mortgages from banks and wound up with a small profit by the time all the loans were paid up in the early 1950s. The same was true of the controversial loan guarantees made to Lockheed and Chrysler in the 1970s. More recently, following the Sept. 11 terrorist attacks, the government set up an Air Transportation Stabilization Board that offered loans and loan guarantees to a handful of cash-strapped airlines. The agency now expects to close out its books in the black.

In the case of the $29 billion that the Federal Reserve loaned J.P. Morgan Chase to take over Bear Stearns, the final cost won't be known until the Fed sells the asset-backed securities it took as collateral for the loan. So far, so good: As of June 30, those assets had an estimated market value of $29 billion.

It's anyone's guess what the Fannie and Freddie rescue will cost, but at this point it looks to have been structured on terms quite favorable to the government. Although the government is yet to put a dime into the companies, it has received $1 billion worth of preferred stock and warrants for 80 percent of both companies' common stock simply for agreeing to provide backstop financing.

Over the next few years, however, the Treasury will almost surely have to invest tens of billions of dollars to keep Fannie and Freddie adequately capitalized, and how much of that money will ultimately be recovered depends on how things turn out with the millions of mortgages the companies hold or have guaranteed. But if it is willing to wait until housing markets finally recover, there's a good chance the government will recoup most of its investment, along with a 10 percent annual dividend and a hefty guarantee fee.

In the end, the right way to think about these rescues is not to simply ask how much they are likely to cost, but how the rescue compares to the cost of doing nothing.

It's not hard to imagine, for example, that if nothing had been done, Fannie and Freddie would have been forced by nervous bondholders to hunker down and throttle back its housing-finance activities, further destabilizing financial markets and accelerating the housing market's downward spiral. Those, in turn, could have easily turned a short recession into one that was longer and deeper—one that cost Americans an extra $200 billion in lost income, several hundred thousand additional lost jobs and a net loss to the Treasury of $80 billion. Suddenly, a Fannie/Freddie rescue begins to look like a bargain.

Aside from the money, of course, there is also the problem of moral hazard—the concept that unless markets are allowed to inflict the full measure of punishment on investors and executives for their bad judgments and undue risk-taking, it will only invite bad judgment and undue risk in the future. But using moral hazard to argue against the carefully structured rescues of Bear Stearns or Fannie and Freddie is a bit likely arguing that any sentence short of capital punishment is insufficient to deter bank robbery.

Remember that even with the rescues, top executives at Bear Stearns, Fannie Mae and Freddie Mac lost their jobs, their reputations and most of their net worth, while long-term investors lost all but a tiny fraction of their money. It's hard to imagine that anyone will look back on those experiences and see anything but a cautionary tale.

PORT OF SEATTLE AND SEA-TAC AIRPORT ENVIRONMENTAL RECOGNITION

HON. DAVID G. REICHERT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 11, 2008

Mr. REICHERT. Madam Speaker, I rise today in recognition of Seattle-Tacoma International Airport, Sea-Tac, as the winner of the 2008 Environmental Achievement Award from Airports Council International—North America, ACI–NA. Sea-Tac, operated by the Port of Seattle, was recognized by ACI–NA for their Comprehensive Stormwater Management Program, CSMP.

The CSMP focuses on surface-water runoff quality, regional basin planning, and endangered salmon. According to officials at the Port of Seattle, not only did the CSMP at Sea-Tac strengthen the environmental sustainability of the communities surrounding Sea-Tac and the Pacific Northwest as a whole, it also saved taxpayer's an estimated $250 million. The Port of Seattle and Sea-Tac also worked cooperatively with local cities and government agencies to implement a $4.2 billion capital improvement program at Sea-Tac to adhere to storm water regulations and show the type of environmental leadership that reflects the values of the people of the region.

The Port of Seattle's determination to be the greenest port in the Nation should be commended. I applaud port CEO Tay Yoshitani and the five port commissioners for their innovative leadership in lessening their environmental impact and showing conclusively that green policies and economic stimulation are not divergent values. I urge the port to continue on their conservation path and I pledge to also continue pushing pro-environment legislation and ideals in the House of Representatives.

THE RECOGNITION OF 25 YEARS OF SERVICE AWARDS FOR EMPLOYEES OF THE OFFICERS AND INSPECTOR GENERAL OF THE HOUSE OF REPRESENTATIVES

HON. ROBERT A. BRADY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 11, 2008

Mr. BRADY of Pennsylvania. Madam Speaker, I rise today to congratulate and recognize outstanding employees of the Officers, Clerk of the House, Sergeant at Arms and Chief Administrative Officer, and Inspector General of the U.S. House of Representatives who have reached the milestone of 25 years of service to the U.S. House of Representatives.

Our most important asset in the House is our dedicated employees, and their work, often behind the scenes, is vital in keeping the operations and services of the House running smoothly and efficiently. The employees we recognize today are acknowledged and commended for their hard work, dedication, and support of House Members, their staffs and constituents, and for their contributions day-in and day-out to the overall operations of the House. These employees have a wide range of responsibilities that support the legislative process, assure the security of the institution, and maintain our technology and service infrastructure. They have accomplished a great many things in a wide range of activities, and the House of Representatives and its Members, staff, and the general public, are better served because of them. The individuals we honor today have collectively provided over two hundred seventy-five, 275, years of service to the U.S. House of Representatives:

Matthew P. Agee—Chief Administrative Officer

David S. Bogan—Chief Administrative Officer

James A. Bowles—Chief Administrative Officer

Mary B. Engler—Clerk of the House

Stephen R. Johnson—Chief Administrative Officer

Mary M. Kelley—Chief Administrative Officer

Arnette M. Person—Chief Administrative Officer

Robert V. Rota, Jr.—Clerk of the House

Michael H. Starnes—Clerk of the House

Nathaniel L. Tolson—Clerk of the House

Deborah J. Turner—Clerk of the House

On behalf of the entire House community, I extend congratulations and once again recognize and thank these employees for their commitment to the U.S. House of Representatives as a whole, and to their respective House Officers and Inspector General in particular. Their long hours and hard work are invaluable, and their years of unwavering service, dedication and commitment to the House set an example for their colleagues and other employees who will follow in their footsteps. I celebrate our honorees, and I am proud to stand before you and the nation on their behalf to recognize the importance of their public service.

EARMARK DECLARATION

HON. DAVE WELDON

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 11, 2008

Mr. WELDON of Florida. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information for publication in the CONGRESSIONAL RECORD regarding earmarks I received as part of H.R. 6599, The Military Construction and Veterans Affairs Appropriations Act for FY 2009.

I have requested that the committee provide the full $122,000,000 requested by the Administration for construction of the East-Central Florida (Orlando) New Veteran's Medical Facility under the Department of Veterans Affairs Major Construction account. The committee provided $220,000,000 within the bill.

The Medical Center will consist of a 134-bed hospital, a large medical clinic, a 120-bed Nursing Home, a 60-bed domiciliary, and full support services, utilities, and infrastructure on a new site. It will provide VA Acute Care, complex Specialty Care and advanced Ancillary/Diagnostic services for approximately 92,000 veteran enrollees. The site selected is in the Lake Nona development in Orlando, Florida.