

REMARKS ON THE MANAGER'S
AMENDMENT TO H.R. 3170**HON. ROSA L. DeLAURO**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Ms. DeLAURO. Madam Speaker, I rise in strong support of the Manager's amendment and particularly the increase in funding for the CPSC.

In short, we cannot afford to cut corners when it comes to consumer product safety. The stakes are much too high.

In recent years, we have seen hundreds of recalls affecting millions of toys—many of which were for extremely dangerous lead-contamination.

Today, 86 percent of the toys Americans purchase are imported from China. Almost one-fifth of all consumer products for sale in America today are Chinese-made. These trends demand a real vigilance on our part. Parents cannot distinguish a dangerous toy coated with lead paint from one that is safe simply by looking at it. They must be able to count on the agencies charged with protecting them.

That is why we must fund the CSPC to its fullest extent. Just last July, we passed the Consumer Safety Improvement Act by a margin of 424 to 1. Now is not the time, less than a year after we finally began taking the Commission's responsibilities seriously, to start cutting the CSPC back down to the bone. The health and safety of our children, and of all American consumers, are far too important for that.

This is an important amendment that strengthens this bill and I urge its adoption.

HONORING MR. RICHARD D.
"DICK" MACRAVEY**HON. JOHN T. SALAZAR**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. SALAZAR. Madam Speaker, I rise today to honor my mentor and close friend, Mr. Richard D. "Dick" MacRavey. After twenty-six years of service as the Secretary and Executive Director of the Colorado Water Congress, Dick is announcing his retirement. Throughout his tenure, Dick helped enact a multitude of important legislation to protect water resources throughout Colorado. As Executive Director, Dick saw 350 of the 419 Colorado Water Congress supported bills enacted into law. In addition, only one of the 123 bills opposed by the Colorado Water Congress became law. This impressive record demonstrates Dick's effective leadership and dedication to protecting Colorado's water.

During my time in the Colorado State Legislature, Dick took me under his wing and taught me a great deal about water legislation. As a farmer and life-long resident of the San Luis Valley, I understand the importance of water. This precious resource is our lifeblood and essential to maintaining our way of life. Dick understood the needs of everyone. From farmers, like me, in rural Colorado, to those in

towns like Aspen, Carbondale and Telluride and cities like Denver, Aurora and Colorado Springs. With his guidance, I helped craft a piece of legislation, "The Basin of Origin Protection," which I am very proud of. Although this bill was never enacted into law, the lessons Dick taught me during this experience were invaluable. I will always consider Dick a great mentor and friend.

Dick's dedication to protecting water and to serving Colorado started long before his involvement with the Colorado Water Congress. He served three years as Executive Director to the Larimer-Weld Council of Governments and seven years as Executive Director of the Colorado Municipal League. While at Larimer-Weld COG, Dick developed and guided the early stages of the Larimer-Weld "208" Water Quality Management Planning effort. In 1970, Dick served as Chairman of the Colorado Good Government Committee for the promotion of the State Constitutional Amendments One (Governor's Cabinet), Two (State Civil Service Reorganization) and Three (Local Government Modernization). All three amendments were approved overwhelmingly by the people of Colorado. In addition, Dick was involved in six other statewide initiative campaigns and was successful in all six campaigns.

In 1988, Dick was appointed to COLORADO VISION 2000 and, in 1989, he was appointed to become part of the 16-member Legislative Council Subcommittee on Long-Range Planning for the State Government. From 1969–71, Dick served on the National League of Cities Board of Directors. He also served as a member of the Boards for the Colorado Water PAC and the Colorado Water Education Foundation. Dick is a member of the American Society of Association Executives, Colorado Society of Association Executives, American Water Works Association and International City Management Association. Dick is one of Colorado's great leaders. He has been involved in many aspects of Colorado life and has worked tirelessly to protect our current and future generations.

However, it is his tireless fight for water that has been most inspiring to me. In 1999, Dick was named the nineteenth recipient of the "Wayne N. Aspinall Water Leader of the Year Award." This is a prestigious award in Colorado named after a former Congressman of the District I currently represent. Mr. Aspinall was a water champion for Colorado and was instrumental in helping to ensure that Colorado residents have access to a safe water supply.

After I was elected to the U.S. House in 2004, Dick gave me a biography, entitled "Wayne Aspinall: Mr. Chairman." In the inside cover, he wrote me an inspirational and encouraging message. It read:

To: John Salazar,

This book is about one of Colorado's great members of Congress. You will some day also rank as one of the great members from Colorado. I have no doubts about your future achievement.

Your friend, Dick MacRavey. January 27, 2005.

This note touched my heart and I keep this book with me in my Congressional office. While serving in Congress, I will continue to fight for Colorado's water and I hope that my efforts will make Dick MacRavey proud.

I wish Dick well in his retirement and I want him to know that he will always have a special place in my heart.

PERSONAL EXPLANATION

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Ms. WOOLSEY. Madam Speaker, on July 23, 2009, I was unavoidably detained and was not able to record my vote for rollcall No. 625.

Had I been present I would have voted:

Rollcall No. 625—"no"—Neugebauer of Texas Part A Amendment No. 11

HONORING THE LIFE AND MEM-
ORY OF GERALDINE MARTIN
AND EXPRESSING SYMPATHY ON
HER PASSING**HON. TOM COLE**

OF OKLAHOMA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. COLE. Madam Speaker, I rise today to honor a woman that could teach us all a thing or two about love and compassion. Geraldine Martin is currently looking down on us from Heaven where last month she was reunited with the love of her life, Jesse, her husband of 63 years. A mother of four, grandmother of nine and great-grandmother of six, family was her first thought in the morning and last thought at night.

When complications from birth left her son Cecil with special needs, she became a crusader for children with challenges. From coaching Special Olympics for two decades to establishing the Power Shop, helping children meet and exceed their potential was a calling Geraldine gladly answered. A dedicated volunteer at the Bethel Assembly of God and a professional banker for nearly four decades, she retired as vice president of the First Bank and Trust of Velma, Oklahoma in 2003 to enjoy her family, her volunteer work, sewing, gardening and, of course, drinking coffee on her back porch.

Geraldine considered her legacy to be her family and today, on behalf of myself and the gentleman from Texas, Mr. BRADY, we honor her and offer them our sincerest condolences. She leaves behind two daughters, Sharon Frame and her husband Larry of Oklahoma City, and Gail Clark and her husband Joe of Krum, Texas; two sons: Jesse Martin and his wife, Vicki, of Edmond, Oklahoma, and Cecil Ray Martin. She is also survived by three sisters: Betty Stanley and Margaret Tiemann, both of Goldthwaite, Texas, and Kay Nixon and her husband, Bill, of Anaheim, California, and one brother, Jackie Sherrill and his wife, Peggy, of Memphis, Tennessee. She will be especially missed by her nine wonderful grandchildren and six great-grandchildren and her many friends and admirers.

Madam Speaker, I want to thank Geraldine Martin for showing us all how to live a great life and extend our greatest sympathy to her family.

EARMARK DECLARATION

HON. CONNIE MACK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. MACK. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information regarding earmarks I received as part of H.R. 3228, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010.

Project Name: Interstate 75/Collier Boulevard/SR 84 Interchange Improvements

Requesting Member: Congressman CONNIE MACK

Bill Number: H.R. 3228, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010.

Account: Federal Highway Administration

Legal Name of Requesting Entity: Florida Department of Transportation

Address of Requesting Entity: 605 Suwannee Street, Tallahassee, Florida 32399

Description of Request/Justification of Federal Funding: The current interchange serves the east Naples area, Golden Gate City and Marco Island, and is the closest interchange from the east to the City of Naples. The \$800,000 in funding will be utilized for capacity improvements at the Interstate 75/Collier Boulevard/SR 84 Interchange and will improve traffic flow in the region.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2010

SPEECH OF

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 23, 2009

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3288) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2010, and for other purposes:

Mr. MICA. Mr. Chair, I rise in strong opposition to this amendment.

The Frelinghuysen Amendment is yet another example of Congress wrongfully interfering with vital aviation infrastructure projects. It would bring to a screeching halt the years of investment, in time, expertise, and money, which the FAA has contributed to this important airspace redesign project.

The last comprehensive change to the airspace in the Northeast occurred in 1987 and 1988—over twenty years ago.

Since that time, air traffic has grown significantly, new markets have developed at home and abroad, aircraft are significantly quieter, aircraft performance has improved, and re-

gional jets have replaced many of the turboprops. Just as the nation's highway infrastructure must change over time to meet increased demand, to maintain safety and relieve congestion, so must the airspace.

To meet this increase in demand, the FAA announced in April 1998 the initiation of the New York/New Jersey/ Philadelphia (NY/NJ/PHL) Airspace redesign project.

For the next seven years, the FAA conducted numerous public meetings and received input from a variety of aviation industry and community interests, public agencies, and political representatives. The FAA released a Draft Environmental Impact Statement in 2005 outlining the project's environmental impacts. Following a series of public meetings, many of which presented alternative plans, the FAA released its Final Environmental Impact Statement in 2007.

This redesign plan should come as no surprise to Congress. The FAA has hosted 14 Congressional briefings since March 2003. Clearly, the entire process has been conducted in an open and transparent manner.

The proposed airspace redesign will address the most critical problem in today's air traffic control system—air traffic congestion.

The redesign involves four of our nation's most congested airports: Newark, LaGuardia, JFK, and Philadelphia. Even with the current downturn in air travel, these airports remain the most delayed in the system. Almost 83% of chronically delayed flights begin in New York Air Traffic Control airspace. The system of air corridors around New York and Philadelphia are currently congested and are due for even more traffic in the future.

As seen repeatedly, severe weather adds to the problem of an already congested air traffic system. The airspace redesign will improve operations in severe weather. Delay savings could be as much as \$1 million per day.

A 1999 independent aviation study found that air traffic congestion nationwide could cost \$46 billion to the nation's economy in 2010, resulting from a change in travel time of 3 minutes per flight. This includes costs to airlines, loss of service to people who wish to travel, and over 200,000 lost jobs in aviation and other industries.

Despite the years of the hard work, the open and transparent process, adherence to safety, regulatory and environmental requirements, and the tremendous benefits to the airspace system, the New York/New Jersey/Philadelphia economies, and the Nation as a whole, this amendment would throw it all away.

The FAA must be able to redesign outdated airspace configurations rendered inefficient and obsolete by air traffic control modernization, improvements in aircraft systems, and the growing demands of the aviation system.

It is imperative that these decisions be made in a manner that is insulated from political influence.

This amendment severely undermines FAA's efforts to reform an inefficient and overburdened key component to our national airspace. I urge my colleagues to oppose it.

EARMARK DECLARATION

HON. MICHAEL C. BURGESS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. BURGESS. Madam Speaker, pursuant to the U.S. House of Representatives Republican Leadership standards on earmarks, I am submitting the following information regarding four earmarks I received as part H.R. 3288, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of FY 2010:

Project Name: Alliance Airport, Runway Extension Project—Federal Aviation Administration, Airport Improvement Program, Alliance Airport Runway Extension Program, TX—\$750,000

The Runway Extension Project at Alliance Airport in Denton County will lengthen the runways to 11,000 feet and will allow for greater utilization of the airfield and provide greater capacity as a reliever for DFW International Airport. It will also allow for the cargo carriers to safely maximize their loads and not have to compromise fuel, cargo or both. The increased growth of the airfield will provide many jobs and economic activity. The runway extension project has local, regional and national significance and impacts the infrastructure around the airport. In addition to the runway extension the project will open up the west side of the airport for more airside development and improve access to the Alliance Intermodal facility, which has already proven economic growth benefits to the entire North Texas area. With the advantages of a longer runway at Alliance the nation benefits from this premier intermodal industrial facility that can serve the world.

Alliance Air Services is located at 2221 Alliance Boulevard, Suite 100, Fort Worth, TX 761774300.

Project Name: Grade Separated Railroad Crossing, Town of Northlake, TX—Federal Railroad Administration, Rail line Relocation and Improvement Program—\$500,000

The Town of Northlake, TX is requesting these funds to provide grade separation for an east-west crossing of the BNSF railroad for public safety, emergency response and regional mobility. Currently the only grade separated crossings are at SH 114 and US 380, a distance of fifteen miles. The proposed crossing would be approximately halfway between these crossings. The communities of Fort Worth, Justin, DISH and Northlake need an east-west thoroughfare that is not prone to flood and not impeded by the steady flow of freight trains. Trains on this line can block at-grade crossing for up to an hour; crucial minutes when emergency services are needed. Town of Northlake, TX is located at 1301 FM 407 Northlake, TX 76247.

Project Name: The Fort Worth Transportation Authority, Southwest-to-Northeast Rail Corridor—Federal Transit Administration, Program, Capital Improvement Grants—\$4,000,000

The Fort Worth Transportation Authority (The T) is seeking \$4,000,000 in federal funding to develop plans for a rail line in the Southwest-to-Northeast Rail Corridor across Tarrant County. Federal funding of this project will continue the advancement of affordable mobility for transit users while continuing to reduce traffic congestion and improve air quality.