

that will improve lives during incarceration and provide for a successful transition to help get inmates back on their feet. The efforts of each and every one of these volunteers is worthy of our praise.

The staff of Fairfax County Sheriff Stan Barry should be commended for their critical role in administering the volunteer program. The efforts of these staffers maximize the contributions of volunteers in the most effective way and provide the support that makes this program a success.

Madam Speaker, I ask my colleagues to join me in honoring the contributions these individuals and all of the volunteers supporting the Fairfax County Sheriff's Office. The selfless commitment of these individuals helps to provide enumerable benefits to Northern Virginia and life-changing services to the inmates being served.

PERSONAL EXPLANATION

HON. J. GRESHAM BARRETT

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 22, 2009

Mr. BARRETT of South Carolina. Mr. Speaker, unfortunately I missed recorded votes on the House floor on Tuesday, April 21, 2009.

I ask that the RECORD reflect that had I been present, I would have voted "nay" on Rollcall vote No. 193 (Motion to suspend the rules and Agree to H.R. 388), "nay" on Rollcall vote No. 194 (Motion to Suspend the Rules and Agree to H.R. 411), "aye" on Rollcall vote No. 195 (Motion to Suspend the Rules and Agree to H.R. 1219).

INTRODUCTION OF H.R. 2024, THE COMMERCIAL MOTOR VEHICLE ADVANCED SAFETY TECH- NOLOGY TAX ACT OF 2009

HON. DAVID DREIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 22, 2009

Mr. DREIER. Mr. Speaker, I am pleased to be an original cosponsor of H.R. 2024, the Commercial Motor Vehicle Advanced Safety Technology Tax Act of 2009. This bill is an important step toward improving safety in the commercial vehicle industry. It offers tax credits to incentivize businesses to implement proven safety systems for their fleet. These market-ready technologies will help reduce the number of truck-related crashes, injuries and fatalities on our Nation's roads.

H.R. 2404 addresses a number of critical concerns. First, it identifies widely recognized technologies that are proven to increase safety on our roads. Brake stroke monitoring, collision warning, lane departure warning and vehicle stability systems are proven to reduce collisions, rollovers and crashes resulting from brake failure. We know from the Federal Motor Carrier Safety Administration's, FMCSA, 2006 Large Truck Crash Causation Study that these are the most prevalent types of large truck crashes.

Second, during these challenging economic times, there is no better way to move busi-

nesses in the right direction on increasing their safety systems than to provide tax incentives, reducing their financial burdens. This is especially important considering that 95 percent of all trucking companies have fewer than 20 trucks, making almost the entire industry one composed of small businesses.

Finally, this bill takes an appropriate long-term view of emerging safety systems technology by allowing the FMCSA or the National Highway Traffic Safety Administration to add qualified safety systems for this tax incentive, once they are proven to significantly enhance the safety or security of drivers and vehicles. I strongly believe that GPS navigation devices for trucks should be made eligible for this incentive. In order to certify this technology as a proven safety system, I have asked the FMCSA to study the effectiveness of GPS navigation devices for trucks and their ability to improve safety for drivers and vehicles. In addition, I have asked the Federal Highway Administration to ensure that any real-time information programs implemented by the Department of Transportation include truck safety as one of its major determinants of effective real-time data collection and dissemination.

There are cutting edge technologies in the navigational device, mapping software and data collection industries that are available and deployed to fleets right now. However, with so many small trucking companies and owner/operator small businesses, not all fleets have access to these sophisticated systems. In addition, challenges remain in the industry with respect to timely and accurate data collection specific to trucks, including changing road conditions or restrictions, as well as grade inclines and declines. There is also a lack of information dissemination to drivers, fleet managers and dispatch centers with no real national framework for real-time data, especially for interstate trucking needs. Unfortunately, my district has seen the tragic consequences of these gaps first hand.

Last September, a tractor trailer filled with over 75,000 pounds of onions was routed onto the Angeles Crest Highway in Southern California, State Rte. 2, by a driver using a GPS navigation device seeking the shortest route to his destination. The Angeles Crest Highway is not suitable for tractor trailers due to its turns and grade inclines and declines. However, the road is often used by drivers as a short-cut in order to avoid congestion on 1-210 and 1-5. With his brakes losing function on the decline into the City of La Cañada Flintridge, the driver lost control of the truck and it plowed through one of the main intersections in the city, through a parking lot, and fortunately only resulted in one injury. Earlier this month, on April 1, an eerily similar accident took place at exactly the same location, but the result was tragically fatal. A driver was using the same Angeles Crest Highway short-cut. His brakes were seen smoking, indicating they had burned out on the steep grade of the road. He hit a vehicle, killing Angel and Angelina Posca, a father and his 12-year-old daughter; struck several more vehicles seriously injuring a dozen more individuals, three critically; and crashed through a bookstore in a local shopping center, causing significant property damage. While the investigation is ongoing, we know that there was a GPS navigation device in the cab of that truck.

In the aftermath of these accidents, our local leaders in La Cañada Flintridge have

been working tirelessly to find solutions that will prevent this kind of accident from happening again in our area and in any other community across the country. I am very pleased that CalTrans banned truck traffic on Angeles Crest Highway for 90 days and that they are now working with the city and the Los Angeles County Sheriff's Department on mitigation measures that will ensure this road remains free of trucks. I also applaud California State Assemblyman Anthony Portantino and State Senator Carol Liu for introducing State legislation to prohibit, with specified exemptions, truck traffic on the Angeles Crest Highway. I am honored to be working alongside our local leaders in pursuing all means necessary to improve safety on our roads. Like them, I am committed to seeing real-time information provided to drivers through GPS navigation devices that can relay the kind of information drivers need to make the safest decisions on the road.

I strongly believe we must partner cutting-edge safety systems with the kinds of incentives provided in this bill to improve truck safety on our roads. I want to thank my colleagues MIKE THOMPSON and GEOFF DAVIS for providing the leadership they have on this issue and am proud to join them in this effort. I encourage all my colleagues to support this important legislation.

EARTH DAY 2009

HON. DAVID E. PRICE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 22, 2009

Mr. PRICE of North Carolina. Madam Speaker, Earth Day 2009 marks the 39th year in which we've set aside a day to reflect upon our solemn responsibility to protect the environment from the adverse effects of human activity and preserve it for future generations. Earth Day reminds us of our nation's obligation to be good stewards of the planet—a responsibility both moral and practical, personal and collective.

As individuals, we are learning to assess our "footprint" and to recognize that the decisions we make on a daily basis—the cars we drive, the foods we eat, the energy we consume—must be measured against not only our own comfort, but also the sustainability of our planet and its limited resources. It is a personal obligation that cannot be taken lightly; an ethos that firmly commits each of us to passing the great inheritance we have been given to our children in a better form than it was given to us.

As communities, we must reconcile the competing demands of economic development with those of responsible stewardship. It's a particular challenge in high growth areas like the one I represent. My district, the Research Triangle area of North Carolina, has been widely recognized as one of the best areas in the country to live, work, raise a family, and start a business. It is the fastest growing metro region in the country, on track to double in population over the next 20 years, and the dramatic population expansion will bring significant environmental challenges in tow.

We know that we must grow, and we embrace the economic opportunities that such growth presents. But how will we grow? To

maintain and improve our quality of life in the midst of robust expansion and development, we need to undertake a coordinated regional planning effort that meets our infrastructure needs while preserving livability and sustainability. We must promote not just growth, but smart growth.

That is why I brought our colleague, Rep. EARL BLUMENAUER, to the Triangle this week to help me host a summit on Smart Growth Development. He stands as an expert in our body on sustainable development, and the summit brought together elected officials, business leaders, environmentalists, and community activists for panel discussions on smart growth principles and transportation infrastructure. I look forward to working with Rep. BLUMENAUER and my other colleagues to develop tools that will encourage smarter growth, more responsible development, and greater livability in communities across the country.

And as a nation, we need to pursue policies that promote responsible stewardship of the earth here at home while providing responsible leadership in the global arena. This Congress has already begun working with the Obama Administration to forge a new direction for energy policy that will emphasize renewable fuels and energy efficiency.

Through the American Recovery and Reinvestment Act, we've made an unprecedented investment in public transportation and renewable energy production that will spur energy savings. This legislation will accelerate deployment of a new, smart power grid to make the electricity grid more efficient and reliable. They will advance scientific research into battery technology and energy efficiency measures, expand the national effort to weatherize homes, and make a sizeable investment in alternative energy research.

The recovery package addresses critical transit needs as well, investing in buses, commuter and light rail, and intercity passenger rail, including Amtrak and high speed rail. Public transportation, beyond saving individual Americans both time and money, can also help our nation save as much as 4.2 billion gallons of gasoline and reduce carbon emissions by 37 million metric tons each year.

This spending is not simply driven by our commitment to a cleaner and healthier planet; rather, it represents a down-payment on investments to meet our country's economic and infrastructure needs and a blueprint for the direction in which our country's energy and transportation policies will go. They are investments that can fuel our future economy and make our country more prosperous and competitive than ever before.

We must think globally as well, and continue to work towards a comprehensive solution to dramatically curb our greenhouse gas emissions and address the threats of climate change—a threat that our government ignored for far too long. I am pleased that House and committee leadership have recently released draft legislation that would establish a market-based cap and trade policy to serve as a basis for discussion of comprehensive clean energy legislation. This is no idle threat we now face: scientists tell us that we must reduce emissions by roughly 80 percent by mid-century to avoid a dangerous climate tipping point. As the world's largest per capita emitter of greenhouse gases, our nation must be a leader in finding clean energy solutions that reduce our dependence on fossil fuels, create

a new generation of jobs, and provide climate and energy security for us and the generations to come.

On Earth Day 2009, I urge President Obama to continue working with Congress to develop climate change legislation that will set us on a path that is science-based and adequately aggressive. I also urge the President and my colleagues to foster smart growth in American communities by developing policies that promote accessible transit, affordable and sustainable housing, and responsible management of water and other resources. And I urge us all to take actions in our individual lives that reflect our commitment to preserving this wondrous planet and all the diverse forms of life that thrive upon it.

HONORING THE LIFE AND SERVICE
OF MICHAEL AND MARIAN
ILITCH ON THE 50TH ANNIVERSARY
OF THE FOUNDING OF LITTLE
CAESARS

HON. THADDEUS G. McCOTTER

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 22, 2009

Mr. McCOTTER. Madam Speaker, today I rise to honor and acknowledge Michael and Marian Ilitch, entrepreneurs and pillars of the Michigan community, upon the 50th anniversary of the founding of Little Caesars.

On April 22, 1959 fifty years ago to the day, Mike and Marian opened the first Little Caesars in Garden City, Michigan, under the name Little Caesars Pizza Treat. From this one store, Little Caesars would grow to include a pizza empire of many thousands of restaurants through franchising. The company eventually became widely known for its famous catchphrase, "Pizza! Pizza!" which was introduced in 1979. The phrase refers to two pizzas being offered for the comparable price of a single pizza from competitors. In 1998, Little Caesars filled what was then the current largest pizza order, filling an order of 13,386 pizzas from the VF Corporation of Greensboro, NC. Today, Little Caesars is the largest carry-out pizza chain in the world.

Mike was born in Detroit, Michigan in 1929. He is a first generation American of Macedonian descent. A graduate of Cooley High School, Mike also served his country in the United States Marine Corps for four years. After returning home from the Marine Corps, Mike was offered a contract by the Detroit Tigers baseball team and went on to play three years in the minor leagues before he was forced to prematurely end his promising career due to injury. In 1954 Mike met Marian on a blind date arranged by his father. Marian was born and raised in Dearborn, Michigan, a daughter of Macedonian immigrants. They were married a year later.

Over the course of their lives together Mike and Marian have expanded their business and personal partnership very successfully. Today, the family's entities remain privately held. In 1999, the Ilitch's established Ilitch Holdings, Inc. to provide their various enterprises with professional and technical services. These enterprises include Little Caesars, the Detroit Red Wings, the Detroit Tigers, numerous property investments in and around Detroit, as well as the MotorCity Casino. They have been

married for over 50 wonderful years and have seven children together: son Christopher Paul Ilitch (born June 1965) is CEO and President of Ilitch Holdings, Inc.; daughter Denise D. Ilitch (born November 1955) is an attorney and former co-President, with her brother, of Ilitch Holdings. Other children are Ronald "Ron" Tyrus Ilitch (born June 1957), Michael C. Ilitch, Jr., Lisa M. Ilitch Murray, Atanas Ilitch (born Thomas Ilitch) and Carole M. Ilitch Trepeck. Further, in Stanley Cup history, only 12 women have had their names engraved on the trophy including Marian and their three daughters.

The Ilitch family has also established a charitable foundation called Ilitch Charities for Children (ICC). Among other things, the ICC sponsors Little Caesars AAA Hockey Scholarship to encourage amateur sports. The ICC in 2009, so far, has given a total of \$50,000 in grants to the Detroit Renaissance Foundation (\$25,000) and the United Way of Southeastern Michigan (\$25,000) for innovative community programs, demonstrating a broader scope for the charitable organization. Most recently, Ilitch Charities to present a total of \$200,000 to benefit the Greening of Detroit's Conservation Leadership Corps and the Guidance Center's Project CEO.

Madam Speaker for 50 years Little Caesars has stood as a tribute to the hard work of Michael and Marian Ilitch and their family. As they celebrate this enormous milestone, they personify a legacy of excellence, ingenuity, and the irrepressible spirit of the American entrepreneur. Today, I ask my colleagues to join me in congratulating the Ilitch's and recognizing their years of loyal service to our community and country.

IN MEMORIAL OF STATE SENATOR
VERNON MALONE

HON. BOB ETHERIDGE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 22, 2009

Mr. ETHERIDGE. Madam Speaker, today I rise to honor the life of State Senator Vernon Malone, who passed away on Saturday, April 18, 2009. In his passing, I lost a friend and North Carolina lost one of its most outstanding citizens; a man who was instrumental in his community, county, and state.

A native of Raleigh, North Carolina, Senator Malone was known for his passionate support for education. After graduating from Shaw University, where he was a member of Alpha Phi Alpha Fraternity, Malone worked for 34 years as a teacher and eventually superintendent at the Governor Morehead School for the Blind. As chairman of the Wake County school board, he presided over the merger of Raleigh city schools and Wake County public schools in 1976. This was a significant achievement because it took other school systems in the state years to do the same. When others shied away from issues of race and class, Senator Malone tackled them head-on.

After his work with the school board, Vernon served as a Wake County Commissioner, and eventually as chairman of the Commission, from 1980 until his election to the State Senate in 2002. As always, he fought fervently for education and for equality. He also found time to serve his community in his spare time, serving as vice-chair of Shaw University's board of