

they have the resources and technology to better carry out their mission.

Mr. Speaker I urge my colleagues to support this legislation. It serves as an opportunity to give air traffic controllers the acknowledgment they so deserve and encourage them to keep our skies safe for all.

NINA ARCHABAL'S 23 YEARS OF SERVICE TO MINNESOTA AS THE DIRECTOR OF THE MINNESOTA HISTORICAL SOCIETY

HON. BETTY MCCOLLUM

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 28, 2010

Ms. MCCOLLUM. Madam Speaker, I rise today in recognition of Nina Archabal for her 33 years of service to the Minnesota Historical Society, including 23 years of service as the Director.

The Minnesota Historical Society is a private nonprofit organization that was founded in 1849 to preserve the history of the State of Minnesota, while providing educational and cultural learning opportunities. Today, the society operates 26 historic sites and museums throughout the state of Minnesota.

Ms. Archabal began her distinguished career with the Minnesota Historical Society in 1977. In 1987, Archabal became the Historical Society's 10th Director after serving nine years as deputy director.

While at the helm of the Historical Society, Archabal oversaw several major projects including the construction of the Minnesota Historical Society Center in Saint Paul, the Mille Lacs Indian Museum in Onamaia and the Mill City Museum in Minneapolis. These projects have helped to preserve and protect Minnesota's past and tell Minnesota's story. Visitors to Historical Society sites learn about our past through unique and engaging exhibits, including "living history" demonstrations like the beloved celebration of the holidays at the Saint Paul home of Minnesota's first territorial governor, Alexander Ramsey, where visitors experience Christmas 1875 by meeting "members" of the Ramsey family, sampling fresh cookies from the wood-burning stove. These unique traditions make history accessible and understandable to young and old alike.

Throughout her career, Nina Archabal has demonstrated strength of character, hard work, dedication and perseverance that has made the Minnesota Historical Society a national model for historic preservation and interpretation. I value her service and commitment, which will be felt by generations of Minnesotans in the future.

Madam Speaker, please join me in congratulating Nina Archabal for her 23 years of service for the state of Minnesota. It is my honor to submit this statement.

SOCIAL SECURITY'S 75TH ANNIVERSARY

HON. HENRY A. WAXMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 28, 2010

Mr. WAXMAN. Madam Speaker, I rise today to commemorate the 75th anniversary of the

Social Security program. Social Security has been one of the most popular and successful government programs in our nation's history. It is a social compact that extends across all generations and all income groups. More than 95 percent of American workers pay into the system and without it, more than half of today's seniors would live below the poverty line. In addition to lifting millions of elderly Americans out of poverty, Social Security provides vital social insurance to countless disabled workers and survivor benefits for dependent spouses and families. Because so many people depend upon the Social Security benefits they have earned over a lifetime of work, any changes in the current system must be reviewed very carefully. Any effort to change the Social Security system should be bipartisan, reflect broad public support and continue to ensure a guaranteed benefit with annual cost-of-living adjustments. I will continue to work with my colleagues to preserve and strengthen the current Social Security program and to oppose any plan that would violate our nation's compact with retirees.

RECOGNIZING PASTOR SHAWN BLACK

HON. JOHN CAMPBELL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 28, 2010

Mr. CAMPBELL. Madam Speaker, I rise today to recognize a constituent of mine, Pastor Shawn Black of Calvary Chapel in Costa Mesa, California. Pastor Black served as our guest Chaplain this morning. Eight years ago, he founded Project Prayer Flag, a non-profit organization which has supported over 700,000 American military personnel by providing care packages and support for troops' families. Pastor Black himself volunteered for military service at age 17, and in addition to his ministry, has spent over twenty years in law enforcement, including a stint as a Federal Air Marshal from 2002–2005. I would like to thank him for opening this session of Congress today in prayer, as well as for his many years of dedicated service to our country.

TRIBUTE TO NICK DANIEL BACON

HON. MARION BERRY

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 28, 2010

Mr. BERRY. Madam Speaker, I rise today to pay tribute to the life of a Medal of Honor recipient, a committed advocate of veterans' rights, and a true American hero. On July 17th, 2010 Nick "Nicky" Bacon passed away at the age of 64 after a hard-fought battle with cancer. He lived a life of service to our nation's military, our country and our state.

Nick Bacon served in the United States Army from 1963 to 1984; in his service he displayed a love of country and faithful service to his fellow soldiers. While serving, he risked his life and led two platoons forward through heavy enemy fire to save men pinned down on the battlefield. It was for this act of selfless valor and courage under fire that Nick Bacon earned the Congressional Medal of Honor. In

his long and dedicated career he was also awarded the Distinguished Service Cross, Legion of Merit, two Bronze Stars, and Purple Heart.

Following his service in the Army, Nick Bacon served his fellow veterans and his state as Director of the Arkansas Department of Veterans Affairs and President of the Medal of Honor Society. He had steadfast support for the veterans of Arkansas and was instrumental in the creation of the Arkansas State Veterans Cemetery and the Arkansas State Veterans Cemetery Beautification Foundation.

I wish First Sergeant Bacon's family the deepest condolences for their loss. Nick Bacon conducted his life in a selfless, dedicated manner that we all should aspire to; his service and sacrifice will not soon be forgotten in his state or by his fellow soldiers. I ask today of my fellow colleagues that we stand and honor the legacy of First Sergeant Nick Bacon.

HONORING MR. SHEPARD "SHEP" LEE

HON. MICHAEL H. MICHAUD

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 28, 2010

Mr. MICHAUD. Madam Speaker, I rise today to commemorate the accomplishments and life of Shepard "Shep" Lee, who passed away on June 23rd of this year.

Shep was a well-known entrepreneur and philanthropist within the state of Maine. After taking over his father's local automobile dealership in 1947, he eventually expanded the business to encompass thirteen locations throughout Maine. He was a true pioneer in his field and was never afraid to take a risk to help the business community. He was the first local car dealer to use television ads in the 1960s and employ a board of directors. He was a tireless advocate of economic development in Maine, even offering advice to competitors.

In addition, Shep is remembered for his contributions to the greater community. A graduate of Bowdoin College, he championed educational progress, donating generous amounts to both Bowdoin and Bates Colleges and the George Mitchell Scholarship fund. He sat on the law and business school boards of the University of Southern Maine, the board of the Muskie School of Public Service and the Maine Community College Board.

His life-long commitment to gender equality and civil rights was also remarkable. He was an active member of the Maine branch of the NAACP and served on the board of the American Civil Liberties Union, later receiving the Roger Baldwin Award, the ACLU's higher honor. Shep supported gay rights legislation well before the passage of Maine's non-discrimination law.

An advisor, friend and tireless fund-raiser for Senator George Mitchell, the late Justice Frank Coffin and the late Edmund Muskie, Shep's political activism was notable both locally and nationally. He is fondly remembered by his friends, family and colleagues, and his contributions to the State of Maine will not soon be forgotten.

Madam Speaker, please join me in honoring Shepard Lee for his life of dedication and service to his community and his country.

H.R. 5892, THE WATER RESOURCES DEVELOPMENT ACT OF 2010

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 28, 2010

Mr. OBERSTAR. Madam Speaker, together with Subcommittee on Water Resources and Environment Chairwoman EDDIE BERNICE JOHNSON, I rise today to introduce H.R. 5892, the "Water Resources Development Act of 2010". This legislation continues the long-standing tradition of the Committee on Transportation and Infrastructure to address the critical infrastructure needs of the Nation, including its water-related infrastructure.

The Committee on Transportation and Infrastructure is second to none in terms of authorizing investment in our Nation's vital infrastructure projects. Whether the issue is investment in our Nation's wastewater infrastructure, investment in our nation's highways and public transit, or investment in our nation's water-related infrastructure, this Committee is committed to investment in our Nation's infrastructure, to create well-paid jobs that cannot be outsourced, and to ensure the economic and environmental health and well-being of this Nation for decades to come.

Every day, we see and hear of the Nation's crumbling infrastructure, and, on a bipartisan basis, are moving an agenda to repair and replace existing assets, and to plan for the next generation of highways, bridges, transit systems, airports, water transportation, and water-related infrastructure.

Last year, in an effort to stave off the worst impacts of the economic downturn, Congress passed the American Recovery and Reinvestment Act of 2009, Pub. L. 111–5. The Recovery Act has already played a key role in putting Americans back to work. The Recovery Act enabled communities to invest in safe and reliable modes of transportation, invest in our Nation's economy and environment, and ensure that the next generation will be provided with the same opportunities that were provided to us by our predecessors.

Yesterday, our Committee held its 20th oversight hearing on the implementation of the Recovery Act, and heard testimony that, as of July 2009, 17,024 highway, transit, and wastewater infrastructure projects have broken ground across the nation, totaling \$32.7 billion—that is 86 percent of the total available formula funds. Within this total, work has been completed on 6,920 projects, totaling \$5.3 billion. Many of the projects built with these Recovery Act funds were originally considered and authorized by this Committee, including projects and studies authorized in prior water resources development acts.

Under the Recovery Act's appropriation of \$4.6 billion for the U.S. Army Corps of Engineers, Corps, the agency has committed \$3.9 billion for 793 projects, or 85 percent of its total allotment. These investments have enabled the Corps to repair or improve 155 lock chambers, and maintain or improve harbors and waterways that serve over 2,400 commercial ports. In addition, through the Recovery Act, the Corps has initiated 1,132 flood risk management projects to improve dam or levee safety, and 1,034 projects to maintain or upgrade recreation areas.

The basis for these types of investments is the water resources development act. For dec-

ades, the Committee on Transportation and Infrastructure has strived to enact a water resources development act every Congress. Since at least 1986, this Committee has been successful in reporting legislation, every Congress, to meet the water-related infrastructure needs of the Nation. While these efforts were not always successful in moving a bill to the President's desk for his consideration, the tradition of our Committee, under both Democratic and Republican majorities, is to address the critical needs of the Nation in a timely and regular manner.

Following the successful enactment of the Water Resources Development Act of 2007, Pub. L. 110–114, the current Democratic and Republican leadership of the Committee on Transportation and Infrastructure renewed our commitment to enactment of a water resources development act in every Congress. Through a water resources bill, Congress authorizes critical navigation, flood damage reduction, and environmental restoration projects and studies carried out by the Corps. Throughout its history, these water resources development acts have provided the Corps with the authority to carry out nationally significant projects that have improved the economic prosperity of the nation, have protected its citizenry from the threat of flooding and coastal storms, and have put in place restoration efforts for many of America's natural treasures. In the Water Resources Development Act of 2007, Congress authorized major navigation projects along the coasts of the United States, and throughout its interior, authorized projects for the long-term recovery and restoration of coastal Louisiana from the effects of Hurricanes Katrina and Rita, and authorized the first critical projects for the restoration of the Florida Everglades.

Today, the Corps maintains more than 11,000 miles of channels for commercial navigation and operates locks at 230 sites. One-half of all locks are more than 50 years old. The Corps also maintains 300 deep commercial harbors and 600 shallow coastal and inland harbors. There are 75 hydropower plants at Corps facilities producing one-fourth of the Nation's hydroelectric power. To address flood risks, the Corps manages 383 major lakes and reservoirs, and 8,500 miles of levees. The Corps estimates that, on average, its civil works projects prevent \$20 billion in flood damages every year.

The enactment of water resources development acts has a unique history, in which Congress authorizes each individual project. Since the first authorizations for these projects in the earliest days of our Nation, Congress has always provided line-item authorizations for each project. Congress has never authorized a blank check to the Corps to enable it to invest wherever it chooses.

Given this unique history, and in the interest of transparency and accountability, the Committee on Transportation and Infrastructure charted a new chapter for project authorizations at the outset of the 110th Congress. We adopted a policy requiring each project authorization in the Water Resources Development Act of 2007 to be requested by a Member of Congress and accompanied by a "no financial interest" certification signed by the requesting Member.

Every project authorization included in the Water Resources Development Act of 2007 was specifically requested by a Member of

Congress, either in the House of Representatives or the United States Senate, and each request of a Member of the House was accompanied by a certification from the Member that neither he nor she nor his or her spouse had a financial interest in the project. This information was made publicly available through the Committee report, the CONGRESSIONAL RECORD, and in the Joint Explanatory Statement of the Conference Report prior to consideration of the legislation in the House of Representatives.

That transparency and accountability principle continues to be the policy of the Committee on Transportation and Infrastructure in the formulation of H.R. 5892, the "Water Resources Development Act of 2010." In December 2009, the Committee received more than 2,000 individual requests from both Democratic and Republican Members for projects and studies to be included in the water resources development bill. Although this bill includes only a small percentage of those requests, the legislation introduced today represents progress in meeting the next generation of critical navigation, flood damage reduction, and environmental restoration projects for our Nation.

In addition, with the introduction of this legislation, the Committee on Transportation and Infrastructure has instituted an additional measure of transparency and accountability by requiring that all project and study requests included in the introduced bill be publicly disclosed and made electronically-available on the Internet, along with a copy of the individual certifications from Members of Congress stating that neither the Member nor his or her spouse has a financial interest in the project, and a copy of a letter from the State or local government expressing support for the project.

A summary of H.R. 5892, the "Water Resources Development Act of 2010", is included with my statement.

H.R. THE "WATER RESOURCES DEVELOPMENT ACT OF 2010"
IN GENERAL

Reaffirms the continuing commitment of the Committee on Transportation and Infrastructure to the nation's water resources infrastructure, and a regular authorization schedule for the Civil Works Program of the Army Corps of Engineers to address new and emerging water resources needs, and to fine-tune the Corps' missions and responsibilities.

Authorizes three projects with Chief of Engineer's reports relating to hurricane and storm damage reduction, and ecosystem restoration.

Includes technical changes to the Corps' programmatic authorities, including: clarifying the intent of Congress related to the Corps' crediting authority; increasing the transparency of independent reviews; and improving the effectiveness of mitigation that addresses impacts from Corps' projects on the natural environment.

Establishes a policy for increased expenditures from the Harbor Maintenance Trust Fund to ensure that annual revenues collected are utilized to meet the nation's navigation maintenance dredging needs.

Authorizes the Corps of Engineers to work with local communities in the assessment and evaluation of local flood control structures, including levees.

NAVIGATION AND COMMERCE

Authorizes four small projects for navigation.

Authorized additional Federal funding for the upgrade of the St. Lawrence Seaway.