

INTRODUCING A RESOLUTION SUPPORTING THE GOALS AND IDEAS OF THE DECADE OF ACTION FOR ROAD SAFETY

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. HASTINGS of Florida. Madam Speaker, I rise today to introduce a resolution supporting the goals and ideas of the Decade of Action for Road Safety. This is a critically important issue, as millions of people in every corner of the globe are affected by traffic accidents, inadequate public policies, and underdeveloped or neglected transportation infrastructure. The United States can take the lead in furthering the goals of the Decade of Action declared by the United Nations General Assembly, saving millions of lives and billions of dollars.

The leading cause of death for people ages 5 to 29 is not disease or war but road crashes. Nearly 1.3 million people are killed in road crashes every year and another twenty to fifty million are injured in traffic accidents. On average, over 1,000 people under the age of 25 die every single day on the world's roads. And these numbers are going up dramatically.

Madam Speaker, the world cannot afford such needless, heartbreakingly losses. In addition to the catastrophic human costs—not only the lives lost but amongst their friends and families as well—road crashes cost the global community over \$518 billion a year, an enormous sum when you consider that many of the countries most plagued by road crashes are underdeveloped or developing nations.

The global community must build on the initial, important steps already taken to enhance international cooperation to improve road safety. In November 2009, the Moscow Declaration, signed by 150 countries, encouraged the establishment of a Decade of Action for Road Safety from 2011 to 2020, and laid the foundation for United Nations General Assembly Resolution 64/255 adopted in March 2010. This U.N. resolution recognizes that the devastation caused by road crashes negatively impacts the social, economic, and health targets of the Millennium Development Goals, and reaffirms the importance of international collaboration during the Decade of Action.

It is critical that the nations of the world work together to stabilize and reduce traffic fatalities by taking advantage of opportunities at the global, national, regional, and local level. The United States can set an example for the rest of the world by improving transportation management, infrastructure, vehicle safety, education, and post-crash care and rehabilitation here at home. We must continue to support public policies designed to reduce key risk factors like speeding, drunk driving, distracted driving, and the failure of many Americans to use seat belts, child restraints, and other safety devices.

Madam Speaker, this Decade of Action for Road Safety has not been declared to merely raise awareness, but also to take action. We all use roads, cars, buses, and bicycles every day. It is easy to take our safety for granted. But too many tragedies remind us that road fatalities and injuries have an enormous impact on our lives. This resolution expresses the House of Representatives' support for the

Decade of Action and encourages the federal government to support efforts to reduce road fatalities, preventing needless deaths and injuries both here at home and around the world. I appreciate the support of my good friends Congressman CHRIS VAN HOLLEN and Congressman DAN BURTON on this matter, and urge my colleagues to support this important resolution.

HONORING REV. ADOLPH NOBLE, SR.

HON. SANFORD D. BISHOP, JR.

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. BISHOP of Georgia. Madam Speaker, I rise today to honor Rev. Adolph Noble, Sr., of Bainbridge, Georgia, a man I am proud to call my friend and constituent. He is an accomplished public servant who has devoted his life to his family and his community.

Rev. Noble was born August 22, 1955, in Thomasville, Georgia, to Smiley Noble and Betty Jean Noble née Melvins. He grew up in Southwest Georgia, and graduated from Bainbridge High School in 1973. After completing his studies in Mortuary Science at the John A. Gwynn College in Atlanta, Georgia, he then went on to study at the Meadows College of Business in Albany, Georgia.

Upon successfully completing these academic endeavors, Rev. Noble began his lifelong call of ministering to others. He went on to study at the Southern Baptist Seminary in Tallahassee, Florida. From there, he has served his community as a pastor, ministering for over forty years.

Thirty of these years have been spent at Pilgrim Rest Missionary Baptist Church in Bainbridge, with several years spent preaching at Patterson Street Free Will Baptist Church in Dothan, Alabama. Rev. Noble continues to minister to both of these parishes today.

Rev. Noble is deeply involved in the many civic and religious affairs in his community. He served as the Past Moderator of the First Flint River Baptist Association, as the President of the Bainbridge/Decatur County Civic and Progressive League, and as a member of the Decatur County Chamber of Commerce, the Fourth District Funeral Service Association, and the Georgia State Funeral Service Association.

In addition to his ministry and community outreach, Rev. Noble is also Owner and Funeral Director of Guyton Brothers Funeral Home in Bainbridge.

Rev. Noble has been, and continues to be, very blessed in his family life. He is married to Sonja Noble née Tyler, and he is the proud father of four children and the proud grandfather of five grandchildren. His kind demeanor and unyielding compassion has endeared him to many.

Madam Speaker, the State of Georgia, especially the Second Congressional District, is truly blessed to have benefited from the tremendous counsel, and ministry of Rev. Adolph Noble, Sr. We greatly appreciate his guidance, leadership, compassion, and intense desire to help others and better his community.

INTRODUCTION OF THE HEAVY TRUCK TAX FAIRNESS ACT

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. BLUMENAUER. Madam Speaker, I rise today to introduce the Heavy Truck Tax Fairness Act. Nothing is more essential to restoring the economy, revitalizing our communities, and protecting our environment than the effort to rebuild and renew America. The U.S. faces steep infrastructure challenges. Our infrastructure inventory is in poor repair and much of it is outdated—not just decades, but often centuries old. Our effort to rebuild and renew that infrastructure is stalled because of a funding impasse. The Highway Trust Fund nearly exhausted its funding several times recently and it is clear that our existing funding mechanisms are insufficient to meet our current, much less future, needs. Congress must consider new revenue sources to meet our infrastructure challenges and must work with transportation users to find the most efficient means of raising this revenue.

The funding sources for the Highway Trust Fund can be volatile, depending on the health of the economy. Current law places a 12 percent tax on the sale of new heavy trucks, trailers, and certain tractors. This tax is an important source of Highway Trust Fund revenues. In times of economic stress, these sales fall dramatically, badly limiting Trust Fund resources. These lost sales have several important effects. By reducing revenue to the Trust Fund, the decline hinders economic productivity by imposing costs from poor infrastructure. It also reflects an increase in the average age of the trucking fleet. New trucks have significant environmental and safety advantages, and Congress should reduce the barriers to new truck acquisition. To meet the demand for new trucks, most truck manufacturers will add employees, as most have significant engine and final assembly operations in the U.S.

The Heavy Truck Tax Fairness Act would replace the 12 percent excise tax currently levied on new truck, trailer, and certain tractor sales with a revenue neutral increase in the diesel fuel excise tax of \$0.073 per gallon. This modest change will be revenue neutral over 10 years and will have the effect of smoothing resources available to the Highway Trust Fund and will ensure the U.S. can continue investing in our vital transportation infrastructure.

I also note that this legislation does not affect all transportation stakeholders equally. In particular, smaller companies and owner-operators could see fewer benefits. I pledge to work with affected groups as this legislation advances to ensure that the legislation, as enacted, is as carefully tailored and broadly beneficial as possible.

TRIBUTE TO JOHN ED REGENOLD

HON. MARION BERRY

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. BERRY. Madam Speaker, I rise here today to pay tribute to John Ed Regenold, a

passionate public servant, a devoted family man, and my friend. In February of 2005, John Ed was appointed State Highway Commissioner by Governor Mike Huckabee, where he has continued to be an important force in Arkansas.

Outside of his work as Commissioner, John Ed has made a point to be an active voice in the public discourse for improving the State of Arkansas. He has served on numerous commissions and boards such as the Arkansas Economic Development Commission. He is also a member of the St. Francis Levee Board and is a commissioner for the District 17 Drainage District.

Whenever and wherever he found a place he could help others, John Ed put his energy wholeheartedly and humbly into the job. He found a home as the Chairman of the Mississippi County Hospital System Board and as a member of the Arkansas Northeast College Foundation. Among all these accomplishments he also found the time to serve as a member of the board of the First National Bank of Blytheville.

John Ed is one of the smartest minds Arkansas has ever seen, and without people like him guiding the way, the State would be a much different place. His career is a reflection of his compassion, intellect, and commitment to improving Arkansas. I ask all my fellow colleagues to rise and honor with me the great work of John Ed Regenold.

IN HONOR OF THE RETIREMENT
OF HEINZ K. SIMON FROM THE
LAS COLINAS ASSOCIATION
BOARD OF DIRECTORS

HON. KENNY MARCHANT

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. MARCHANT. Madam Speaker, I rise today to honor Heinz K. Simon, the retiring Vice Chairman and former President and Chairman of the Las Colinas Association Board of Directors. Heinz is a valued member of the Irving, Texas community and has dedicated decades of service, economic planning, and community improvements to the association and its surrounding communities. Since 1973, Heinz and his wife, Allison, have resided in Las Colinas, and in 1996 Heinz moved the corporate office of Industrial Properties Corporation to Las Colinas. As the former CEO and Chairman of Industrial, Heinz understood the dynamic business environment Las Colinas possesses. Heinz also raised his two children in this community.

Since moving to Las Colinas, Heinz's contributions to the community have been tremendous. In addition to being on the Association Board for over 10 years, he has served as the Chairman for Irving's Tax Increment Finance District. This position allowed him to push for a development project within the Tax Increment Finance District boundaries in Las Colinas. Furthermore, Heinz was the primary force behind The Las Colinas Park Foundation, a 501-(c)(3) organization that works to beautify parks and open spaces across Irving. In addition to other projects, the Foundation has replanted numerous trees and put both a statue and a sculpture in two parks within the community.

It was at Heinz's urging that the Urban Center Task Force Committee was organized in April 2006 to encourage the city of Irving to look at the needs of Las Colinas. As Chairman since its inception, Heinz has gotten involvement on the Committee from the mayor of Irving; two city managers and their staffs; and numerous city organizations. The group has encouraged the burying of overhead utilities, the construction of the Lake Carolyn promenade, and kept the interests of Las Colinas at the forefront of discussions among city leaders.

Though he retires from the Las Colinas Association Board of Directors with many accomplishments, Heinz is not done improving his community. He currently serves as the director/trustee of the Stemmons Foundation, a charitable trust established in 1963 to benefit Dallas-area cultural, educational, and scientific communities. It is for this continuous dedication to the Las Colinas area and its surrounding communities that I ask my colleagues to join me in honoring Heinz K. Simon's retirement from the Las Colinas Board of Directors.

HONORING THE RETIREMENT OF
MR. DAVID NEWBY

HON. TAMMY BALDWIN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Ms. BALDWIN. Madam Speaker, I rise today to honor the career and achievements of Mr. David Newby, President of the Wisconsin State AFL-CIO, as he retires from his esteemed position.

David served as president for sixteen years, but his roots in fighting for social equality run much deeper. He began his dedicated fight against injustice during his time as a teacher at the Tuskegee Institute in Alabama. From 1965 to 1968, he faced off with racial discrimination in the South, organizing and participating in protests and sit-ins to counter the actions of the local chapter of the Ku Klux Klan. In 1968, David began work on a Ph.D. at the University of Wisconsin-Madison. He quickly became involved in the union movement. As Steward of the Teaching Assistants Association, David was able to gain recognition from the administration through union strikes and other actions.

In 1982, David first stepped into a labor leadership role when he was elected President of the Madison Labor Council. He possessed the ability to motivate local members to come together on issues and express their views as one voice to the national AFL-CIO. A supremely principled man, David had no qualms about speaking out against union-backed candidates or policies. In 1986, he won a tough election for Secretary-Treasurer. He continued to ruffle feathers as he expressed his distaste for America's military actions abroad, never backed down from striking against plant closings, and continually pushed to attract new and more committed union members. Finally, in 1994, David easily won the presidency of the Wisconsin State AFL-CIO.

Over the past sixteen years as president, David has only increased his effort to fight for what he believes is right. As the representative of the Midwest on the national AFL-CIO

Executive Council, he helped lead the federation's opposition to the Iraq War. He continued to work tirelessly to build stronger connections between local labor leaders, community leaders, workers, and organizations to support students' rights, civil rights, women's rights, and countless other causes. In a time when so many are suffering because of the economy, David has fought to keep jobs from going abroad and to ensure competitive wages and benefits for union workers.

In a piece reflecting on the election of President Obama, David wrote, "But no gains are freely given. We have to seize the moment, focus our energies, and assure that the victory will indeed be ours." These bold words embody the essence of the American spirit, and it is clear that over the past fifty years, David has come to epitomize this spirit. Although colleagues may disagree with his beliefs or fiery spirit, they always come away with nothing but the utmost respect for David.

May his stalwart dedication, vision, and lifelong commitment to the highest ethical standards continue to serve as an inspiration for us. I join the greater Madison community, the entire state of Wisconsin, and those who continue to fight for their beliefs throughout our great nation in honoring Mr. David Newby's achievements and thanking him for his lifetime of service.

MEDIA USE “CONSERVATIVE”
LABEL MORE OFTEN THAN “LIBERAL”

HON. LAMAR SMITH

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. SMITH of Texas. Madam Speaker, the national media label political candidates and organizations “conservative” far more often than “liberal.”

For example, during the last year, the New York Times, the Washington Post, and the Los Angeles Times used the word “conservative” almost twice as often as “liberal” in political news stories, according to an internet search.

Furthermore, by margins of 3 to 1, the newspapers used the term “far right” more often than “far left” and “right wing” more frequently than “left wing.”

And the term “extreme right” appeared five times more often than “extreme left.”

This disparity shows the media’s liberal perspective. To them, “liberal” is actually “mainstream,” and therefore not worth mentioning.

But Americans describe themselves as conservative rather than liberal by a margin of 2 to 1.

The national media should give Americans the facts, not use biased language.

TRIBUTE TO MAJOR GENERAL
ROBIN RAND

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. SKELTON. Madam Speaker, let me take this means to pay tribute to Major General Robin “Baba” Rand, the Director of the