

skills critical to national security or community health and safety. This could take the form of an initial "self-declaration" as a part of the registration process. Men and women would enter on the SSS registration form a multi-digit number representing their specific critical skill (e.g., similar to military occupational specialty or Armed Forces Specialty Code with Skill Identifier), taken from a lengthy list of skills to be compiled and published by the Departments of Defense and Homeland Security. Individuals proficient in more than one critical skill would list the practiced skill in which they have the greatest degree of experience and competency. They would also be required to update reported information as necessary until they reach age 35. This unique data base would provide the military (and national, state, and municipal government agencies) with immediately available links to vital human resources . . . in effect, a single, most accurate and complete, national inventory of young Americans with special skills.

While the data base's "worst-case" use might be to draft such personnel into military or homeland security assignments during a national mobilization, its very practical peacetime use could be to support recruiting and direct marketing campaigns aimed at encouraging skilled personnel to volunteer for community or military service opportunities, and to consider applying for hard-to-fill public sector jobs. Local government agencies could also tap this data base to locate nearby specialists for help with domestic crises and emergency situations.

With the changes described above, SSS programs would be modified to serve the contemporary needs of several customers: Department of Defense; Department of Homeland Security (FEMA, U.S. Border Patrol, U.S. Customs, INS); Corporation for National Service, Public Health Service, and other federal and state agencies seeking personnel with critical skills for national security or community service assignments. The SSS would thus play a more vital, relevant, and immediate role in shoring up America's strength and readiness in peace and war.

#### *II. Are today's SSS capabilities in sync with DoD needs?*

A. Is there a need to preserve the capability of conducting a draft of untrained manpower? If so, is the time frame still M+193?

B. How likely is it that DoD will need SSS to conduct a Health Care draft?

C. Now severe are any other critical skills shortages in the military?

D. Are the Clinton-era's abstract reasons for preserving the SSS and peacetime registration still valid?

E. Would DoD still fight any and all Congressional initiatives to cut or eliminate the SSS?

#### *III. Consider restructuring the SSS to address contemporary national security needs*

A. Focus might be on relieving critical skills shortages

B. Include potential service to DHS and other government agencies that must attract/recruit skilled personnel.

C. Explore the feasibility of developing a single-point data base of virtually all young Americans, 18 through 34 years old, immediately identifiable by critical skills possessed and practiced. Data base could be used for a draft in war and for recruiting in peacetime.

1. Would require modification of SSS mission and changes to authorizing law.

2. Cost considerations.

#### *IV. Next steps—Statement of Administration Policy needed*

A. DoD decides what services it needs and wants from SSS: Three options for consideration:

1. SSS status quo; however, redefine the DoD mission guidance and time lines to make the SSS more relevant to DoD's needs and the SECDEF's policy. The current guidance of providing untrained inductees at M+193 runs counter to the SECDEF's views and is out-of-sync with possible wartime scenarios.

2. Return the SSS to "Deep Standby" status. If a draft of any kind is highly unlikely and undesirable, eliminate peacetime registration and dismiss the 10,000 trained volunteer Board Members. However, should a draft be needed, it would take more than a year to get the system capable of conducting a fair and equitable draft from Deep Standby status.

3. Restructure the SSS and shift its peacetime focus to accommodate DoD's most likely requirements in a crisis. Plan for conducting a more likely draft of individuals with special and critical skills.

a. Minimum requirement: SSS mission guidance and time lines must be redefined promptly by DoD to allow more relevant pre-mobilization planning and funding for the possibility of a critical skills draft at M+90 or sooner. Peacetime registration of men 18 through 25 would continue, but consideration would also be given to identifying men with certain critical skills among these year-of-birth groupings. A post-mobilization plan would also be devised and computer programming accomplished for a full-blown critical skills draft. The HCPDS program is completed, brought to the forefront of SSS readiness planning, and tested through exercises. Without a reaffirmation of relevance and adjustment of mission, the SSS will be an easy target for reduction or elimination by detractors in the Congress and the Administration.

b. Expanded pre-mobilization requirement: SSS peacetime registration expanded to include women and men, 18 through 34 years old, and collects information on critical skills within these year-of-birth groupings. Requires change of law and additional funding (see Issue Paper dated 11 Feb 2003).

B. If more examination of the issue and options is needed, consider forming an inter-agency task force to provide the Administration with a policy recommendation. Possible players: DoD, SSS, DHS, NSC, OMB, Corporation for National Service, PHS, others.

C. After suitable analysis, obtain a White House Statement of Administration Policy (SAP) announcing plans for the future of the SSS (course of action 1, 2, or 3, above).

D. If the SSS is to expand its pre-mobilization activities to include registration of women and collection of critical skills identifiers, it will be necessary to market the concept for approval by the Armed Services Committees and Appropriations Committee draft implementing legislation for congressional consideration. The changes will be implemented after the amended law is signed and funding is identified.

#### TRIBUTE TO MR. LIPINSKI

##### HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, October 8, 2004

Mr. PETRI. Mr. Speaker, I want to join in this tribute to the many years of public service and the more than 20 years of service here in the House of our colleague BILL LIPINSKI.

I have had the privilege of serving with BILL on the Transportation and Infrastructure Committee for many years. During this Congress, he has served as the ranking Democrat on the

Subcommittee on Highways, Transit and Pipelines. Together, we have had to navigate through the often frustrating, confusing and twisting course of the transportation bill reauthorization effort this year and last. BILL has always been a steady partner and a strong defender of the program. He certainly hasn't been reluctant to voice his strong support for increased investment in transportation. He is a great fighter, and we have been lucky to have him on our side during this particular fight. I have valued his advice and counsel these past two years as together we have worked to produce a transportation program that moves our country forward.

Beyond our work together on the Subcommittee, we have worked together on other issues, such as the expansion of O'Hare and many years fighting the whistle ban to protect our towns that had developed around the railroad tracks crisscrossing through our districts.

Apart from the Committee activities, BILL has been a tireless advocate for his constituents. He was born on the southwest side of Chicago, and he truly knows and understands his district. Prior to coming to Washington, BILL was a Chicago City alderman and he still is a Ward committeeman—a good education for any member of this House!

So I want to acknowledge BILL's courage, his strength in standing by his convictions, and his love for the city of Chicago. He has had a real impact, and his successes can be seen all over the city—whether riding the "el" or landing on a plane at Midway.

I wish him and his wife, Rose Marie, all the best on his retirement. He has been a valuable member of the House, and we will miss him.

#### TRIBUTE TO MR. BILL LIPINSKI

##### HON. PHILIP M. CRANE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, October 8, 2004

Mr. CRANE. Mr. Speaker, I am pleased to join my colleagues in a tribute to my good friend, BILL LIPINSKI, who has made countless contributions to the State of Illinois and to the country during his years serving in the House.

George Washington is quoted as saying, "How far you go in life depends on your being tender with the young, compassionate with the aged, sympathetic with the striving, and tolerant of the weak and the strong. Because someday in life you will have been all of these." I believe BILL LIPINSKI modeled his Congressional career around this quote.

BILL's efforts in transforming our country's transportation infrastructure, especially that in the State of Illinois, has made every American's life a little easier by more efficient travel. Throughout the years, BILL and I have worked together on several transportation projects, from Metra expansion to road projects. In working with him on each of these projects, he showed great leadership, but most of all he showed great friendship. It is for this that I admire BILL the most. He could look past the harsh realities of partisan politics and work with me to help residents within my district. I will be eternally grateful not only for BILL's support of the projects he and I worked on but also for his friendship.

Another thing I will always remember BILL for is his independence. While BILL is a loyal

Democrat—one that I haven't yet been able to convert—he was never afraid to break from the ranks to cast his vote as he saw fit. I will always miss his camaraderie, and his love for this cathedral of democracy.

BILL, in the years to come, I hope I will still get to see you on the flights to and from Chicago and I wish you all the best in your retirement.

CONFERENCE REPORT ON H.R. 4520,  
AMERICAN JOBS CREATION ACT  
OF 2004

SPEECH OF

**HON. EDWARD J. MARKEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, October 7, 2004*

Mr. MARKEY. Mr. Speaker, this week the price of oil rose to more than \$53 a barrel, a record that will translate into higher home heating oil prices this winter and higher gasoline prices at the pump.

Last night, the Republican-controlled House of Representatives responded to this news by passing a tax bill that renews an expiring tax loophole for small businesses to buy huge, gas-guzzling SUVs, like the Hummer.

Our tax code should offer incentives for people to conserve energy. Unfortunately, the SUV tax loophole does just the opposite. The Republican Hummer tax loophole entices Americans to buy the biggest, heaviest, and least fuel efficient vehicles on the market. Under this loophole, a small business that purchases a large SUV, such as a Hummer or Cadillac Escalade, can deduct up to \$25,000 of the vehicle's cost. In contrast, citizens who purchase a fuel efficient hybrid vehicle this year will be entitled to just \$2,000; starting in 2006, the hybrid vehicle tax deduction will shrink even further until it disappears entirely by 2009.

In 2003, nearly 1,000,000 large SUVs were sold in the US, outnumbering the number of hybrid vehicles sold by a ratio of 23 to 1.

The best-selling hybrid vehicle, the Toyota Prius, achieves an estimated 55 miles per gallon. In contrast, the Hummer H2, Ford Excursion, and Land Rover Range Rover all achieve less than 15 miles per gallon.

The Toyota Prius emits 3.5 tons of greenhouse gas emissions annually; the annual greenhouse gas emissions for the Hummer H2, Ford Excursion, and Land Rover Range Rover each emit more than 4 times the amount of greenhouse gases than the Prius.

Instead of working towards independence from Middle East oil, the Republicans have voted to extend tax loopholes that will only help make us even more dependent. So far, we have had 1,066 American soldiers die in a misdirected, misguided attempt to stabilize the government holding the world's second largest oil supply. The war in Iraq has made our country more vulnerable to the extremists of the Middle East.

Instead of making our air cleaner and protecting our environment, the Republican Hummer tax loophole is making our air dirtier, making our planet warmer, and contributing to the

pressure to drill for oil in one of the last pristine ecosystems remaining in not only America but on the planet. Large SUVs are extremely polluting, particularly in regards to greenhouse gases. Due in part to the oil wasted by large SUVs, the Administration would like to open the ecologically pristine Arctic National Wildlife Refuge to drilling in order to extract a total of 6 months worth of oil—oil that would be pumped right into the tanks of Hummers and other SUV gas guzzlers.

Instead of working to pay down the nation's debt, the Republican Hummer tax loophole is digging our children's financial hole even deeper. For every 100,000 taxpayers that drive through the Hummer loophole, the Treasury is denied almost \$900 million.

Instead of helping the poor, the tax loophole is once again aiding the wealthy. Because Hummers and other large SUVs use an inordinate amount of fuel, they increase the demand for gasoline, which in turn causes the price of gasoline to rise. The price of gasoline in Massachusetts currently is \$1.93 a gallon. The price of oil is almost \$53 a barrel. These price increases make a disproportionately higher impact on the bank accounts of the nation's poorest households. In addition, because the SUV tax poolhole is designed for type-S corporations, the beneficiaries include lawyers, doctors, and real estate agents.

Clearly, something needs to be done to help wean the United States off of oil and free ourselves from the chains of OPEC. A step in the right direction would be for the United States to promote the use of high fuel economy hybrid vehicles.

This problem could be solved easily if we only had the willpower to do so. By changing one sentence in the tax code, we could preserve the tax deduction to small businesses owners, such as farmers, who were intended to benefit, and eliminate the benefit to those who abuse it. In the current version, some long overdue language was added to distinguish between large SUVs and industrial vehicles. That change somewhat improved the situation, dropping the deductible amount for large SUVs from a ridiculous \$100,000 to a sublime \$25,000; however, the fact that \$25,000 deductions for large SUVs are being extended until 2008 while the already minuscule deductions for hybrid vehicles are disappearing is ludicrous.

By not extending the SUV tax loophole and not eliminating the deductions for hybrid vehicles, we can help to increase our nation's security, protect our environment, reduce the national debt, and ease the financial burdens of the poor. It is time for the majority in the Congress to steer our nation in the right direction by saying no to the special interests who are working to keep this loophole open. The House vote last night to approve the Republican tax bill represents a failure of vision. We can only hope now that the Senate will block this legislation to extend the Republican Hummer loophole from 2006 until 2008.

Last year when we tried to get rid of this loophole during the energy conference, I resorted to bad poetry as a way of prying my colleagues free of this obscene subsidy. It didn't work. But I am told by people in the business of psychological operations that you can sometimes free a hostage by playing the

same thing over and over again until the hostage-taker comes screaming out of the house saying "Stop It! I Can't Take It Anymore!" So, for the sake of good policy, I am resorting once again to the same bad poetry.

"A TAXPAYER'S LAMENT," OR "WHY AM I  
PAYING FOR OTHER PEOPLE'S HUMVEES?"

I don't mind paying taxes, for energy and such

As long as I don't have to pay very much,  
And as long as I don't end up subsidizing trucks

Called "Humvee Ones" and "Humvee 2s" for 25,000 bucks!

They don't fit in a parking space; they guzzle gas like a hog,

And they leave our children gasping for air turned in to smog.

I'm not for banning Humvees—some people think they're cool.

But subsidizing this luxury treats taxpayers like a fool.

With our soldiers now in Baghdad fighting for the oil

Wasting gasoline this way just makes my blood boil.

Voting for this subsidy is impossible to defend.

All we want to know out here is when will this end?

HONORING GENE HOOPER'S 50  
YEARS IN BANKING

**HON. BART GORDON**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Friday, October 8, 2004*

Mr. GORDON. Mr. Speaker, I rise today to honor my friend Gene Hooper's service to the banking community of Middle Tennessee. Gene and his wife, Vera, are residents of Cookeville, Tennessee.

Fresh out of high school, Gene began working at Third National Bank in 1954. There, he formed a partnership with Homer Tidwell, and the two young men teamed up to win the American Institute of Banking's National Debate Contest.

Gene continued working for Third National Bank for more than 20 years. In 1976, he joined the Bank of Putnam County. At the time, the bank was preparing to open its second office in Cookeville. Under Gene's leadership, the Bank of Putnam County has grown into a two-bank holding company with 12 offices in four counties.

Gene has been a leader in banking, as well as a leader in the community. He has served as an officer in the American Institute of Banking, and he has served on the government relations committees for both the Tennessee Bankers Association and the American Bankers Association. He also is an active member of the Cookeville Chamber of Commerce and Cookeville Noon Rotary.

Gene has accomplished much in his 50 years of service. I thank him for his good advice over the years, and I congratulate him on his long and distinguished career.