

and coordinating their activities to implement the plans, and considering their financial responsibilities under any estuary management plan when submitting their annual budget requests.

Third, Title II requires programmatic changes to the National Estuary Program such as identifying vulnerabilities to climate change and developing responsive adaptation actions; engaging in educational activities to better inform the public about their local estuaries; requiring that estuary programs consider sustainable commercial activities in the watershed; and ensuring that commercial entities along estuary waterfronts will be active participants in estuary programs.

Fourth, this title increases the authorization for the program from \$35 million to \$50 million per year and establishes a minimum funding level for each of the 28 approved estuaries in the program of \$1.25 million per year. If the program were fully funded at \$50 million, 12 new estuaries could enter the National Estuary Program and each be funded at a level of \$1.25 million. EPA reports that entities representing 38 additional estuaries have expressed interest in joining the National Estuary Program.

H.R. 4715, the "Clean Estuaries Act of 2010," was considered by the House earlier this year and passed by a roll call vote of 278-128. I am pleased to say that we received solid support on both sides of the aisle.

I strongly urge my colleagues to join me in supporting H.R. 5301.

I reserve the balance of my time.

Mr. LOBIONDO. I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 5301.

Effective 11 days from now, commercial fishermen, charter boat operators, and owners of other commercial vessels less than 79 feet will have to apply for and receive individual permits from the EPA to discharge from their vessels such things as deck wash, bilge water, and condensation from air conditioning units. Vessels that operate without these permits could be subject to citizen lawsuits and fines that exceed \$32,000 a day.

My bill simply extends the current moratorium for a few more years to ensure that the EPA has time to analyze the results of the study they conducted and develop proper permitting regulations. As the chairman indicated in his statement, we have the Clean Estuaries Act which is combined with this bill. We are happy to do this with Mr. BISHOP.

Having said that, I am hopeful that we can move this bill today. I appreciate Chairman OBERSTAR's effort, but I just have a cautionary note, as the chairman has sort of indicated on a number of times, that the other body does not always act in a manner that we consider something they should do.

Mr. OBERSTAR, I think you understand that. And I hope we have a continued commitment to be able to make sure that this fishing boat problem can get solved before we leave one way or the other.

I yield back the balance of my time.

Mr. OBERSTAR. I yield myself such time as I may consume.

Yes, indeed I will say, first of all to compliment the gentleman from New Jersey on his leadership on the issue of vessel discharge. He has been a champion on this subject. We have heard his strong appeal, his reasoned approach to the issue. That's why we moved the bill earlier. We now joined it with this estuaries bill.

We expect always with hope that the other body acts promptly, but if not, there are backup plans to deal with the vessel discharge issue in advance of the deadline that the distinguished gentleman from New Jersey cited. We are together on this. We are going to assure that the issue is resolved. And hopefully, both of these bills, combined in this fashion, will bring enough interest in the other body to have a concentration of effort to pass both measures together.

Mr. JOHNSON of Georgia. Madam Speaker, I rise today to support H.R. 5301, legislation to extend the period during which the administrator of the Environmental Protection Agency and States are prohibited from requiring a permit under section 402 of the federal water pollution control act for certain discharges that are incidental to normal operations of vessels, to reauthorize the national estuary program and for other purposes. I commend my colleague, Representative LOBIONDO for his word on this bill and urge the House to support this legislation.

Madam Speaker, in light of the disaster caused by the Deepwater Horizon oil spill, it is important that this Congress pay particularly close attention to the well being of our Nation's aquatic ecosystems.

H.R. 5301 accomplishes two things. First, this bill extends an existing moratorium for vessels less than 79 feet in length to obtain a permit under the Clean Water Act for discharges incidental to their normal operation. The Environmental Protection Agency has been studying the impacts of incidental discharges from these vessels and made the determination that these discharges are not universally benign. The agency has acknowledged however, that it will be unable to develop and issue appropriate permits for these vessels before the current moratorium expires on July 31, 2010. Extending the moratorium will allow for the additional time necessary to develop and issue appropriate guidelines to address such discharges consistent with the goals of the Clean Water Act.

Second, H.R. 5301 includes H.R. 4715, the "Clean Estuaries Act of 2010", as passed by the House of Representatives on April 15, 2010, which reauthorizes the National Estuary Program. Established in 1987, the National Estuary Program is charged with attaining or maintaining water quality in an estuary, places where rivers meet the sea. Reauthorizing this program is essential to protection of public water supplies and the protection or indigenous population of shellfish, fish, and wildlife.

I urge my colleagues to support this bill.

Mr. OBERSTAR. I yield back the balance of my time.

GENERAL LEAVE

Mr. OBERSTAR. I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous matter on the subject of these two bills.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Minnesota (Mr. OBERSTAR) that the House suspend the rules and pass the bill, H.R. 5301, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The title was amended so as to read: "A bill to extend the period during which the Administrator of the Environmental Protection Agency and States are prohibited from requiring a permit under section 402 of the Federal Water Pollution Control Act for certain discharges that are incidental to normal operation of vessels, to reauthorize the National Estuary Program, and for other purposes."

A motion to reconsider was laid on the table.

SUPPORTING RAILROAD RETIREMENT DAY

Ms. CORRINE BROWN of Florida. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1463) supporting the goals and ideals of Railroad Retirement Day.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1463

Whereas the rail industry established the first formal industrial pension plan in North America on the Grand Trunk Railway in 1874;

Whereas by the late 1920s more than 80 percent of all railroad workers in the United States were employed by companies with existing pension plans, but the benefits provided by these plans were generally inadequate, liable to capricious termination, and of little assistance to disabled employees;

Whereas when the Great Depression drove the already unstable railroad pension system into a state of crisis, the railroad industry was beset by retirees who needed immediate assistance but the planned Social Security system would not cover work performed prior to 1937 and was not scheduled to begin paying benefits until 1940;

Whereas railroad workers sought a separate railroad retirement system which would continue and broaden the existing railroad programs under a uniform national plan;

Whereas, on August 29, 1935, President Franklin D. Roosevelt signed into law the Railroad Retirement Act, establishing the beginnings of a new social insurance system for the Nation's rail industry that today protects working families against loss of income due to the retirement, disability, or death of a wage earner and assists in meeting the medical expenses of the elderly and long-term disabled;

Whereas the Railroad Retirement Act was amended numerous times between 1937 and 2002, including a major restructuring in 1974 and most recently by enactment of the Railroad Retirement and Survivors' Improvement Act of 2001, the most significant railroad retirement legislation in almost 20 years;

Whereas the benefit and financing provisions of the legislation, like those provisions of most previous railroad retirement legislation, were based on joint recommendations negotiated by a coalition of rail freight carriers and rail labor organizations;

Whereas the Act liberalized early retirement benefits for 30-year employees and their spouses, eliminated a cap on monthly retirement and disability benefits, lowered the minimum service requirement from 10 years to 5 years of service if performed after 1995, and provided increased benefits for some widows and widowers;

Whereas the Act reduced tier II tax rates on rail employers in calendar years 2002 and 2003 and beginning with 2004 provided automatic adjustments in the tier II tax rates for both employers and employees, and also repealed the supplemental annuity work-hour tax rate;

Whereas as a result of this provision, the tier II tax rate on employers has decreased from 16.1 percent in 2001 to 12.1 percent in 2010 and the tax rate on employees has decreased from 4.9 percent in 2001 to 3.9 percent in 2010;

Whereas the law also created the National Railroad Retirement Investment Trust, which manages and invests railroad retirement funds in nongovernmental assets, as well as in governmental securities;

Whereas since creation of the Trust, its assets have grown from \$20,700,000,000 in 2002 to \$25,200,000,000 as of March 31, 2010, and that amount does not include an additional \$8,900,000,000 transferred by the Trust to the Treasury to pay railroad retirement benefits during this period;

Whereas, during the past 75 years, railroad retirement benefits have been paid by the Railroad Retirement Board to more than 2,000,000 retired workers, 1,100,000 spouses, and 2,400,000 survivors;

Whereas the first retirement annuities awarded under the 1935 Railroad Retirement Act averaged \$60 a month with no monthly benefits for spouses or survivors;

Whereas today employee annuity awards average about \$2,700 a month, annuities for spouses average over \$900 a month, and annuities to aged and disabled widows and widowers just over \$1,700 a month;

Whereas in 2010, nearly 600,000 beneficiaries will receive retirement and survivor benefits and about 42,000 persons will receive unemployment and sickness benefits;

Whereas today more than 200,000 people work in railroad employment and pay railroad retirement taxes;

Whereas the rail industry and its workers continue to be an integral part of our Nation's transportation system and vital to our economy; and

Whereas the Railroad Retirement Board has designated August 29, 2010, as "Railroad Retirement Day" to celebrate the success and importance of the railroad retirement system to America's working families: Now, therefore be it

Resolved, That the House of Representatives—

(1) supports the goals and ideals of Railroad Retirement Day as designated by the Railroad Retirement Board;

(2) recognizes the important contributions that the rail industry, rail workers, and retirees make to the national transportation system; and

(3) urges the people of the United States to recognize such a day as an opportunity to celebrate the importance of the railroad retirement system to America's working families.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Florida (Ms. CORRINE BROWN) and the

gentleman from Pennsylvania (Mr. SHUSTER) each will control 20 minutes.

The Chair recognizes the gentlewoman from Florida.

GENERAL LEAVE

Ms. CORRINE BROWN of Florida. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include any extraneous materials on House Resolution 1463.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Florida?

There was no objection.

Ms. CORRINE BROWN of Florida. I yield myself such time as I may consume.

Madam Speaker, I strongly support House Resolution 1463, supporting the goals and ideas of Railroad Retirement Day, and encourage all of my colleagues to support this important legislation. This resolution recognizes Railroad Retirement Day and the 75-year anniversary of the Railroad Retirement Act.

The railroad industry established the first formal industrial pension plan in North America in the year 1874. The Railroad Retirement Act came because the Great Depression wiped out the private system before the Social Security program could meet the needs of railroad retirees. Additionally, the State-based unemployment insurance system had failed to serve those whose work took them across the country.

Under the Railroad Retirement and Railroad Unemployment Insurance Acts, railroad workers and employees fund retirement, survivors, unemployment, and sickness benefits programs for the Nation's railroad workers and their families. During the past 75 years, more than 2 million retired workers, 1.1 million spouses, and 2.4 million survivors have received benefits through the Railroad Retirement Board.

Finally, the program fosters a close relationship between railroad employees and employers. The change in the system over the years has been the result of cooperation between management and labor, and stands as an example of how government, labor, and businesses can work together to serve the Nation's needs. Clearly, the railroad retirement programs serve a valid need in a very efficient manner, and is worthy of our recognition.

I reserve the balance of my time.

Mr. SHUSTER. I yield myself such time as I may consume.

I rise today in support of H. Res. 1463, which designates Railroad Retirement Day on August 29, 2010. Railroad Retirement Day is established in this resolution to celebrate the success and importance of the Railroad Retirement System, which has benefited generations of hardworking railroad workers and their families.

I am proud to support the railroad retirement system, which predates Social Security and provides comprehensive

retirement, survivor, and disability benefits. More than 600,000 beneficiaries receive approximately \$10 billion in benefits each year from the railroad retirement system.

For the last 7 years, a portion of retiree assets has been managed in the National Railroad Retirement Investment Trust. The NRRIT invests in U.S. and global equity markets, fixed income, and real estate and commodities, much like many private-sector retirement funds. This innovative fund has already returned \$7.9 billion to retirees, and has grown 16 percent in the last 7 years, despite payouts and the volatility in the markets and the global economy.

I believe we should take a close look at the success of this system as one of the potential solutions to the looming crisis in Social Security. So I congratulate and applaud the majority for bringing this up today, as I have heard so many of my other colleagues talk about Social Security and how those on my side want to privatize Social Security. That just is not true. Nobody on our side of the aisle wants to privatize Social Security. But we have to look at innovative ways to be able to keep Social Security viable.

Just today there was a poll in USA Today that says that the overwhelming majority of Americans under 34 years old do not believe they will get anything from Social Security. So once again, looking at the railroad retirement system is a potential solution to Social Security. And again, it's not privatizing. It's taking a small portion of it and investing it in different ways. And as I said, the success of this over the last 7 years, even in these volatile times, has proven to be successful.

□ 1440

It has grown 16 percent over the last 7 years.

I would urge my colleagues on the other side of the aisle to stop the rhetoric, stop the scare tactics in talking about the way we want to privatize Social Security. This is a viable solution that we need to consider. This is something that we need to take a look at as we move forward in this country.

So, again, I applaud the majority for bringing this up today when, as I've said, I've heard so much talk about privatizing Social Security. And we all need to look at Social Security and figure out how to reform it, because I have two children—22 years old and soon-to-be 19—and Social Security will not be there for them. And we're not talking about the folks who are retired today. We need to make sure we are going to keep that ironclad guarantee with today's retirees and those that are soon to retire, that we are not going to affect their Social Security.

But as we move forward, as I said, let's look at the railroad retirement system as a model for how we can improve Social Security for those in America that are just moving into the job market who won't be retiring for 20

and 30 and 40 years. The freight rail industry strongly supports the railroad retirement system because these good benefits attract and retain highly skilled workers. This is a system that has worked well for generations. And I would encourage the railroads and the unions to protect the system by ensuring that benefits are distributed fairly and to remain vigilant for fraud and abuse in this system.

Madam Speaker, I reserve the balance of my time.

Ms. CORRINE BROWN of Florida. My dear friend, I am so happy that you support the railroad retirement system. And I can tell you that some people have not always been supportive of Social Security. I remember when Social Security passed, it passed without any Republican vote. And constantly, year after year, Bush and the Republicans tried to privatize it, and the American people said "no" and the Democrats said "no" and I say "no, no."

Now, I support the railroad retirement, and I'm glad that we stand together for the railroad workers. I hope we can get that same kind of support for the Social Security benefits.

Madam Speaker, I yield such time as he may consume to the gentleman from Virginia (Mr. PERRIELLO).

Mr. PERRIELLO. I thank the chairwoman for yielding time and for all of her leadership on all of the issues related to the railroad, such an important asset in our country and part of our competitive advantage and part of our need to make sure that we continue to build and make things here in America.

I rise today in support of H. Res. 1463, Supporting the Goals and Ideals of Railroad Retirement Day.

The railroad system is an integral part of our Nation's transportation system and provides us with the capacity to move both passengers and freight around the country. For over 200 years, this system has proven to be one of the best methods of transport available. Today, railroads are responsible for moving over 40 percent of the freight transported in the United States, and we depend upon rail for daily supply and demand.

It is important to honor both the commitment and labor of the railroad industry workers. Without them, our country would not have experienced such success in westward expansion and in the growth of industry.

Today, the railroad industry remains an important piece of our Nation's transportation infrastructure, and it would not be able to run without the ongoing efforts of railroad workers. Thus, I feel that we must honor the hard work of railroad workers, both past and present, by recognizing Railroad Retirement Day on August 29, 2010.

The railroad industry has created one of the most successful models for retirement plans of any sector of the economy. On August 29, 1935, the rail-

road industry created a unified retirement plan. For over 70 years, the retirement plan has been successful, even with the changes to the industry and fluctuations in the economy, including the \$9 billion hit that it took in the recent economic meltdown and the challenges that presented to the system.

The pension plan now provides benefits to over 600,000 beneficiaries and is supported by an industry of over 20,000 workers. Even within my own district, there are nearly 3,000 railroad retirees. In 2010 alone, the plan will provide more than \$11 billion in retirement and survivor benefits. Supporting this resolution shows our commitment to the railroad industry and our recognition of the hard work of retirees and the success of their retirement program.

I request your support for this resolution.

Mr. SHUSTER. Madam Speaker, how much time do I have remaining?

The SPEAKER pro tempore. The gentleman from Pennsylvania has 16½ minutes remaining, and the gentleman from Florida has 16 minutes remaining.

Mr. SHUSTER. I yield myself such time as I may consume.

Again, I want to make sure we set the record straight here. There is a lot of rhetoric, a lot of talk going on on the floor today about Social Security, and I just want to make sure that the record stands clear that in 1935, the Social Security Act, on April 19, 1935, was passed with 79 percent of the Republicans in the House voting for it in the House. There weren't many Republicans in 1935, I might add. Seventy-seven Republicans voted for it, and there were 18 that voted against; 288 Democrats voted for it and 13 voted against.

So let the record show that Republicans have supported Social Security, and we continue to support Social Security. Nobody that I know of on my side has talked about privatizing Social Security. We look to something like the railroad retirement system, how they've taken a portion of it, 7 years ago—under the Bush administration, I might add—under a Republican Congress, moved a portion of that to be able to be invested into different investment vehicles that has given a much greater return. As I've said, 17 percent growth in the last 7 years, even in these tough economic times. So it can be done.

And as I mentioned earlier, there was a poll out today that 18- to 34-year-olds in today's USA Today poll, 75 percent of them do not believe they will receive Social Security benefits. So standing up talking about railroad retirees, I'm here. I applaud the system. I want to applaud the railroad retirees and the freight system in this country, the railroads in this country.

But we've got to talk about all retirees, future retirees. That's who we owe it to, to the future generations to look at ways that we can strengthen and reform Social Security. And as I will go

back to, as I've continued to state, I want to make sure that we hear this loud and clear, this is a system that we can look at as potentially a model. We have to consider this to make sure that we save Social Security for future generations.

With that, I continue to reserve the balance of my time.

Ms. CORRINE BROWN of Florida. I wasn't here in 1935 but I certainly was here in 1995, and I do know where the Republicans stood as far as not only privatizing Social Security but gambling with Social Security and where would they be with the crash in Wall Street.

I would like to yield such time as he may consume to the chairman of our committee, the gentleman from Minnesota (Mr. OBERSTAR), who's the guru and has all of the figures and the statistics on the history of Social Security and those who support it and those who have never supported it.

Mr. OBERSTAR. I thank the gentleman for yielding and her strong, stout defense of the Railroad Retirement program; Mr. PERRIELLO for his leadership and advocacy for the bill supporting the goals and ideals of Railroad Retirement Day; and for the gentleman from Pennsylvania, Mr. SHUSTER, a strong supporter of our railroad system, both passenger and freight in this country, and for the Railroad Retirement fund.

Now, the gentleman cited a figure about the vote in the House in 1935 on Social Security, and that figure is accurate. But that was on the conference report. And when the rule providing for consideration of Social Security came to the floor, only one Republican supported it in 1935.

Now, I understand that a vote on the rule is a party-line vote and that, as a matter of party discipline, only one Member on the other side broke ranks to vote for the rule, but we must acknowledge that the Social Security program has saved the Nation, has been a bulwark for blue collar working Americans and upper middle class and upper class.

□ 1450

In all of its 76 years, Social Security has never missed a payment. It has never bounced a check. You don't have to get up in the morning and look on the financial pages of the newspaper to see whether your retirement fund is intact or whether it's bottomed out or has dropped out of sight, as you have to do if your retirement fund is in the hands of the Pension Benefit Guaranty Corporation, corporation that you worked for went into bankruptcy or retirement fund was put in the hands of the PBGC and those assets were invested by the company for which you worked in the marketplace, and suddenly those assets lost value, enormous value.

Some people have seen their retirement funds lose 50 percent to 60 percent of their value because the investments they had made proved unsound

or vulnerable—sound to begin with, but vulnerable to this worldwide recession that we've experienced. Indeed, the Railroad Retirement Fund itself has lost \$9 billion because of the recession.

So let's not have this haphazard, careless, thoughtless rhetoric that we heard in this Chamber in 1995–96 from the other side—not the gentleman from Pennsylvania, not his father who served with great distinction in this body then and still a great friend of mine—saying we're going to rip the system out by its roots, are going to replace it, we're going to privatize it, and a host of other schemes that eventually Members on the other side voted against. There's a very wise core of Members in the Republican side who understand the value of the Social Security program and who want to sustain and support it; and this is the most significant Social Security, most significant important social contract in America, in our history, the most successful; and Medicare's right behind it in its success, and right alongside it is the railroad retirement system.

People who have worked hard, they've saved, they've contributed into the system; the employers, the railroads have contributed into the system. Our purpose ought to not to be pointing fingers or using scare rhetoric, but rather to say let's work together to keep our economy going, to keep investment expanding in this country, to expand employment so that there are more people working, contributing into the Railroad Retirement Fund and into the Social Security fund. That ought to be the purpose of our efforts.

And that is why Mr. PERRIELLO was so thoughtful to bring out the goals and ideals of Railroad Retirement Day and our champion advocate for passenger rail, freight rails, Ms. BROWN, and an equally passionate advocate for rail service, the gentleman from Pennsylvania (Mr. SHUSTER).

Let's put the rhetoric aside. Let's join the visionaries of seven decades ago so that seven decades from now there will be retirement programs that will be the safety—they will be the safety net for those who worked hard all their lives and expect dignity in their retirement years.

Thank you again, Madam Chairman, for yielding your time.

Madam Speaker, I rise today in support H. Res. 1463, which celebrates 75 years of the success and importance of the railroad retirement system to America's working families, commemorates the day (August 29, 1935) when President Franklin D. Roosevelt signed into law the Railroad Retirement Act, and recognizes August 29, 2010 as "Railroad Retirement Day", as designated by the Railroad Retirement Board.

I thank the gentleman from Virginia (Mr. PERRIELLO) for his leadership in introducing this resolution.

In 1874, the first modern railroad pension system was established in North America by the Grand Trunk Railway of Canada. Its stated purpose was "to help workers worn out from

long service to retire." The American Express Company, then a railroad freight agency, established the first railroad pension system in the United States shortly thereafter in 1875.

The Baltimore and Ohio Railroad created a pension system in 1880, followed by the Pennsylvania Railroad in 1886; other railroads soon followed suit. By the late 1920s, more than 80 percent of all railroad workers in the United States were covered by a pension plan. However, these plans were generally inadequate, liable to capricious termination, and of little assistance to disabled employees.

The Great Depression drove the already unstable and inadequate railroad pension systems into a state of crisis. By 1928, over 250,000 railroad workers had lost their jobs and by 1931, 16 percent of all railroad employees nationally were laid off.

Older railroad workers eligible for retirement exercised their seniority rights and continued working, deciding that a steady paycheck was preferable to pension systems that could not meet their obligations. This decimated the ranks of younger workers, affecting the railroad industry for years to come as the labor pool of younger workers disappeared.

Congress passed the Railroad Retirement Act of 1934 "to promote economy, improve employee morale and promote the efficiency and safety of interstate transportation." This law created a fund into which all railroad employers and employees paid. The Railroad Retirement Act was the first major piece of Federal retirement legislation under President Roosevelt's "New Deal" and set the precedent for later, more general retirement legislation. It allowed older workers to retire with the promise of a reliable income from a stable pension system for the first time in history, and enabled younger workers to return to work.

However, after the Railroad Retirement Act became law, the United States Supreme Court held that the law was unconstitutional. Congress passed similar legislation the following year, which President Roosevelt signed into law on August 29, 1935. Railroad management and labor had to come to the table and resolve their differences and less than a year after the passage of the 1935 legislation, the first annuity payments to railroad retirees were made. In July 1937, the benefit payments of more than 50,000 pensioners were taken over by the Railroad Retirement Board.

In 2001, Congress enacted the most sweeping changes to railroad retirement law since the 1930s, with enactment of the Railroad Retirement and Survivors Improvement Act. The Act liberalized early retirement benefits for 30-year employees and their spouses, eliminated a cap on monthly retirement and disability benefits, and lowered the minimum service requirement to under 10 years if at least five years of service occurred after 1995.

By the beginning of 2010, railroad retirement benefits have been paid to two million retired employees, 1.1 million spouses, and 2.4 million survivors. This year, nearly 600,000 beneficiaries will receive retirement and survivor benefits and about 42,000 railroad workers will receive unemployment and sickness benefits.

H. Res. 1463 recognizes the vitally important contributions that the rail industry, rail workers, and retirees make to the Nation's transportation system. It recognizes the success of the legislation signed into law by President Roosevelt 75 years ago, and cele-

brates the importance of the railroad retirement system to America's working families.

I urge my colleagues to join me in supporting H. Res. 1463 and celebrating Railroad Retirement Day on Sunday, August 29, 2010.

Mr. SHUSTER. I yield myself such time as I may consume.

In response to the chairman of the committee and his comments—and it is always dangerous challenging the chairman on his historical notes and happenings in the House, but as I recall in 1995, although I was not here, don't recall the debate, I do recall that it was a commission set up by President Clinton that made some of these recommendations.

So, to continue, for the majority to point to Republicans as not voting for it, as trying to rip it out by the roots, as trying to privatize, just simply is not accurate, and that's some of the rhetoric we hear from the other side.

Today, as we move this resolution forward, as I have said before, this is something we should be looking at as a model, as something we should try to understand how this works, the railroad retirement works, how it has grown 16 percent in the last 7 years despite these very volatile times in our economy. We did not privatize railroads' retirement. We took a portion of it, and we know that the retirees are receiving greater benefits because of what we've done here.

So I urge my colleagues on the other side as we debate this, as we talk about—a lot of folks talk about Social Security, as the chairman and the chairman of the subcommittee has mentioned Social Security, I'm not so sure, and I guess I have to ask the question: Do you support the National Railroad Retirement Investment Trust which does something very similar to many on both sides of the aisle, the commission that was set up by President Clinton and others on my side of the aisle talked about, as one of the ways to reform the Social Security system?

So we can stand up here today and talk about in glowing terms about the Railroad Retirement Investment Trust, when it's doing something that is very positive and it's a potential to help reform, to help make sure that those 18 to 34 years old in this country, that 75 percent of them do not believe they are going to get any money out of Social Security when they retire.

It just seems to me that the majority is using a lot of rhetoric, trying to hype up retirees in this country which we have to make sure that we keep that ironclad guarantee that those who are retired, those that are soon to retire are going to get the Social Security benefits that they've earned, that they have been promised by the Government of the United States.

But we have to look to the future generation, those that are going to retire in 20 and 30 years. Social Security, as the chairman pointed out, has not bounced a check. The check comes every month; but if we don't figure out

a way, a bipartisan way, how to reform Social Security, there's going to come a day when there's not going to be any money there, or we are just going to continue what we've been doing over the past 18 months, spending money, borrowing money that we don't have, which is going to be inflationary; and then that tax on our retirees, on our Social Security beneficiaries, is going to be an even more brutal tax when you lose value because of inflation. When inflation soars to four and five and seven, and those that have been on this Earth for more than 35, 40 years, remember the days of double-digit inflation and how brutal that was to the economy and how brutal that is to our retirees.

So this is an opportunity for us to look at a system that both sides of the aisle here talking, standing up today, as I said talking about in glowing terms the Railroad Retirement Fund, and we should look at this as a potential to help reform and strengthen Social Security for future generations.

Mr. OBERSTAR. Would the gentleman yield for a response to his very thoughtful question?

Mr. SHUSTER. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. In House floor consideration of the railroad retirement program, it was made very clear time and again by both sides of the aisle that this plan for railroad retirement was not a formula for Social Security. Both sides were at pains to say that because of the difference in scale of the programs and the difference in purpose of the two retirements, Social Security and railroad retirement act. That's not to say that it couldn't be reconsidered at some future time, but it was made very clear then.

You have some 600,000-plus railroad retirees and 33 million Social Security retirees. We all realized at the time the scale is vastly different. The purpose and the revenue streams are very different. So it was a very clear purpose on both sides of the aisle, not to confuse, not to roll over from one to the other. And I thank the gentleman for yielding.

□ 1500

Mr. SHUSTER. I appreciate the gentleman's comments but, again, we can use this as an experiment, it's working.

I understand the scale is different, but the principles can be the same. Business principles, running an efficient operation, making sure of a return on investment. All those things that we use in a small business that I operated, they use those same fundamentals when they are operating large companies in this country.

My suggestion, my urging is that the majority, as we move down the road, look at this as something to consider on how we can reform Social Security and strengthen it for those future generations. As I want to continue to stress, for the folks that are retired today and those that are going to re-

tire soon, we have got to keep that guarantee that it is going to be there. But if we don't do something, don't consider some other way to strengthen Social Security, those who are 18 to 35 that have stated in that poll, 75 percent of them do not believe there is going to be anything available for them in Social Security when they retire.

I continue to reserve the balance of my time.

Ms. CORRINE BROWN of Florida. Madam Speaker, let me just say that I welcome a debate on how we can reform Social Security any time, but I can truly say, having been here during the 1990s, one way that you shore it up is not to privatize it.

Coming from Florida, I mentioned earlier that I come from the State where Claude Pepper served in this body and the other body for over 32 years. He was one of the strongest advocates for Social Security. Clearly, we can see what happened on Wall Street and what has happened with other programs and pension funds.

Social Security is a safety net. Being in this body, let me say you stand for something or you fall for everything, and one of the things we are going to stand up for on this side is for Social Security.

We are very happy that we are having before us today the railroad retirement that we all can support.

I reserve the balance of my time.

Mr. SHUSTER. I yield myself the balance of my time.

I will close by making the final note, again, the urging, the plea to my colleagues on the other side of the aisle, to stop using the rhetoric that those of us on our side want to privatize.

We do not want to privatize Social Security. We want to find reforms to make sense. We want to find reforms that are going to strengthen Social Security and not just for those today, but, most importantly, those that are going to retire in 20, 30 years from now.

Because if we in this Congress do nothing, then we are going to continue to see Social Security going in the wrong direction and nobody in this country wants to see the Social Security system continue to go down, having less money, moving towards insolvency. So we have got to do something.

I say, let's look at the railroad retirement fund that has returned \$7.9 billion to its retirees and has grown 16 percent in the last 7 years, despite pay-outs, volatility in the markets, in the global economy. This is a system that, again, 7 years ago, we have taken a small portion of it and invested it in U.S. and global equity markets, fixed income, real estate, commodities, not the entire amount, but a portion of it. Our railroad retirees are benefiting greatly by that.

I stand here today in support of this resolution. I hope it passes overwhelmingly, and I hope that we look to future generations to try to solve our problems, solve the reform of Social Security by looking at railroad retirement,

which has been a tremendous success.

I yield back the balance of my time. Ms. CORRINE BROWN of Florida. Madam Speaker, let me just say that we, on our committee, always stand ready to work in a bipartisan manner, and we would certainly be interested in ideas that don't include privatizing Social Security. But for Members to come on this floor and act as if Social Security is the reason why we have the deficit—for several years, I know there is no institutional memory, we had what we call reverse Robin Hood, robbing from the poor and working people to give tax breaks to the rich. That's what got us in this hole.

Now I am glad we all can support the bill that is before us today, but as far as I am concerned it's the Ways and Means that handled this particular issue, and I am prepared to debate and discuss and work with my colleagues to come up with solutions as to how we can tweak the program.

Mr. JOHNSON of Georgia. Madam Speaker, I rise today to support H. Res. 1463, legislation supporting the goals and ideals of Railroad Retirement Day. I commend my colleague, Representative PERRIELLO, for his efforts on this bill and urge Congress to pass this important legislation.

Railroad Retirement Day, as designated by the U.S. Railroad Retirement Board, recognizes the important contributions that the rail industry, rail workers, and retirees make to the national transportation system. This legislation urges the American people to recognize Railroad Retirement Day, which is August 29, 2010, as an opportunity to celebrate the success and importance of the railroad retirement system to America's working families.

This year, nearly 600,000 beneficiaries will receive retirement and survivor benefits and about 42,000 railroad workers will receive unemployment and sickness benefits through the railroad retirement system. After the great depression, and years of decline, President Roosevelt and Congress worked with railroad management and labor to pass legislation that would allow for a secure and stable retirement system for railroad workers. The law has been updated and expanded over the years to increase benefits for dependents, liberalize early retirement benefits, and add survivor and spousal benefits. In the beginning of this year, its 75th year, railroad retirement benefits had been provided to 2 million retired employees, 1.1 million spouses, and 2.4 million survivors.

Madam Speaker, you may not have been aware that the City of Atlanta, Georgia, was named "Terminus" because it was the eastern terminus of the Western and Atlantic Railroad. The city became known as Atlanta after the Chief Engineer of the Georgia Railroad suggested that the area be renamed "Atlantica-Pacifica", a name that was soon shortened to Atlanta. Atlanta has served as an important railroad hub for many years, and today thousands of workers help ensure that Atlanta's passenger and freight rail keep people and goods moving throughout Georgia and the southeastern United States. These workers have and continue to make Atlanta the wonderful world-class city that it is and it is because of them that I am proud to support this bill and Railroad Retirement Day.

I urge my colleagues to support this bill.

Ms. CORRINE BROWN of Florida. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the resolution, H. Res. 1463.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

SURFACE TRANSPORTATION SAVINGS ACT OF 2010

Mr. PERRIELLO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 5604) to rescind amounts authorized for certain surface transportation programs.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5604

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Surface Transportation Savings Act of 2010”.

SEC. 2. SAFETY BELT PERFORMANCE GRANTS.

(a) IN GENERAL.—Subject to subsection (b), of the amounts authorized for fiscal year 2010 by section 2001(a)(4) of SAFETEA-LU (119 Stat. 1519) to carry out section 406 of title 23, United States Code, \$80,994,029 is rescinded.

(b) LIMITATION.—The amount rescinded pursuant to subsection (a) shall be decreased as necessary to ensure that not less than \$28,505,971 is available for fiscal year 2010 to carry out section 406 of title 23, United States Code.

SEC. 3. ADMINISTRATIVE EXPENSES.

Of the amounts authorized for fiscal year 2010 by section 2001(a)(11) of SAFETEA-LU (119 Stat. 1520), \$6,547,000 is rescinded.

SEC. 4. NATIONAL DRIVER REGISTER.

Of the amounts authorized for fiscal year 2010 by section 2001(a)(7) of SAFETEA-LU (119 Stat. 1520) for the National Driver Register authorized under chapter 303 of title 49, United States Code, \$78,000 is rescinded.

SEC. 5. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS AND RESEARCH.

Of the amounts authorized for fiscal year 2010 by section 2001(a)(2) of SAFETEA-LU (119 Stat. 1519) to carry out section 403 of title 23, United States Code, \$1,829,000 is rescinded.

SEC. 6. TRANSIT FORMULA AND BUS GRANTS.

Of the amounts authorized for fiscal year 2010 by section 5338(b)(1) of title 49, United States Code, to carry out sections 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 of title 49, United States Code, and section 3038 of the Federal Transit Act of 1998 (112 Stat. 392), \$17,394,000 is rescinded.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Virginia (Mr. PERRIELLO) and the gentleman from Tennessee (Mr. DUNCAN) each will control 20 minutes.

The Chair recognizes the gentleman from Virginia.

GENERAL LEAVE

Mr. PERRIELLO. Madam Speaker, I ask unanimous consent that all Mem-

bers may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 5604.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Virginia?

There was no objection.

Mr. PERRIELLO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of the Surface Transportation Savings Act of 2010 and appreciate the work of Congressman SCHAUER and the chairman and many others in working for this.

In the long journey towards reducing this Nation's deficit, we also need to look at small steps as well as large ones. As we look at pay-as-you-go legislation and bipartisan budget commissions, we also must find in every place that we can look opportunities to save some money.

One of those places we should be able to start, if nothing else, is looking at areas where the agencies themselves have said we cannot use this money or we do not want this money. We have compiled within Transportation and Infrastructure's jurisdiction over \$107 million that is left sitting on the table. But we know too often in this town, money left on the table disappears very quickly.

This bill will lead to real savings. It reduces the contract authority that is currently available for certain highway safety and transit programs by \$107 million. In fiscal year 2010, it takes this \$107 million off the table so that it cannot be used to increase spending in the future.

There are two ways that this money could be used to increase spending in the future if not rescinded now. First, the future appropriations act could increase the obligations limitations that control spending for these highway safety and transit programs, thereby allowing this \$107 million to be spent instead of reducing the deficit.

Second, the future appropriations act could rescind this authority and use it as a rescission to offset increased spending on other programs. In fact, and unfortunately, we have already seen attempts to do this. They become somewhat routine for appropriations bills to rescind contract authority to offset other spending. In fact, H.R. 4899, the FY 2010 emergency supplemental, used about \$2.2 billion in rescissions of highway contract authority.

What we see here is a commonsense attempt with ideas from both sides of the aisle to look at opportunities where the agencies have said these are resources we will not spend or cannot spend. To me, this is one step where we should be able to agree at least in such areas that that money and that contracting authority should be taken off the table so that it is not spent and put towards deficit reduction.

I rise today to support this savings act, to appreciate all those and thank

all of those who have worked on it. While these savings may seem small relative to the size of a budget deficit, it is a start. As they say, even the longest journey can begin with a single step. I urge my colleagues to consider H.R. 5604 in this light and support this bill.

I reserve the balance of my time.

□ 1510

Mr. DUNCAN. Madam Speaker, I yield myself such time as I may consume.

I rise in support of this bill, and I commend the gentleman from Virginia, who just finished making his remarks.

H.R. 5604 rescinds \$106.8 million in contract authority from the National Highway Traffic Safety Administration and the Federal Transit Administration. This rescission of contract authority will come from the following programs: \$81 million from NHTSA's safety belt performance grant program; \$8.5 million from NHTSA's administrative expenses, the National Driver Registry, and research and development programs; and \$17.4 million from FTA's formula and bus grant programs.

In total, H.R. 5604 rescinds approximately \$107 million in contract authority, which is a type of budget authority. However, the Congressional Budget Office has determined that H.R. 5604, while certainly well intentioned and worthy of support, will not have any impact on outlays or direct spending.

According to the CBO, the budget deficit is defined as the amount by which the Federal Government's total outlays exceed its total revenues. Because CBO's official cost estimate for H.R. 5604 finds that this legislation will not reduce the Federal Government's outlays, this bill, unfortunately, will not reduce the budget deficit. This bill could ultimately lead to savings if the Congress does not simply spend this money someplace else.

For the first 9 months of fiscal year 2010, we are running a budget deficit of \$1 trillion, and the deficit will reach at least \$1.4 trillion by the end of the fiscal year on September 30. These are staggering, incomprehensible sums, and these deficits will only add to our growing Federal debt, which is already at over \$13 trillion.

By the end of this year, the Federal debt will represent 62 percent of the Nation's economy, the highest percentage since World War II, according to CBO. This mounting debt will be passed on to our children and grandchildren. I believe, and most people believe, that Congress isn't doing enough to reduce the current budget deficit or our swelling national debt.

While this bill is certainly a step in the right direction, it will not reduce the current budget deficit or the national debt. And so while this is good legislation that I do support, we are going to have to go further if we're going to do what the American people expect and need us to do.

I reserve the balance of my time.