

EXTENSIONS OF REMARKS

EARMARK DISCLOSURE

HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. LATHAM. Madam Speaker, I wish to make the following disclosure in accordance with the new Republican Earmark Transparency Standards requiring Members to place a statement in the CONGRESSIONAL RECORD prior to a floor vote on a bill that includes earmarks they have requested, describing how the funds will be spent and justifying the use of federal taxpayer funds.

Requesting Member: Congressman TOM LATHAM.

Bill Number: H.R. 6599, the Military Construction, Veterans Affairs and Related Agencies Appropriations Act for Fiscal Year 2009.
Account: MilCon, Air National Guard.

Legal Name of Requesting Entity: Iowa Air National Guard.

Address of Requesting Entity: 7700 NW Beaver Drive, Johnston, Iowa 50131.

Description of Request: Appropriation of \$5.6 million for the construction of a new Vehicle Maintenance Facility and remodeling of the existing Communications Facility located at the 133rd Test Squadron in Fort Dodge, Iowa. Updating facilities at the 133rd Test Squadron is of the utmost importance and highest priority for the Iowa National Guard. This project is approved on the U.S. Air Force Future Year Defense Plan (FYDP), and has been assigned the number HEMT039066. The facility is significantly short of space due to the expansion of the unit's mission, manning and resources. Since it is the only unit designated to test future Command and Control (C2) projects for the U.S. Air Force, the performance of the 133rd Test Squadron is vital to Air Force missions. A detailed financial plan based on form DD 1391 required by the Department of Defense for military construction projects follows.

COST ESTIMATE

ITEM	U/ M	Quantity	Unit cost	Cost (\$000)
Vehicle Maintenance/ Comm Training Facility.	SF	32,369	.....	4,171
Vehicle Maintenance Area.	SF	7,000	210	(1,470)
Age Addition To Comm Area.	SF	2,600	186	(484)
Upgrade Communications Area.	SF	22,769	91	(2,072)
Anti-Terrorism/Force Protection Measures.	SF	32,369	2	(65)
Lead Certification.	LS	.....	.....	(80)
Supporting Facilities	.....	.....	.....	864
Pavements	LS	.....	.....	(115)
Utilities	LS	.....	.....	(150)
Site Improvements/Parking.	LS	.....	.....	(100)
Communications Support.	LS	.....	.....	(100)
Pre-Wired Work Stations.	LS	.....	.....	(130)
Temporary Trailers.	LS	.....	.....	(220)

COST ESTIMATE—Continued

ITEM	U/ M	Quantity	Unit cost	Cost (\$000)
Demolition/Asbestos Removal.	SF	3,270	15	(49)
Subtotal	5,035
Contingency (5%)	252
Total Contract Cost	5,287
Supervision, Inspection And Overhead (6%).	317
Total Request	5,604
Total Request (Rounded).	5,600

10. Description of Proposed Construction: New Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and sloped roof structure. Includes overhead crane/hoist, all utilities, pavements, fire protection, site improvements, and support. All interior wall, ceilings, interior finishes and pre-wired work stations. Alteration: Rearrange and extend interior walls and utilities. Provide anti-terrorism force protection measures. Demolish three buildings (304 SM) and landscape the site. Air Conditioning: 60 Tons. Requirement: 32,369 SF Adequate: 0 SF Substandard: 22,769 SF

Project: Vehicle Maintenance and Communications Training Facility (Current Mission).

Requirement: The base requires an adequately sized, properly configured, and environmentally safe vehicle maintenance facility for operations and training. Vehicles to be repaired and maintained include cars, trucks, sweepers, and snowplows. Functional areas consist of maintenance bays, paint bay, office area, parts/tool storage, battery shop, vehicle dispatch, fuel dispensing facility and wash rack. An adequately sized and properly configured facility is required for the operations, maintenance, and training in support of a 132-personnel combat communications squadron responsible for tactical communications-electronics systems. Functional areas include the command section, communication systems (i.e. satellite, base, and network), communications center, combat support, secure storage, deployment control center, classrooms, physical fitness center, dining area, and medical training.

Current Situation: The vehicle maintenance functions are accomplished in a facility that has reached the end of its useful life. Facility maintenance and repair of the mechanical and electrical systems are no longer cost effective due to the lack of replacement parts. The facility is significantly short of maintenance, office, and training space due to the expansion of the unit's manning and resources over the years. Maintenance and repair operations on larger vehicles must be done outside because they do not fit in the small bays. The facility has numerous safety, health, and environmental hazards. The communications and electronics facility portion of this project will reconfigure and renovate existing spaces while adding to the complex to alleviate facility shortfalls. Mission accomplishment and Status of Readiness and Training System (SORTS) levels are de-

graded as there is no adequate space to properly store civil engineering equipment, generators, and equipment assets to be deployable within response time criteria given winter conditions. The 133rd is accomplishing part of the test mission requirements in a facility on the other side of the airport driveway. This requires them to take valuable time and manpower to get to the support functions such as medical and supply items. The area is 12 percent short of the required space needed to support the mission. Several Control and Reporting Center (CRC) testing events have been located in building 102, which has been identified to be demolished. This facility requires roof repairs and electrical and mechanical upgrades to meet code requirements. The space is not functionally set-up to house a test squadron, which causes interruptions in training/testing requirements. They do not have the space to test, maintain, train and repair equipment that they are required to support. The office space is not properly configured. The Aerospace Ground Equipment (AGE) facility (building 101) is not functionally efficient as an AGE shop with its current layout. Equipment is stored outside due to lack of covered storage space. The administrative area is congested and not properly configured. The existing forced air heat system is inefficient and requires repair. The existing floor drains are not connected to an oil water separator. The majority of the base infrastructure system is over 40 years old and has been upgraded only as part of new construction. Parts of the system that have not been upgraded are deteriorated due to age.

Impact If Not Provided: Operations and training suffer from lack of up-to-date and adequate facilities. The overcrowded and antiquated facility seriously degrades the unit's capability to maintain a safe, operationally ready fleet, and severely limits the unit's ability to train. Continued safety and environmental problems with possible violations of federal and state environmental statutes. Quality of life is negatively impacted affecting morale, recruiting, and retention.

Additional: This project meets the criteria/scope specified in Air National Guard Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. These facilities are "inhabited" buildings and meet the standoff distance requirements. There is minimal threat and the level of protection is low so minimum construction standards have been applied. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. The following buildings will be demolished as a result of this project: 101 (214 SM), 104 (45 SM), and 105 (45 SM) for a total of 304 SM.

Vehicle maintenance area: 7,000 SF = 650 SM.

Age addition to comm area 2,600 SF = 242 SM.

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

Upgrade communications area: 22,769 SF = 2,115 SM.
 Demolition/asbestos removal: 3,270 SF = 304 SM.

OFFSHORE DRILLING

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. GENE GREEN of Texas. Madam Speaker, with today's high price of gasoline, I would like to insert into the RECORD an article reprinted in the Baytown Sun which highlights the need for offshore drilling in our country.

[From the Fort Worth Star-Telegram, Jun. 24, 2008]

OFFSHORE DRILLING

The legendary Willie Sutton robbed banks because, as he famously explained, that's where the money was.

The United States should take a cue from the late Sutton. It needs to expand drilling for oil and natural gas in offshore waters because that's where many of the nation's biggest untapped petroleum deposits probably can be found. At a time when gasoline prices have soared to the once-unthinkable level of \$4 per gallon, the country is more vulnerable than ever in terms of its exceptionally heavy reliance on foreign oil.

President Bush urged Wednesday that Congress remove a 27-year-old moratorium on offshore drilling. The ban includes waters off the East and West Coasts and in the eastern Gulf of Mexico off southwest Florida. Bush also called for drilling in the Arctic National Wildlife Refuge in Alaska and areas of the western continental United States with large oil-shale deposits.

Annual U.S. oil production is about 1.8 billion barrels. The Interior Department estimates that up to 10 times that amount—about 19 billion barrels—is potentially recoverable in offshore areas that currently are off-limits to drillers, according to a McClatchy Newspapers report on Bush's proposal.

Democrats called the proposal a gimmick that will backfire on the Republicans.

The Star-Telegram Editorial Board long has supported significantly expanded offshore drilling. We also favor drilling in a limited portion of the Arctic refuge that constitutes only about 8 percent of that vast preserve, which is roughly the size of South Carolina. We're also open to considering expanded drilling in some areas of the Western U.S. . . .

. . . Congress probably won't give serious consideration to lifting the moratorium until after a new president takes office in January. Even if the moratorium were lifted today, motorists shouldn't expect any near-term relief from record-high fuel prices. Major offshore oil and natural gas projects generally take several years to complete and are very expensive. The price tag for a gigantic offshore oil production platform in extremely deep waters could exceed \$1 billion. Likewise, if the Arctic refuge suddenly were opened to drilling, it could be 10 years before oil was produced.

Nevertheless, adopting such policies to expand future oil and natural gas production could contribute to lower energy prices further down the line.

In 2007, 26.8 percent of U.S. oil production and 14.2 percent of natural gas production came from offshore wells.

An exciting discovery by Chevron and two partners in the Gulf of Mexico in late 2006 il-

lustrates the potential for big fields offshore. A test oil well, dubbed "Jack 2," was drilled 175 miles off Louisiana to a total depth of 5.3 miles (19 times the height of New York's 102-story Empire State Building), making it the deepest well successfully tested in the Gulf. It flowed at a prolific 6,000-plus barrels a day and was drilled in a promising geological trend known as the Lower Tertiary, which runs about 200 miles east to west and 30 to 40 miles north to south, Chevron spokesman Mickey Driver said. The area potentially could yield 3 to 15 billion barrels and become the largest domestic oil find since Alaska's Prudhoe Bay discovery in 1968, according to media reports.

CELEBRATING THE LIFE OF DR. BARBARA ANN TEER

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. RANGEL. Madam Speaker, I rise today to pay tribute to the life and legacy of one of my district's most important leaders, Dr. Barbara Ann Teer, who left this world on July 21, 2008.

Dr. Teer was born on June 18, 1937 in East St. Louis, Illinois to a family of teachers and leaders dedicated to community development. After graduating from the University of Illinois with a degree in dance, she moved to New York City to pursue a career as a dancer, actress, and director. As a performer in New York City, she found work in such shows as 1961's *Where's Daddy?* and 1966's *Kwamina*.

Dissatisfied with the options available to her as a black performer in a predominately hegemonic artistic field, she founded the National Black Theatre, NBT, so that African Americans could meet, share and discuss their creative ideas. She immersed herself in what became a forty year venture that would change the cultural landscape of the performing arts world.

As a cultural visionary she believed in the fundamentals of self-love and spirituality. In 1983, her commitment to and vision of free expression led her to expand the NBT and to purchase a 64,000 square foot building on 125th Street and Fifth Avenue. The new building not only allowed her to house one of the largest New Sacred Yoruba Arts Collection in the Western Hemisphere, but through the artwork she was able to continue the objective of the NBT to provide a place of inspiration and self-expression through spirituality.

With the National Black Theatre, Dr. Teer created an exceptional institution that to this day continues to inspire cultural appreciation and transformation, social change, freedom of expression, historic relevance, self-empowerment, and futuristic innovation.

Dr. Teer dedicated her life to creating a platform that would allow people to experiment through trial and error so that they could achieve a spiritual aura that would allow them to fully express themselves through the performing arts. Through all her tremendous efforts and achievements, Dr. Teer has been duly honored, receiving countless awards and numerous Honorary Doctorate Degrees.

Although Dr. Barbara Ann Teer has passed, her life's work will continue to affect those who are searching for a way to break free from a world that sometimes limits their ability to express their minds and souls. Dr.

Barabara Ann Teer was a visionary, a cultural icon. She will be greatly missed, but not forgotten.

TRIBUTE TO PEGGY BANG

HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. LATHAM. Madam Speaker, I rise today to recognize Peggy Bang of Mason City, Iowa, on being named the 2007-08 Higher Ed Art Educator of the Year by Art Educators of Iowa.

Peggy is celebrating her 35th year as an art educator, the last 23 of which have been spent at North Iowa Area Community College, NIACC, in Mason City, where she is the current visual arts instructor. After spending the early years of her career teaching elementary art, Peggy earned an MS from Bank Street College in cooperation with Parson School of Design in New York.

Peggy, who was a founding member of the MacNider Art Museum foundation, has been a board member of the museum for the past 21 years and is the current Vice President. She also played an important role in the restoration of the Frank Lloyd Wright-designed Stockman House in Mason City and was the first coordinator for the statewide Youth Art Month.

Over the years, Peggy has contributed greatly to her community through her involvement in art, inspiring many students along the way. I am honored to represent Peggy Bang in Congress, and I wish her the very best as she continues to serve as a mentor and role model to the students and instructors at NIACC and the Mason City community.

EARMARK DECLARATION

HON. CHRISTOPHER SHAYS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. SHAYS. Madam Speaker, in compliance with Republican Conference earmark disclosure requirements, I would like to submit the following statement for the RECORD.

Bill Number: H.R. 6599, The Military Construction and Veterans Affairs FY09 Appropriations bill.

Account: Military Construction/VA; Department of Defense; Air National Guard.

Legal Name of Requesting Entity: Connecticut Air National Guard located at Bradley International Airport, Connecticut.

Address of Requesting Entity: Bradley International Airport, Schoephoester Road, Windsor Locks, CT 06096.

Description of Request: Along with the entire Connecticut House Congressional delegation, I received a \$7,200,000 earmark for construction of an engine shop at Bradley International Airport to support the unit's assigned mission of providing an engine Centralized Immediate Repair Facility capability and also provide the capability for a Joint Cargo bed-down. The engines maintained will support the mission operations of A-10 aircraft equipped units in the Air Force and the Air National Guard.