

face great hardship if they do not receive the Secure Rural Schools payments they are owed. The last authorized Secure Rural Schools payment was distributed in FY 2016. Earlier this year, I joined my colleague Congresswoman CATHY McMORRIS RODGERS in introducing bipartisan legislation to reauthorize the program through FY 2017. I am frustrated the majority did not use this opportunity to reauthorize the Secure Rural Schools program and provide certainty to the forest counties who rely on these funds to educate students.

I am also concerned that this bill limits public participation in the management of public lands. It reduces the consideration of forest management alternatives to two options—action or no action. It creates overly broad exclusions for projects to skirt environmental review under the National Environmental Policy Act and the Endangered Species Act. In addition, it reduces opportunities for the public to engage meaningfully in these decisions. As a former consumer protection attorney, I am concerned about the inclusion of an arbitration pilot program that would force many challenges to federal forest management decisions to go through an agency-run arbitration process instead of through the judicial system.

We must manage our federal forests better, but we can do so without including these harmful provisions. I urge my colleagues to come back to the table and develop a more appropriate and effective solution.

#### RECOGNIZING THE RACHEL CARSON COUNCIL'S "BLAST ZONE" REPORT

##### HON. JAMIE RASKIN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 8, 2017*

Mr. RASKIN. Mr. Speaker, I rise today to recognize the important work of the Rachel Carson Council (RCC). Based in Bethesda, Maryland, the RCC seeks to honor and promote the environmental ethic of former Silver Spring resident Rachel Carson by linking environmental, health, and social policy solutions "with the goal of building a more just, sustainable, and peaceful future."

The RCC has documented the political and economic forces propelling the Atlantic Coast Pipeline, while suggesting safer alternative solutions to build a clean and reliable energy portfolio. The Atlantic Coast Pipeline is a proposed \$5.5 billion, 600-mile project to move the supply of natural gas fractured from the Marcellus and Utica Shale Basins in Ohio, West Virginia, and Pennsylvania to meet growing energy demand in Virginia and North Carolina.

The RCC recently released a comprehensive report entitled, "Blast Zone: Natural Gas and the Atlantic Coast Pipeline." This report highlights the dangers of transporting natural gas and the underlying problems with existing natural gas fracturing methods, and it also questions the demand impetus for the project itself. Moreover, the report outlines serious attendant environmental and health risks, which they allege disproportionately affect minority communities and people living below the poverty line. For example, the RCC notes that in North Carolina, 30 out of 42 census tracts within one mile of the pipeline route have

higher minority levels, and 27 out of 42 tracts have higher poverty levels than the state average.

Natural gas has been touted as a bridge fuel, but RCC argues that methane leakage rates range from 3.8 percent to 12 percent, with methane nearly 100 times more effective at trapping heat in Earth's atmosphere over a 20-year lifecycle. With the methane leakage factored into an environmental analysis, RCC concludes that natural gas is even worse for the climate than coal, with a leakage rate of above 3.2 percent.

The dangers of natural gas extraction and transportation were vividly illustrated by California's Aliso Canyon disaster, which spewed 100,000 tons of methane into the atmosphere over a four-month period from 2015 into 2016. Unexpected earthquakes in Oklahoma have been attributed to fracking wastewater disposal practices, a bizarre development which calls the lifecycle of the process' ecological benefits into greater question.

Mr. Speaker, it is becoming impossible to ignore the imminent peril posed by natural gas extraction and transportation. I urge my colleagues to review the well-researched "Blast Zone" report produced by the RCC, and to come together across party lines to develop energy efficient policies that will protect our environment, our economy, and our collective future.

#### HONORING ROBERT L. SKEWES FOR HIS SERVICE TO THE NATION

##### HON. ROBERT J. WITTMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 8, 2017*

Mr. WITTMAN. Mr. Speaker, I rise today to honor Mr. Robert Skewes upon his retirement from 48½ years of honorable service to the United States Coast Guard, and this great nation.

Mr. Skewes has served as the Chief, Office of Work-Life, within the Coast Guard's Health, Safety, and Work-Life Directorate, under the direction of the Assistant Commandant of Human Resources. In this role he established work-life policy and interpreted program standards for Coast Guard-wide implementation of a myriad of individual and family support services. These services included health promotion, food services, employee assistance, critical incident stress management, transition relocation assistance, personal financial management, adoption reimbursement, child and elder care, special needs for family members, family advocacy, addiction and substance abuse prevention, and sexual assault prevention including response.

Mr. Skewes is a 1973 graduate of the United States Coast Guard Academy. He began his Coast Guard career as an Engineering Officer and Damage Control Assistant aboard the USCG Cutter Hamilton in Boston, Massachusetts. Following a tour at the Coast Guard Headquarters Office of Research and Development, and postgraduate training at the University of Michigan, he was assigned to the Third Coast Guard District Merchant Marine Technical Branch at Governor's Island, New York, where he reviewed commercial vessel plans and specifications. In 1983, he was assigned to the Marine Inspection Office in New

Orleans, Louisiana, where he served as a Marine Inspector and Investigator, Administrative Officer, and Training Officer. From 1987 to 1990, Mr. Skewes was an instructor and Assistant Chief, Marine Safety Schools, at the Reserve Training Center in Yorktown, Virginia, where he was instrumental in the development and review of all marine safety program resident training. He served as the Executive Officer of the Marine Safety Office in Providence, RI, from 1990 to 1993, and as the Commanding Officer of the Marine Safety Office in Milwaukee, Wisconsin, from 1993 to 1995. From 1995 to 1999, as the Chief of the Office of Operating and Environmental Standards at Coast Guard Headquarters, Mr. Skewes was responsible for coordinating the development of international and domestic standards for personnel, vessels, facilities, hazardous materials, and environmental issues, and the activities of five industry Federal Advisory Committees. From 1999 to 2003, he served as the Chief, Office of Work-Life, the same position he currently holds. In July 2003, Mr. Skewes retired as a Captain following a 30-year career in the Coast Guard. From July 2003 to June 2007, he served as the Chief, Shore Safety Division within the Office of Safety and Environmental Health, at Coast Guard Headquarters, where he managed programs that focused on the safety concerns of personnel and their dependents that work and live at Coast Guard shore facilities as well as related safety concerns of personnel assigned to afloat units and aviation facilities. In this capacity, he provided oversight for a myriad of programs including risk management, emergency preparedness and response (including occupant emergency plans), traffic safety (including motor vehicles, motorcycles and trailering), fire prevention and safety, recreational safety, personal risk management and systems safety. Mr. Skewes has a Masters Degree in Mechanical Engineering, and a Masters Degree in Naval Architecture and Marine Engineering, from the University of Michigan. He also has a Bachelor's Degree in Ocean Science from the U.S. Coast Guard Academy.

#### RECOGNIZING THE 75TH ANNIVERSARY OF MAYPORT

##### HON. JOHN H. RUTHERFORD

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 8, 2017*

Mr. RUTHERFORD. Mr. Speaker, I rise today to honor Naval Station Mayport as it marks 75 years of service to the United States Navy and our nation. This base was born of necessity during World War II and has served the United States Navy and our country almost continuously since. Today, it is one of the Navy's most valued and utilized military bases and is the country's third-largest naval surface fleet concentration area in the United States.

In April 1939, hearing that the Navy was looking to establish an aircraft carrier base on the East Coast of the United States, citizens of Duval County promised to purchase the land that would become home to Naval Station Mayport and give it to the Navy. In July of that year they passed a bond that enabled them to solidify the purchase. In December

1939, the Mayport area was selected for the new base.

Lt. Commander Maynard R. Sanders assumed command of the new U.S. Navy Base in October 1940. Construction began immediately and Building 1, the Administration Building, was opened on Nov. 4, 1941. Although the plans for Mayport being a carrier base were put on hold, the base became a vital crash and patrol boat training facility.

When the war began in earnest, the Atlantic Fleet was dispersed leaving the shipping lanes along the East Coast vulnerable to attack from German submarines. The Porgy Patrol, named after the foul-smelling porgy fertilizer processing plant in the Village of Mayport, went on constant patrol hoping to spot submarines and reporting those findings to the radio tower so aircraft could be launched. Then, on April 10, 1942, with citizens watching from the shore in Ponte Vedra, the S.S. Gulf of America was sunk by the German U-boat U-123. Once again, the civilian population stepped up and the Porgy Patrols expanded to include shrimp boats, trawlers and yachts, which were converted by the Gibbs Shipyard, now BAE Systems.

The marine side of the base with its protected harbor was commissioned as Naval Station Mayport in December 1942. On April, 1944, Mayport's air facility, the Admiral David L. McDonald Field, was commissioned as Naval Auxiliary Air Station (NAAS). After the war, both the marine base and the airfield were decommissioned. The United States Coast took over the base and operated small boat camps until 1947. Because its location is so pivotal, less than a year later Naval Station Mayport was reactivated, and within three years, its land area was expanded and its runway extended. Several name changes occurred over the years and during the Cold War, Mayport became the East Coast home for the Light Airborne Multi-Purpose System (LAMPS) squadrons and in 1988 the base was re-designated as a naval air station.

Naval Station Mayport began teeming with life once again. Investments continued and growth in land area, activities and command importance enhanced its value. As Mayport expanded, it began to accommodate more ships and sailors with their families. Its role was crucial during the Cuban Missile Crisis, providing logistical support as well as an advanced staging area for the Second Marine Division. The base has also received visits from Presidents Nixon and Reagan.

The first carrier to be stationed at Mayport was the USS *Tarawa* (CVS-40) and the last carrier to call Mayport home was the USS *John F. Kennedy* (CV-67) was decommissioned on March 23, 2007. The Navy continues to entertain the idea of Mayport as a second carrier site on the East Coast but funding is not available.

Today, Naval Station Mayport has undergone major developments in technology, services and infrastructure, making it well positioned to act at a moment's notice. The station's protected harbor can accommodate 34 ships and its runway is capable of handling most aircraft in the military's inventory. It is host to the Navy's United States Fourth Fleet, and is home to the USS *Iwo Jima*, the USS *New York* and the USS *Fort McHenry*. On November 7, 2014, Naval Station Mayport became the East Coast home port for the Navy's newest ships, the littoral combat ships.

Mayport has become an asset not just to Northeast Florida, but to country.

I salute the 75th Anniversary of Naval Station Mayport, which continues to be a major employer and economic stimulator. More importantly, its personnel continue to contribute through their hard work and dedication to the important missions of our nation's defense. Naval Station Mayport has a long history of supporting both the local community and the country and will continue to do so for years to come. I rise today to congratulate them on 75 successful years and hope Mayport sailors continue to keep their home anchors in Northeast Florida.

#### PERSONAL EXPLANATION

#### HON. KAY GRANGER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 8, 2017

Ms. GRANGER. Mr. Speaker, I was unable to make votes. Had I been present, I would have voted YEA on Roll Call No. 607; YEA on Roll Call No. 608; and YEA on Roll Call No. 609.

#### TRIBUTE TO ALEX THOMSEN

#### HON. DAVID YOUNG

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 8, 2017

Mr. YOUNG of Iowa. Mr. Speaker, I rise today to recognize and congratulate Alex Thomsen of Underwood High School for winning the Class 1A, 126 pound bracket at the Iowa High School State Wrestling tournament earlier this year.

Iowa has a long and proud history of strong wrestling programs, producing college and Olympic champions for years. Winning two state championships in a row is the culmination of years of hard work and commitment, not only on the part of Alex, but also his parents, his family and coaches.

Mr. Speaker, the example set by Alex demonstrates the rewards of hard work, dedication, and perseverance. I am honored to represent him and his family in the United States Congress. I ask that my colleagues in the United States House of Representatives join me in congratulating Alex on competing in this rigorous competition and in wishing him nothing but continued success.

#### PERSONAL EXPLANATION

#### HON. RICHARD HUDSON

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 8, 2017

Mr. HUDSON. Mr. Speaker, I was unable to vote on this day because I was attending the memorial service for the 3rd Special Forces Group soldiers who were recently killed in action while serving in Niger.

Had I been present, I would have voted yea on Roll Call No. 610, 611; nay on Roll Call No. 612, 613; yea on Roll Call No. 614, and 615.

TRIBUTE TO PAUL OREFFICE,  
FORMER CHAIRMAN OF THE  
BOARD OF THE DOW CHEMICAL  
COMPANY

#### HON. JOHN R. MOOLENAAR

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 8, 2017

Mr. MOOLENAAR. Mr. Speaker, I rise today to pay tribute to Paul Orefice, the former Chairman of the Board of The Dow Chemical Company, upon his 90th birthday.

Paul was born in Venice, Italy and came to the United States with his family when he was 17 years old. He went on to attend Purdue University and graduated with a Bachelor's Degree in Chemical Engineering in 1949. After serving in the U.S. Army during the Korean conflict, Paul began his career at Dow Chemical in Midland, Michigan.

Following international assignments in Switzerland, Italy, Brazil and Spain, Paul became the first president of Dow Chemical Latin America in Coral Gables, Florida, in 1970. In 1971, he was elected as a member of the Board of Directors, and later as president of Dow Chemical U.S.A. in August 1975. Paul was named president and CEO of The Dow Chemical Company in May 1978 and chairman in May 1986.

As a humanitarian, Paul received the Encomienda del Merito Civil (Order of Civil Merit) in 1966 from the government of Spain and in 1978 he was honored with the title "Grand Ufficiale" by the Italian government. Paul is the first person to receive both the Société de Chimie Industrielle's Palladium medal and SCI America's Chemical Industry medal, which he received in 1981 and 1983, respectively.

Paul has been especially helpful in giving back to Michigan's Fourth Congressional District through his intentional engagement of the community. His involvement in bringing the Midland Soccer Club and the Greater Midland Tennis Center to life has not only provided opportunities for the local youth to come together to be active within the community, but also brings tourism to the area through tournaments and other events. Paul's involvement in philanthropy touches not only the Midland community, but reaches across the country as he is a Trustee of the Rollin M. Gerstacker Foundation, served as a Senior Member of the MD Anderson Cancer Center Visitors Board, and he served as Chairman of the Board of the Parkinson's Foundation from 2003 to 2007. His strategic thinking and continued contributions have greatly impacted families across the district and the country.

On behalf of the Fourth Congressional District of Michigan, I am honored today to recognize Paul Orefice for his lifetime of work in chemical engineering and for his commitment to the Midland Community.

#### PERSONAL EXPLANATION

#### HON. FREDERICA S. WILSON

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 8, 2017

Ms. WILSON of Florida. Mr. Speaker, I was not present for the following votes because I