

missile destroyer—collided with a Filipino merchant ship off the coast of Honshu, Japan. The USS *Fitzgerald* sustained significant damage, including the rapid flooding of three compartment areas, and seven sailors lost their lives. These young Americans were on board because they chose to serve their country, and they are heroes whose names will be added to the list of those who will be forever honored by our country.

Questions remain about the collision, and I am hopeful that they will be answered soon. Administrative and safety investigations into this tragedy are already underway, but we cannot change the horrific turn of events that occurred at 2 a.m. off the coast of Japan.

Our hearts go out to the loved ones who are dealing with the grief this accident has caused. We wish a quick recovery for those who were injured, and our gratitude goes to the many sailors who acted swiftly and resolutely to save lives and prevent further damage aboard.

Does the distinguished majority leader wish me to yield for some business?

Mr. MCCONNELL. If the Senator would yield so that I may do wrapup here.

Mr. WICKER. I would be delighted.

Mr. President, I yield to the distinguished majority leader.

Mr. MCCONNELL. I thank the Senator.

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#### MORNING BUSINESS

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##### TRIBUTE TO JOAN B. CLAYBROOK

Mr. DURBIN. Mr. President, I want to take a few moments to acknowledge my friend, Joan Claybrook. Joan is a legend. She is one of the most effective champions this Nation has ever seen—and she is still leading the charge. Last week, Joan celebrated her 80th birthday, and one thing is clear, Joan Claybrook isn't slowing down.

Like so many bright young people in Washington, Joan began her career right here in the U.S. Congress, working for Senator Walter Mondale and Representative James Mackay as a congressional fellow. In the summer of 1966, the Senate unanimously passed the National Traffic and Motor Vehicle Safety Act, the first major legislation to improve auto safety in this country. This effort was led by consumer advocate, Ralph Nader, and working right by his side was Joan Claybrook. It led to important safety standards we take for granted today: seatbelts, windshield wipers, outside mirrors, and dashboards. This landmark legislation also launched Joan's impressive career as a consumer advocate.

During the Carter administration, Joan served as the head of the National Highway Traffic Safety Administration, where she led efforts to improve vehicle safety and increased consumer access to safety information. Prior to her time with the National Highway

Traffic Safety Administration, she ran Congress Watch, worked for the Public Interest Research Group, National Traffic Safety Bureau, Social Security Administration, and the U.S. Department of Health, Education, and Welfare.

In 2009, Joan retired as president of Public Citizen, after nearly three decades of service championing consumer interests and campaigning on issues from campaign finance reform, to truck safety, and business regulation. Among her many accolades at Public Citizen, Joan was able to limit the number of triple- and longer double-trailer trucks on the road, and she helped to ensure that health, safety, and environmental agencies were able to continue its important work protecting the American people, but her proudest, and perhaps most impactful, achievement was winning a 20-year battle with the auto industry to install airbags in cars. Because of Joan's work, countless lives have been saved. I want to thank her for these contributions that improved the health and safety for so many across the country.

Joan Claybrook has been honored by numerous organizations, including the Philip Hart Distinguished Consumer Service Award from the Consumer Federation of America, an Excellence in Public Service Award from the Georgetown University Law Center, and an award for Superior Achievement from the National Traffic Safety Bureau—just to name a few. In her precious spare time, Joan serves on the board of Citizens for Tax Justice and Public Justice. She also cochairs the Advocates for Highway and Auto Safety and Citizens for Reliable and Safe Highways.

It is not simply Joan Claybrook's extraordinary resume that earned her such great respect; it was her approach to the job. Joan brought humility, integrity, and fairness to every challenge she faced. Her energy, passion, and optimism are infectious, and her continued drive to ensure all Americans have the chance to lead safe and equitable lives make her an inspiration. Joan may have retired, but her commitment to those values has never wavered. She is a force of nature.

I will close with this. I strongly believe in the role of public service to create change and make a difference. Joan Claybrook's years of service reflect these values and prove that, with the right approach, change is possible. I am lucky to count Joan as a friend. It is with great pride that I ask my colleagues to join me in celebrating Joan Claybrook's 80th birthday and congratulate her on an outstanding career. I hope Joan enjoys this special day, and I wish her many more wonderful years.

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##### 50TH ANNIVERSARY OF THE VERMONT LEAGUE OF CITIES AND TOWNS

Mr. LEAHY. Mr. President, in Vermont, we believe in forging resil-

ient communities through strong local governments and in fostering well-informed leaders to understand and respond to the many complex issues facing us today. The Vermont League of Cities and Towns, VLCT, embodies these principles and more, and I am delighted to contribute in honoring the league and its members on its 50th anniversary.

Established in 1967, the VLCT was created to help improve local governance. Local officials needed a way to help towns best serve their constituents and to connect members of their communities with their local governments. In response, a handful of municipalities formed the organization that provided these services. Beginning with VLCT's first executive director and continuing through today, this organization has consistently worked to represent the values of all Vermonters. For the first time in 1995, every city and town in Vermont had joined as members of VLCT, demonstrating how valuable this institution is for all of our communities regardless of their size.

For many years, I too have worked alongside VLCT to improve the lives of Vermonters. Whether through their efforts supporting the State's recovery from Tropical Storm Irene or improving the water quality of Vermont's rivers and streams, their dedication to Vermont's way of life and quality of life makes us all better. They provide direction and advice and support our municipalities in their timely and important but often underfunded responsibilities.

As a nonprofit, nonpartisan organization, VLCT will always be there to support us, to support Vermont communities. Our great State is made better by the involvement of organizations like the VLCT, and I wish them continued success over the next 50 years in bettering the lives of all Vermonters.

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##### CBO COST ESTIMATE—S. 512

Mr. BARRASSO. Mr. President, in compliance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate, the Committee on Environment and Public Works has obtained from the Congressional Budget Office an estimate of the costs of S. 512, the Nuclear Energy Innovation and Modernization Act, as reported from the committee on May 25, 2017.

Mr. President, I ask unanimous consent that the cost estimate be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

##### S. 512—NUCLEAR ENERGY INNOVATION AND MODERNIZATION ACT

As reported by the Senate Committee on Environment and Public Works on May 25, 2017

##### SUMMARY

S. 512 would direct the Nuclear Regulatory Commission (NRC)—which licenses and regulates the use of radioactive materials at civilian facilities such as nuclear reactors—to