

Restaurant Association and in 1997 the association selected him for their highest honor by induction to the TRA's Hall of Fame.

In his free time, Mr. Leger could be found cooking for local fundraisers and charitable organizations such as the Young Mens Business League, Greater Beaumont Chamber of Commerce, City of Beaumont, Texas Fire Museum, Boys Haven, and at the Texas State Capitol. Best known for his gumbo, Mr. Leger once said he had "cooked enough gumbo to float a battleship, over 12,000 lobsters, and millions of pounds of crawfish".

On Tuesday, May 31, 2011, Mr. Leger went to be with our Lord but he will always be remembered and highly thought of by the many lives he touched and the countless hours he devoted giving back to the community he called home. Mr. Leger leaves behind his high school sweetheart, Patricia, to whom he was married for 52 years and three loving daughters, Rhonda, Angie, and Jodie with families of their own, including five grandchildren.

Mr. Speaker, stories like A.J. Leger's remind us of what truly makes America a great Nation. It is an honor to join with the Southeast Texas community in honoring the life of Mr. A.J. Leger.

HONORING ANTHONY "SONNY"
BERTONE

HON. PETER WELCH

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. WELCH. Mr. Speaker, I rise today to honor a Vermont veteran on his 90th birthday, Anthony "Sonny" Bertone.

A resident of Bennington, Vermont, Mr. Bertone served his country with bravery and honor in the United States Army during the Second World War. Mr. Bertone was assigned to Company "C" of the 634th Tank Destroyer Battalion, a Company that at many times was assigned to campaigns under General George S. Patton.

Mr. Bertone fought in some of the most important campaigns throughout the war, including Normandy and the Battle of the Bulge. Mr. Bertone also fought to secure the Ludendorff Bridge at Remagen, Germany and concluded his service in Czechoslovakia.

Mr. Bertone was honorably discharged from the Army in 1945 and received the Croix De Guerre. Upon leaving the Army, Mr. Bertone went on to raise his family in New Jersey before moving to Vermont.

As Vermont's Representative in this Congress, I ask that Mr. Bertone be recognized for his accomplishments and applauded for his service to the state of Vermont and the United States of America.

46TH ANNIVERSARY OF THE
CREATION OF MEDICARE

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. TOWNS. Mr. Speaker, today, Congressman ED TOWNS joined millions of grateful recipients in celebrating the 46th anniversary of

the enactment of Medicare, signed into law on July 30, 1965 by President Lyndon Johnson. Today, Medicare provides comprehensive health care coverage to 47 million Americans, including 39 million seniors and eight million people with disabilities under the age of 65 years old. Many consider Medicare one of the crowning achievements of the Democratic Party.

"On the 46th anniversary of Medicare it is important to recognize the profound impact it has had on American families. Slightly more than half of Americans over the age of 65 years had health coverage in 1964. Today coverage is virtually universal," stated TOWNS. "Because of Medicare, millions of Americans enjoy guaranteed benefits and affordable premiums for health care at a time in their lives when they need it most."

Medicare is arguably the best anti-poverty program to ever come out of Congress. Nearly 30 percent of seniors lived below the poverty line in 1964. Since Medicare was signed into law that number has dropped to 7.5 percent. Recent studies have shown, the average Medicare beneficiary saves hundreds of dollars per year in premiums because of Medicare. Most Americans believe Medicare must be preserved, regardless of age.

"Support for Medicare is nearly universal among Americans across the political spectrum, yet we have heard recently proposals that would end the program as we know it," TOWNS stated. Some of my colleagues passed a budget that would replace Medicare with a voucher system where seniors would be forced to spend \$6,000 on average to purchase private insurance. I have made a commitment to vigorously fight any policies that would change Medicare. Medicare is a program that has worked well for millions of Americans and their families and I will do all I can to preserve it."

PERSONAL EXPLANATION

HON. STEVE KING

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. KING of Iowa. Mr. Speaker, on rollcall No. 308, I was delayed in leaving a meeting with a constituent off the House floor during this two-minute votes series and was unable to cast my vote before the vote was closed.

Had I been present, I would have voted "no."

INTRODUCTION OF THE BILL TO PROVIDE FOR AN ANNUAL AUDIT OF THE UNION STATION REDEVELOPMENT CORPORATION

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Ms. NORTON. Mr. Speaker, today I introduce a bill to require greater accountability for a prized federal asset, Union Station in Washington, D.C. My bill would require an annual audit by the Department of Transportation Inspector General of the Union Station Redevelopment Corporation, USRC, and Union Sta-

tion, which is owned by the Department of Transportation. For decades, no official audit has been performed and, increasingly, questions have been raised about the management and condition of the facility.

Commissioned by Congress, Union Station first opened in 1907 as a train facility for the nation's capital, with a much heralded design by the famous architect Daniel Burnham. The station once was the largest building in the nation's capital. However, Union Station deteriorated from a bustling transportation hub and commercial center as rail use declined in the 1950s. Following a long series of failed ideas, wasted federal funds, cost overruns, major utility needs and mismanagement, Congress passed the Union Station Redevelopment Act (P.L. 97-125) in 1981, authorizing the Secretary of Transportation to create USRC, a non-profit corporation, to spearhead the redevelopment of Union Station into a modern facility, to maintain and expand it into a great intermodal facility, and to protect the federal government's interest in the station. In 1988, Union Station, which had become a neglected, boarded up wasteland hardly fit for trains, reopened after a multi-million dollar renovation with federal funds as a beautiful historically restored facility, shopping mall, and major multi-modal transit hub and tourist destination.

When I chaired the Subcommittee on Economic Development, Public Buildings and Emergency Management, we held what likely were the first hearings on Union Station since the USRC was formed and the renovations were completed. I was astonished to find that there was no master plan to account for the major renovations and modernizations planned for inside and outside of the station, including reconstruction of Columbus Circle, expanded Metro access for the busiest Metrorail station in the region, development of Burnham Place, a three-million square foot mixed-use development project over the rail tracks, and indispensable expansion of the concourse and waiting areas for Amtrak, the Maryland Rail Commuter Service, MARC, and the Virginia Railway Express, VRE. Today, the various components of Union Station have developed a master plan for the station, including a separate Amtrak master plan that currently is being developed because of the urgent need to improve capacity and service along the Northeast Corridor. Yet both the Transportation and Infrastructure Committee and the Subcommittee on Economic Development, Public Buildings and Emergency Management have met significant resistance as we continue to press USRC to create an intercity bus deck in its existing space, in accordance with its mission to develop and maintain a true intermodal facility. It was only after two hearings and letters from the committee and from me that USRC developed a "pilot" intercity bus deck. Even so, after failed negotiations with intercity bus companies, it has required many meetings between USRC and me and my staff, a meeting with Chairman MICA and me, and the inclusion of the Department of Transportation, which, by statute, chairs the USRC Board of Directors, to finally jumpstart meaningful discussions on a permanent intercity bus program.

The audit is particularly essential now because of increasing evidence that USRC may not be able to meet its mandate to be self-supporting. For example, Union Station contains the kind of popular retail shops and restaurants that pay significant taxes everywhere