

With the able leadership of my good friends Rep. SLAUGHTER and Rep. SHAYS, co-chairs of the Congressional Arts Caucus, we've been making steady progress every year in getting back to the appropriate level of funding for the NEA. This amendment represents an enormous and simply unthinkable step backwards for the Arts in our country.

Madam Chairman, I strongly oppose the Lamborn Amendment and urge my colleagues to do the same.

REMEMBERING DR. HANS SENNHOLZ

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

Mr. PAUL. Madam Speaker, I rise to recognize the life and achievements of Hans F. Sennholz. Dr. Sennholz was one of the foremost free-market economists of his generation and an inspiration to tens of thousands of people around the world.

Dr. Sennholz was born on February 3, 1922 in Germany in the midst of the German hyper-inflation crisis and experienced firsthand the Great Depression and the horrors of Hitler's dictatorship. After receiving his master's degree from the University of Marburg and a doctorate in political science from the University of Cologne, Dr. Sennholz received a Ph.D. in economics at New York University, where he studied under the Austrian economist Ludwig von Mises.

In his 37 years as a professor of economics at Grove City College, Dr. Sennholz was a formative influence for over 10,000 students. During an era in which Keynesianism was the dominant economic ideology, Dr. Sennholz's efforts played a major role in keeping alive the flame of classical liberalism and market-based economics. Dr. Sennholz and his free market ideas were a perfect fit for Grove City, which is one of only two colleges in the United States which eschews federal education funding.

Dr. Sennholz later became President of the Foundation for Economic Education, reviving the institution and renewing its mission to advancing the ideals of private property, individual liberty, the rule of law, and the free market. He also served as an adjunct scholar at the Ludwig von Mises Institute, from which he received the Gary G. Schlarbaum Prize in 2004 for his lifelong dedication to the cause of liberty.

I first met Dr. Sennholz in the early 1970s during the campaign to legalize the private ownership of gold. He was a tremendous influence on me and introduced me to other eminent economists of the Austrian School. Dr. Sennholz consistently taught the beneficial effects of the gold standard and was a tireless opponent of inflation. He never ceased to persist in pointing out the problems of fiat currency, the evils of inflation, and the perils of the Federal Reserve's loose monetary policy.

Dr. Sennholz passed away on Saturday, June 23, 2007 at the age of 85, having lived a full and rewarding life. Generations of free-market economists are indebted to him, his spirited teaching, and his lucid writing for keeping free-market economic teaching alive during trying times. Congress would do well to

heed his advice on the importance of free markets and the folly of fiat currency.

PERSONAL EXPLANATION

HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

Mr. COSTELLO. Madam Speaker, I rise today to clarify my position on two votes taken during consideration of the State and Foreign Operations Appropriations bill for fiscal year 2008 and to reiterate my strong support of pro-life issues.

During consideration of the bill, I inadvertently opposed the Pitts amendment, which would have restored equal funding and a balanced approach in the President's Emergency Plan for AIDS Relief (PEPFAR), and voted yes on final passage. While voting via electronic device during two minute votes, I thought I had voted correctly but was recorded otherwise. By the time I had realized what had happened, the votes had been closed.

Madam Speaker, since coming to Congress, I have been a strong supporter of pro-life policies. For these reasons, I want to reiterate my support for the Pitts amendment and my opposition to final passage of the bill.

2008 MILITARY CONSTRUCTION, VETERANS AFFAIRS, AND RELATED AGENCIES APPROPRIATIONS BILL

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

Mr. HOLT. Madam Speaker, I'm pleased the House has acted on this important legislation.

I want to compliment my colleague, the chairman of this subcommittee, Mr. EDWARDS of Texas, for the work he and his colleagues put into this bill. The priorities in this bill send a strong message to our military servicemembers and our veterans that we are serious about honoring our obligations to them.

To help deal with the constant problem of medical inflation and the rising costs of health care, this bill provides \$37,122,000,000 for the Veterans' Health Administration—an increase of \$4,442,265,000 or 13.6 percent over the FY 2007 level and \$2,509,329,000 more than the President requested. This increase is long overdue and vitally needed.

Since the attacks on 9/11, more than 1.5 million American military personnel have been deployed in support of Operations Enduring Freedom and Iraqi Freedom. When those men and women eventually separate from the service, a large number of them will require ongoing medical care for the wounds and injuries they've suffered in service to our country, particularly for mental health needs and traumatic brain injuries, TBI. This bill provides \$604,325,858 to increase funding for treatment in these areas.

We all know that TBI has, tragically, become the signature injury of the conflicts in Iraq and Afghanistan. In addition to providing an overall higher level of funding for medical

care for all veterans, this bill directs that all future budget requests include TBI as a Select Program—in other words, as a dedicated line item. That designation will help ensure that TBI treatment and rehabilitation programs receive the funding and focus required to meet the needs of veterans who are living with this life-altering injury.

This bill also recognizes that substance abuse and post-traumatic stress disorder, PTSD, are plaguing record numbers of veterans. The National Center for PTSD has reported that 58 percent of veterans who have substance abuse problems also have lifetime PTSD and are three times more likely to have PTSD than veterans who do not suffer from substance abuse disorders. To deal with this challenge, the bill provides \$428,873,754 for the Substance Abuse Program, an increase of \$70,880,754 over the President's request.

Finally, this bill contains an important accountability provision that the Bush administration opposed.

Specifically, the committee mandates in this bill that the Department of Veterans Affairs provide quarterly reports on the financial status and service level status of the VHA and each of its Veterans Integrated Service Networks, VISNs. The reports must contain the time required for new patients to get their first appointment, the time required for established patients to get their next appointment, the number of patients on wait lists for inpatient services or any mental health or substance abuse program, the number of staff shortages for mental health services, the planned and actual expenditure rates for contracted mental health care, and the number of unique veterans and patients being served. Specific reports on the blind rehabilitation service, OIF/OEF veterans, prosthetics, and substance abuse programs are also mandated in this bill.

I am pleased that Chairman EDWARDS and his colleagues are taking this approach to auditing the VA's programs. We all know that veterans are waiting longer to get their first or follow up appointments with their primary care providers. These provisions will help us establish just how serious the problem is and whether inadequate resources, poor management, or both are contributing to these delays in the delivery of vital health care services to our veterans. For these and the other reasons I've cited, I look forward to this bill's final passage by the Congress.

IN TRIBUTE TO COLONEL WARREN L. HENDERSON'S RETIREMENT FROM THE UNITED STATES AIR FORCE

HON. MICHAEL R. TURNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

Mr. TURNER. Madam Speaker, on the occasion of his retirement from the United States Air Force, I want to recognize Colonel Warren Henderson for his 26 years of dedicated service to our country. In his most recent assignment, he serves as the Chief, Weapon Systems Division, Office of the Secretary of the Air Force, Legislative Liaison. Colonel Warren Henderson is responsible for Congressional liaison and annual authorization of over \$50B for all Air Force weapon systems, munitions,

Science/Technology, Research and Development, and Special Access Programs. His Division is responsible for developing and executing strategies to best advocate for Air Force programs, and prepares AF senior leadership for testimony before House and Senate Armed Services Committees and Select Committees on Intelligence.

The colonel entered the Air Force in 1981 after receiving his commission from the U.S. Air Force Academy. He commanded the 23d Fighter Group "Flying Tigers" and the 494th Fighter Squadron, which, under his leadership, received the U.S. Air Forces in Europe Commander's Trophy as the top fighter squadron in the command. He is a command fighter pilot with approximately 4,000 flying hours and has flown combat missions over Iraq, Serbia, and Afghanistan.

I join my colleagues in expressing our sincere appreciation to Colonel Warren Henderson for his outstanding service to both the United States Air Force and our Legislative Branch. We wish him the best as he transitions into a new career. Colonel Henderson is a true professional and a credit to himself and the United States Air Force.

DEPARTMENT OF THE INTERIOR, ENVIRONMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2008

SPEECH OF

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 26, 2007

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2643) making appropriations for the Department of the Interior, environment, and related agencies for the fiscal year ending September 30, 2008, and for other purposes:

Mrs. MALONEY of New York. Mr. Chairman, I rise in strong opposition to the Brown-Waite Amendment, which would cut funding for the National Endowment for the Arts by \$32 million dollars, eliminating the much-needed funding increase for the NEA.

Since 1996, Congress has forced the NEA to meet the ever growing demands of our communities on a shoestring budget. Despite gross underfunding, the NEA has continued to promote arts and culture across the country.

With much-needed incremental increases since 2001, the NEA has developed widely-popular programs, including the Big Read and Shakespeare in American Communities, to encourage Americans to participate in cultural experiences.

In 2006, the NEA awarded 1,744 grants in 435 congressional districts—that's every single Congressional district in the nation.

In addition, because of the NEA's partnership with state and local art agencies, NEA grants are typically leveraged 7 to 1 for every dollar of federal investment.

Mr. Chairman, the cost of cutting funding to the NEA is so much more than the savings. I encourage my colleagues to support the NEA and oppose the Brown-Waite amendment.

PERSONAL EXPLANATION

HON. DEBBIE WASSERMAN SCHULTZ

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

Ms. WASSERMAN SCHULTZ. Madam Speaker, I am listed as voting "nay" during rollcall vote number 529 on H.R. 2764, the "Department of State, Foreign Operations and Related Programs Appropriations Act, 2008" when it was before the House of Representatives on Thursday, June 21, 2007. This is an error. I support the Shays of Connecticut Amendment on the Iraq Study Group and want it noted that had my intention been properly expressed I would be recorded as having voted "aye."

INTRODUCING H.R. 2881, THE FAA REAUTHORIZATION ACT OF 2007

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

Mr. OBERSTAR. Madam Speaker, I rise to introduce H.R. 2881, the "FAA Reauthorization Act of 2007", a bill that provides historic funding levels for the Federal Aviation Administration's ("FAA") capital Programs. Between fiscal year 2008 and fiscal year 2011, the bill provides \$15.8 billion for the Airport Improvement Program ("AIP"), and nearly \$13 billion for FAA Facilities & Equipment ("F&E"). These robust funding levels will enable the FAA to modernize our air traffic control ("ATC") system and make capacity enhancing improvements at our nation's airports. In addition, the FAA Reauthorization Act of 2007 also provides \$37.2 billion—one-half billion more than the FAA's recommendation—for FAA Operations over the next four years.

ATC MODERNIZATION

Modernizing our air transportation system is a national priority. The FAA forecasts that airlines are expected to carry more than one billion passengers by 2015, increasing from approximately 740 million in 2006. The Department of Transportation ("DOT") predicts up to a tripling of passengers, operations and cargo by 2025. The FAA Reauthorization Act of 2007 applies a four-part approach to ATC modernization and the Next Generation Air Transportation System (NextGen), including more funding, authority, accountability, and oversight.

The historic funding levels authorized for the FAA's F&E account will: accelerate the implementation of NextGen; enable FAA to replace and repair existing facilities and equipment; and provide for the development and implementation of high-priority safety-related systems.

To increase the authority and visibility of the Joint Planning and Development Office ("JPDO"), which provides the plan for NextGen, the FAA Reauthorization Act of 2007 elevates the Director of the JPDO to the status of Associate Administrator for NextGen within the FAA. It also mandates that the JPDO develop a work plan that details, on a year-by-year basis, specific NextGen-related deliverables for the FAA and its partner agencies, and requires the Secretary of Transpor-

tation to report on the plan's progress each year. The FAA Reauthorization Act of 2007 contains provisions to hold the FAA's vendors accountable for providing safe, quality services to consumers and to protect the Government's interest in major NextGen-related acquisitions.

The FAA's ATC modernization program has historically experienced massive cost overruns and delays. The FAA Reauthorization Act of 2007 authorizes Government Accountability Office ("GAO"), Department of Transportation Inspector General ("DOT IG") and National Research Council audits and reports related to NextGen that will help Congress exercise its oversight responsibilities.

FINANCING

Due to the projected growth of Airport and Airway Trust Fund ("Trust Fund") revenue, I do not believe radical financing reform is necessary. I am recommending to the Committee on Ways and Means that the general aviation jet fuel tax rate be adjusted for inflation from 21.8 cents per gallon to 30.7 cents per gallon, and that the aviation gasoline tax rate be increased from 19.3 cents per gallon to 24.1 cents per gallon. I believe that the forecasted growth of Trust Fund revenues, coupled with additional revenue from the recommended general aviation fuel tax rate increases, will be sufficient to provide for the robust capital funding required to modernize the ATC system, as well as to stabilize and strengthen the Trust Fund.

AIRPORT FUNDING

Madam Speaker, in June, DOT reported that only 72.5 percent of domestic flights by the United States' 20 largest airlines arrived on-time in January, February, March, and April—the worst showing for those four months since DOT began reporting on-time performance in 1995. This is unacceptable. Robust investment in airport infrastructure is necessary to enhance capacity and combat delays.

According to the FAA, the majority of air traffic delays at the top 35 airports, which account for 73 percent of passenger enplanements, can be traced to inadequate throughput. To quote the FAA: "The construction of new runways and runway extensions are the most effective method of increasing throughput."

The FAA's 2007–2011 National Plan of Integrated Airport Systems ("NPIAS") states that during the next five years, there will be \$41.2 billion of AIP-eligible infrastructure development, an annual average of \$8.2 billion. This \$41.2 billion includes approximately \$18 billion in runway-related needs, including new runway, taxiway and apron construction. However, in March 2007, the FAA testified that the current NPIAS report may underestimate the true cost of needed capital investment, as sharp increases in construction costs occurring in the last half of 2006 were not fully reflected. The 2007–2011 Airports Council International—North America Capital Needs Survey estimates total airport capital needs—including the cost of non-AIP-eligible projects—to be about \$87.4 billion or \$17.5 billion per year from 2007 through 2011.

In March 2007, the American Association of Airport Executives testified that according to the January 1, 2007 Means Construction Cost Indexes, the average construction costs for 30 major U.S. cities have risen more than 24 percent in the past three years—at an average annual rate of more than 7.5 percent.