

110th Congress, the bill passed the House with unanimous support but unfortunately, did not make it out of the Senate. Today, with bipartisan support, I am reintroducing the Cascadia Marine Trail Study Act. The trail's designation as a National Scenic or Historic Trail, if recommended by the Department of Interior study mandated by the bill, would raise its national profile, provide for educational and interpretive resources along the trail, and coordinate management and restoration of the trail and surrounding campsites.

The bill has wide support, including endorsements from several national and statewide recreation and conservation agencies and is the first step toward enhancing the visibility and preservation of this historic water trail. Designation will help encourage tourism across the Puget Sound, which will bolster local economies in the Puget Sound region. According to the Prosperity Partnership, the Tourism and Visitor industry cluster is the region's largest economic cluster with more than 108,000 jobs across the region. Scenic travel to places like the Cascadia Marine Trail can have a significant impact on the economy of surrounding communities. The Cascadia Marine Trail is a State gem that deserves its chance to become a national treasure.

TRIBUTE TO JOYCE REILLY DREW
UNIVERSITY—CENTER FOR HOLAUST/GENOCIDE STUDIES

HON. DONALD M. PAYNE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 12, 2011

Mr. PAYNE. Mr. Speaker, I ask my colleagues here in the U.S. House of Representatives to join me as I rise to offer this tribute to Ms. Joyce Reilly as she is honored on April 3, 2011 by Drew University's Center for Holocaust/Genocide Studies. This is a well deserved honor for a woman who has had an incredible interest in and compassion for her fellow human beings who have been victims of various atrocities throughout our world. The empathy that Joyce Reilly demonstrates towards all people in general, and victims of genocide, in particular manifested itself when she was a young child. She knew at a tender age that she would want to spend her life promoting activities and serving in capacities that would be meaningful to the survivors and would honor the memories of the deceased.

Joyce Reilly's passion to increase awareness of past and on-going acts of genocide led her to pursue multiple ventures to achieve her goals. Fortunately, for Drew University, Joyce began her studies in psychology there in 1970. She would subsequently work in various residential communities serving emotionally and mentally challenged individuals. These communities included Great Britain, Germany and the United States. A life-long learner, Joyce continued her studies at Mercy College (now Sunbridge College) in Detroit, Michigan and served for a time on its faculty. In 1982, Joyce would move to Kimberton, Pennsylvania where she founded Gheel House, a therapeutic community for the mentally and emotionally challenged. She serves as the Executive Director of Logos Foundation, a foundation for young children endangered by war, poverty and their effects on

modern life. Through Joyce's many interactions with victims and visits to sites of conflicts, she has been able to meet some incredible people including Dr. Joseph Seberenzi, former Speaker of the House in Rwanda who is a survivor of that genocide and a conflict transformation specialist.

Mr. Speaker, I know that the family, friends and associates of the Ms. Reilly are proud of what she has accomplished so far in her life. My office has been fortunate to work with her on Darfur through a collaboration of organizations working to assist those victims who struggle daily to overcome the tragedies visited on its people in recent years. I ask my fellow members to join me in this tribute to excellence. It is a proud moment for me to acknowledge her today and to let her know how much all of us appreciate the work she continues to do.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2012

SPEECH OF

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 8, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2354) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012, and for other purposes:

Mr. CONNOLLY of Virginia. Mr. Chair, the Republican Energy and Water Appropriations Act would take American energy policy back to the 19th century. It slashes funding for solar, advanced vehicles, building efficiency, biomass, home weatherization, advanced energy research, and loan guarantees for renewable energy. Incredibly, as gas prices remain high the Republicans gut funding for fuel efficient automobiles. These cuts would be devastating for domestic manufacturers of renewable energy and energy efficiency technology, as well as our domestic auto industry. Consider the magnitude of these cuts:

\$97 million cut in solar funding, helping Chinese solar manufacturers at the expense of American producers;

\$46 million cut in fuel efficient vehicles, hurting consumers at the pump while putting American auto producers at a competitive disadvantage;

\$61 million cut in building efficiency, which will expose consumers to rising electricity prices;

\$33 million cut in biomass research, crippling a critical domestic industry which supports the timber industry and diversifies our electric generation portfolio;

\$141 million cut in home weatherization funding, an 81 percent cut in a program which saves consumers money by reducing their electric bills;

\$80 million cut for Advanced Research Projects Agency—Energy (ARPA-E), a 44 percent cut in critical clean energy research;

\$1 billion cut in High Speed Rail money, punishing commuters in congested regions like the Washington-Boston corridor;

\$43 million cut in science research, hurting American competitiveness.

In addition to attacking domestic manufacturing, clean energy production, and efficiency programs, the Republicans have inserted policy riders to advance a radical anti-environmental agenda at the expense of Americans' public health. Their rider would block the Army Corps of Engineers and Environmental Protection Agency from implementing the Clean Water Act in accordance with guidance from those agencies. Following a decade of regulatory uncertainty following a Supreme Court decision, the Obama administration issued guidance to help landowners comply with the Clean Water Act. This guidance replaced a confusing patchwork of lower level court decisions and produced the regulatory certainty that Republicans claim to support. This rider demonstrates that the Republicans are not actually interested in regulatory "certainty;" they are simply opposed to any and all environmental and public health regulations. Since they know they can't win a public debate about these public health standards, they are trying to sneak in a rider to an appropriations bill to block the regulations.

American entrepreneurs developed the solar panel and more sophisticated wind turbines, yet China and Germany are far ahead of American wind and solar production. The Obama administration requested funding increases for renewable energy so America can compete and produce clean energy generation domestically, but the Republican budget would actually slash clean energy funding.

Just as the American auto industry is recovering as a result of the Obama Administration's intervention, this Republican appropriations bill would gut advanced vehicle and vehicle efficiency funding. We need to produce more efficient vehicles and advanced hybrid vehicles here in America. The American auto industry declined in the 1970s and 1980s as foreign competitors produced more efficient, technologically advanced vehicles. We cannot afford to give up market share again by surrendering to foreign auto producers.

This Republican appropriations bill is not an isolated attack on American clean energy production and industrial competitiveness. The same Republicans have already passed legislation in the House—thankfully not the Senate—to repeal the Clean Air Act and block vehicle efficiency standards in the future. Never in the history of American politics has one of our great political parties been so blind to opportunities of the future and determined to repeat failures of the past.

We have a real opportunity to boost American manufacturing of clean energy and advanced vehicles. Just as a result of the Recovery Act we went from producing 2 percent to 40 percent of advanced batteries. We cannot allow this Republican appropriations bill to reverse that progress and cripple American industrial competitiveness.

HONORING THE MEN AND WOMAN WHO TRAVEL WITH THE NATIONAL 9/11 FLAG

HON. MICHAEL H. MICHAUD

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 12, 2011

Mr. MICHAUD. Mr. Speaker, I rise today to recognize those who travel around the country with the National 9/11 Flag.

During the cleanup of the World Trade Center disaster, a large tattered flag was pulled from the rubble. It was brought by the New York Says Thank You organization to Greensburg, Kansas, a city recovering from a devastating tornado. Volunteers from New York, along with Greensburg residents, began stitching the flag back together with flags recovered from the Greensburg tornado.

The flag now serves as a symbol of American resilience and compassion. It is carried around our country by a core group of volunteers. These patriotic men and women sacrifice their time and travel at their own expense to bring this great flag to millions throughout our Nation. Over 160 million Americans have seen the flag in person or on television. The flag is brought to public events, town gatherings and cultural and sporting events. At these venues, American citizens can share their national pride, even adding stitches to the flag itself. Once completed, the flag will become part of the National September 11th Memorial Museum being built at the World Trade Center.

On March 29, 2011, the National 9/11 Flag was brought to the York Beach, Maine Fire Department. Alongside FDNY firefighters, local service heroes stitched a patch onto the flag. Through their participation, these remarkable men and women add to the American story, honoring their colleagues and country in an historic stitching ceremony. The volunteers who travel with the flag and the local community partners make these events of honor possible.

Mr. Speaker, please join me again in recognizing the men and women who participate in the restoration of the National 9/11 Flag.

IN RECOGNITION OF DR. MELVIN
SABSHIN

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 12, 2011

Mr. PALLONE. Mr. Speaker, I rise today to remember former medical director for the American Psychiatric Association, Melvin Sabshin. He led the APA for nearly a quarter century from 1974 to 1997. Dr. Sabshin passed away on Saturday, June 4, 2011 at the age of 85.

Dr. Sabshin's accomplishments during his tenure at APA were numerous and far-reaching. His years at APA included publication of new editions of the "Diagnostic and Statistical Manual of Mental Disorders"; creation of the American Psychiatric Press, Inc.; development of practice guidelines; and strengthening research, advocacy, education, and public affairs. Sabshin also increased the organization's international involvement, including working with the World Psychiatric Association and others to help end the use of psychiatry to suppress political dissent in the Soviet Union and other parts of the world.

Dr. Sabshin completed high school at age 14 and undergraduate study at the age of 17. After brief service in the U.S. Army, he completed medical school and residency at Tulane University. He then took a position at the Michael Reese Hospital in Chicago and in 1961 became the head of the Department of Psychiatry at the University of Illinois College of

Medicine. During this time he became active in the APA and was elected to the Board of Trustees; and in 1974 he became the medical director of the APA.

Upon his retirement from APA, he took a position as clinical professor of psychiatry with the University of Maryland and lived much of the year in London with his British wife, where he was an Honorary Fellow of the Royal College of Psychiatrists. He remained active in the APA, attending Annual Meetings throughout his retirement.

Dr. Sabshin was an author of dozens of scientific articles and author or co-author of 7 books, including his latest in 2008, "Changing American Psychiatry: a Personal Perspective," in which he describes changes in psychiatry in the post WWII era and later and offers his insights into the process. Dr. Sabshin is survived by his wife, Marion Bennathan, his son, James Sabshin, MD, and 4 granddaughters.

Mr. Speaker, please join me in remembering the life of Dr. Melvin Sabshin.

TRIBUTE TO MR. JOSEPH
LITTLEFIELD

HON. CHELLIE PINGREE

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 12, 2011

Ms. PINGREE of Maine. Mr. Speaker, I rise today to recognize and honor Mr. Joseph Littlefield of Ogunquit, Maine. Mr. Littlefield, through lifelong service to his community and state, exemplifies Maine's great tradition of philanthropy. Last year, Mr. Littlefield was named the 'Ogunquit Outstanding Citizen.' In addition to his many other generous contributions to the community, Mr. Littlefield recently donated Beach Plum Farm to the Great Works Regional Land Trust. Beach Plum Farm is a 23-acre parcel of land that includes paths, gardens, and beach plums. Residents of Ogunquit will have this wonderful gift forever. Mr. Littlefield's continued passion for life and his generosity to his fellow Mainers is extraordinary. Maine is fortunate to have Mr. Littlefield in our community.

PERSONAL EXPLANATION

HON. BRUCE L. BRALEY

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 12, 2011

Mr. BRALEY of Iowa. Mr. Speaker, I regret missing floor votes on Monday, July 11, 2011. Had I registered my vote, I would have voted: "yea" on rollcall 534, On Agreeing to the Amendment for H.R. 2354—Tierney of Massachusetts amendment; "nay" on rollcall 535, On Agreeing to the Amendment for H.R. 2354—Graves of Missouri amendment; "yea" on rollcall 536, On Agreeing to the Amendment for H.R. 2354—Scalise of Louisiana amendment; "nay" on rollcall 537, On Agreeing to the Amendment for H.R. 2354—Woodall of Georgia amendment; "nay" on rollcall 538, On Agreeing to the Amendment for H.R. 2354—McClintock of California amendment.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2012

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 8, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2354) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012, and for other purposes:

Mr. GENE GREEN of Texas. Mr. Chair, I am opposed to the Energy and Water Appropriations bill for several reasons. One of these reasons is that while this bill increases funding for the Army Corps of Engineers over the President's request, it is not enough. The Army Corps completes critical flood control projects and also, through dredging at our port, fuels a major economic engine in Harris County, Texas and has been underfunded for years.

The Port of Houston is the largest foreign tonnage port and the largest petrochemical port in the country. In fact, it moves the second largest amount of cargo in the country, as 8.5 percent of our nation's cargo moves through the Port of Houston. The commerce that occurs at our port is critical to our nation's energy and chemical sectors and to our country's ability to trade and move goods throughout our country. It is a port of national significance, but has not received the attention that is necessary to answer the challenges we face in the near future. Despite the national importance of our port, it is facing a dredging crisis.

Currently, the Houston Ship Channel is dredged to a depth of 43 feet, but it should be as deep as 45 feet. The Panama Canal is expanding and when it is completed, the Port of Houston should be able to accept ships that take full advantage of the larger Panama Canal, and for this, they would need a depth of 50 feet.

However, under both the President's plan and the Republicans' plan, dredging at the Port of Houston will be left behind. For instance, under the President's budget, dredging at the Port is funded at about \$23 million, that is \$60 million lower than the amount necessary to just get the port to a depth of 45 feet, let alone 50 feet, which would be millions more.

As we confront the dual challenges of adopting policies that create jobs and reduce the debt, funding for dredging projects is an item that, while costly, will have more of a positive impact on our economy than a negative impact on our deficit. The Texas Transportation Institute performed a study and determined that a direct economic impact of the loss of 1 foot of draft is \$373 million. The majority of this impact is lost business opportunities due to light loading of non-containerized vessels. As the dredging crisis at the port continues to worsen, this opportunity cost will quickly accelerate.