

through the ranks from a sergeant in Madisonville to the Drug Enforcement Captain at DESI WEST.

He represents his State proudly as a man of honor and is an officer of tremendous depth, intellect and vision.

I honor him today because of his dignified and steadfast commitment to the Commonwealth of Kentucky, his fellow officers and the citizens of our community.

ON THE PASSING OF MY DEAR FRIEND, AMERICAN PATRIOT AND COMMUNITY LEADER, COL H. WILLIAM "BILL" CARD

HON. SOLOMON P. ORTIZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2010

Mr. ORTIZ. Madam Speaker, I rise today to honor in memoriam the dedication and outstanding leadership of COL. H. William "Bill" Card, who served as mayor of Harlingen, Texas, from 1987 to 1998. He passed away Sunday, July 18, 2010, in Harlingen at the age of 88.

Colonel Card, who spent more than 2 decades in selfless service as Mayor of Harlingen, championed a united front of Rio Grande Valley communities to develop a regional effort for business opportunities and economic development. He was an unsung hero of the Rio Grande Valley.

Colonel Card was the longest-serving mayor of Harlingen, where he served 4 terms as mayor of the city. During his leadership, Harlingen was named an "All-American City."

Colonel Card retired from the Marine Corps after 28 years of service and relocated to Harlingen in 1968 to become commander of the Marine Military Academy. In 1975, he began his career as a banker and went on to become president of the First National Bank of Harlingen.

Colonel Card is survived by his wife, Garrison, his son, Bill Card III, and his daughter, Patti Card Smith. He is preceded in death by his daughter Cheryl Card Gray.

Today, I ask that my colleagues join me in commemorating the life of Colonel Card, who served this Nation with dignity, honor, respect and admiration. He will long be remembered by the communities he cared so much for in South Texas. His family, friends and loved ones will miss him dearly—so will I.

INTRODUCTION OF THE TRANSPORTATION AND HOUSING AFFORDABILITY TRANSPARENCY ACT

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2010

Mr. BLUMENAUER. Madam Speaker, today I am pleased to introduce the Transportation and Housing Affordability Transparency Act, or "THAT Act." This legislation will provide homebuyers, renters, and policy makers with the information they need to make informed decisions about their housing choices.

The average family spends about half of its income on transportation and housing costs.

Housing affordability has traditionally been measured as the extent to which a household's income can cover the purchase price of a home or the monthly rent. However, transportation costs can vary based on the location of a home. The cost of transportation has been growing as people move further from their jobs and community development patterns require families to drive for most of their outings. In certain auto-dependent areas, transportation costs can be very high, leaving families with less money for housing, food, healthcare, education, and other important expenses.

Transportation costs and savings are not currently taken into account in government affordability measures and standards, and information is not generally available to consumers looking to purchase or rent homes. For example, low-income housing tax credits, down payment assistance grants, and rental assistance under Section 8 of the U.S. Housing Act of 1937 are all awarded and used without regard to this transportation cost burden. At a time of increasing gas prices and the pending expiration of many of the federal subsidies that keep housing near transit affordable, it's important for consumers and decision-makers to take transportation costs into account.

This legislation requires the Secretary of Housing and Urban Development (HUD) to work with the Department of Transportation and other stakeholders to develop a transportation affordability index that measures the transportation costs associated with the location of a home. The bill requires HUD to take into consideration a number of factors that determine transportation costs, including the location and frequency of transit service, the average vehicle miles travelled in the area, and the availability of services such as grocery stores, bike lanes, community centers, and schools. HUD will be required to share this information with the general public, realtors, regional and local housing and planning agencies, states, and entities that engage in transportation demand management programs. The bill also requires HUD, where feasible, to incorporate transportation costs into its housing programs and work with other federal agencies, states, and local governments to incorporate transportation costs into their housing programs.

The information made available by this legislation will ensure transparency in housing and transportation costs for consumers, housing providers, local and regional planning agencies, and other stakeholders. It will also enable HUD, where appropriate, to incorporate transportation costs into its affordability measures and standards. Finally, it will help communities recognize the importance of providing affordable transportation and housing choices for their residents, and give them the tools they need to do so.

I hope my colleagues will join me in supporting this simple legislation to help make our families safer, healthier, and more economically secure.

HONORING THE TOWN OF
MATTAWAMKEAG

HON. MICHAEL H. MICHAUD

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2010

Mr. MICHAUD. Madam Speaker, I rise today to recognize the town of Mattawamkeag, Maine as it celebrates its Sesquicentennial this month.

Mattawamkeag is the historical site of an early Native American fishing village located on the Mattawamkeag River, a tributary to the Penobscot River. The Indians once told of an ancient burial ground on the northern bank of this river, not far from the town today. Maine residents began settling the area in 1829, and it became incorporated into the state in 1860.

The citizens of this small town, currently numbering around 825 residents today, have experienced their fair share of history, both within the State of Maine and the greater United States. During the Civil War, thirty soldiers from the town left to fight for the Union; seven did not return. And in 1847, Henry David Thoreau visited and wrote about Mattawamkeag during his travels.

The town's background is also closely tied to the complex railway systems of the United States. It served as a key stop on a transcontinental railway linking Maine to the city of Saint John in New Brunswick, Canada during the late nineteenth century. The network later expanded, and Mattawamkeag became connected to the cities of Megantic in Quebec and Vancouver in British Columbia. Even today, this town plays an important role in interstate exchange, operating as the final eastern stop on the Guilford Rail System connecting Maine, New York, New Hampshire and Massachusetts.

I am pleased to share in the celebration as Mattawamkeag looks back on 150 years of rich history.

Madam Speaker, please join me in wishing all the citizens of Mattawamkeag well on this joyous occasion.

H.R. 4173, THE DODD-FRANK WALL STREET REFORM AND CONSUMER PROTECTION ACT CLARIFICATION OF INTENT WITH RESPECT TO THE NONADMITTED AND REINSURANCE REFORM ACT

HON. DENNIS MOORE

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2010

Mr. MOORE of Kansas. Madam Speaker, as a House conferee and the chief sponsor of H.R. 2571, the Nonadmitted and Reinsurance Reform Act, that was included in the conference report for H.R. 4173, the Dodd-Frank Wall Street Reform and Consumer Protection Act, I wanted to make one important clarification of intent on the final language. The President signed the Dodd-Frank Act into law yesterday.

Section 521(a) of the Dodd-Frank Act is intended to require the broker to pay or remit all tax in a surplus lines transaction to the "Home State" of the insured as defined in the Act and to no other state or political subdivision of any