportation hubs in a cost-efficient manner.

There are foreign cargo carriers that specialize, through custom cattle ships and overall sensitivity and adjustment to rancher timetables and needs, in such transport, but the Jones Act outright excludes them from the Hawaii-Mainland market. As a result, Hawaii's ranchers are reduced to two crippling, cost magnifying options.

The first is to ship their cargo by foreign carriers to Canada, where they have to go through a myriad of bureaucratic, cost-magnifying gyrations to get their product eventually to their U.S. markets. The second is to beg for the goodwill of the domestic carriers, to whom this is simply a hindrance rather than a major commitment, to ship directly to the West Coast.

And it shows: most of the cattle are first shipped from Hawaii's Neighbor Islands, where the bulk of the cattle industry is located, to O'ahu, in small "cow-tainers," where they sit for days in Honolulu Harbor awaiting the return to the Mainland of one of the massive cargo ships designed and utilized for quite another purpose. The result (besides associated higher costs) is in-harbor cattle waste disposal challenges, higher in-transit cattle mortality and lower-weight cattle delivery to market. That's what happens when you try to squeeze a square peg into a round hole.

More broadly, there is much evidence about the direct impact of the Jones Act on shipping prices to noncontiguous areas. At a basic level, the everyday goods that we rely on in Hawaii cost much more than on the Mainland, a difference which largely cannot be attributed to anything other than shipping costs. Yesterday, there was a 30 percent difference in the price of a gallon of milk at Safeway grocery stores in Honolulu and Long Beach, California. My constituents pay \$6.39 for a gallon of whole milk and those in Long Beach, one of the major ports where Hawaii's good come