

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2001(a)(4) of SAFETEA-LU (119 Stat. 1519) to carry out section 406 of title 23, United States Code, \$80,994,029 is rescinded.

(b) LIMITATION.—The amount rescinded pursuant to subsection (a) shall be decreased as necessary to ensure that not less than \$28,505,971 is available for fiscal year 2010 to carry out section 406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Of the amounts authorized for fiscal year 2010 by section 2001(a)(11) of SAFETEA-LU (119 Stat. 1520), \$6,547,000 is rescinded.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Stat. 1520) for the National Driver Register authorized under chapter 303 of title 49, United States Code, \$78,000 is rescinded.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2001(a)(2) of SAFETEA-LU (119 Stat. 1519) to carry out section 403 of title 23, United States Code, \$1,829,000 is rescinded.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.

Mr. PERRIELLO. I appreciate the support of the gentleman from Tennessee and his concern about the deficit. We certainly need to continue to look at the big picture with pay-as-you-go legislation and budget commissions and other ways to get it to balance. In the meantime, there is nothing wrong with taking smaller steps in the right direction, whether that's looking at blocking congressional pay raises or anyplace that we can save. \$107 million is nothing to sneeze at, even if it's not large by Washington standards.

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

Mr. SCHAUER. Thank you, Mr. PERRIELLO and Mr. DUNCAN.

We need common sense in Washington, and unfortunately there is too little of it at this time. That's why I decided to sign on and be a primary cosponsor of this bill, the Surface Transportation Savings Act of 2010. The bill will lead to real savings and real deficit reduction, and we need to fight for that at this very difficult time in our country.

As has been said, the Surface Transportation Savings Act of 2010 reduces the contract authority that is currently available for certain highway safety and transit programs by \$107 million. Let me say that again, \$107 million. That's real money. While this may not, in and of itself, directly reduce outlays this current fiscal year, it takes \$107 million off the table so that it cannot be used to increase spending in the future.

Now, as my colleague, Mr. PERRIELLO, said, there are a couple of ways that this \$107 million could be used to increase spending and increase the Federal budget deficit. We know that a future appropriations act could use these dollars and appropriate them and spend them on these current programs within the Department of Transportation. But let's be clear, there is a very real threat. The Congressional Budget Office may not see it, and I can understand why they may not trust the Congress to act responsibly, but twice already this Congress has tried to use these available dollars within other programs.

H.R. 4899, the FY 2010 Emergency Supplemental Appropriations bill that was passed by the House of Representatives earlier this month included \$2.2 billion of rescinded highway contract authorities. So these are dollars that were budgeted but were not spent. And again, if we don't act, those kinds of available dollars will be spent.

Now, to make it even more directly relevant to this bill and to the Congressional Budget Office's analysis, H.R. 4899, this Emergency Supplemental Appropriations bill, tried to spend \$25 million that would be taken off the table by this Surface Transportation Savings Act. So I don't think we could be any more clear than the threat that is before us.

I couldn't agree more that we must address real deficit reduction one step at a time. This is a critical, critical step to do that. And I'll tell you, the people in Michigan's Seventh Congressional District believe \$107 million is real money.

By not acting, the threat is real that these available dollars will be spent. By passing this bill today, the United States House of Representatives will remove \$107 million that would likely be spent for some other program.

We must act to make sure that we restrain and constrain spending in a way that results in deficit reduction. That's why I'm proud to stand in support of this bill and hope that both my Democratic and Republican colleagues take decisive action to make sure that neither this Congress nor future Congresses spend money that we can't afford.

Mr. DUNCAN. I continue to reserve the balance of my time.

Mr. PERRIELLO. I yield such time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR), the chairman.

Mr. OBERSTAR. I thank the gentleman for yielding and for his leadership on this issue.

The gentleman from Virginia has been very diligent and vigilant on deficit reduction and on careful investment of the public resources, as has the gentleman from Michigan (Mr. SCHAUER), and there is no one who can exceed those qualities other than the gentleman from Tennessee (Mr. DUNCAN), a gentleman whose entire career has been one of public probity and clarity.

As the gentleman from Michigan said, where he comes from and where I come from in northern Minnesota, where the gentleman from Virginia comes from, \$107 million is real money. We could build 100 lane miles of new road at \$1 million a mile in my part of the country. But being very clear, this is contract authority that is not going to be used. It's very clear it's not going to be used. The agencies have said they're not going to use it.

But in the curious construct of our budget processes in both the executive branch and the legislative branch, on this side of the Hill and the other side of the Hill, that money can be used in an obscure fashion that it takes a very long time to explain to ordinary citizens. Say, in a passing comment in a Fourth of July parade, you can't plumb the depths of this curious budget process. Sure, there are no outlay savings, but that's why the Appropriations Committee year in and year out, under both Republican and Democratic leadership, have used the rescission process to claim savings on the one hand and spend money on the other hand, real general revenue dollars on the other hand for projects that they consider to be important.

The supplemental appropriation bill earlier this month rescinded \$25 million of highway safety contract author-

ity that will be rescinded by the bill before us.

□ 1520

The supplemental appropriation bill rescinds \$2.2 billion of Federal-aid highway contract authority so they can use it as something else.

This is real. What we are doing here is saying this is done. These authorities that exist in law that will not be used, for which obligations will not be made, and for which projects will not be advanced is terminated, and the Appropriations Committee then can't use that gimmick for something else they want to do.

So what we do is real in this legislation. It takes \$107 million off the table. It makes it unavailable for rescission and unavailable for gimmickry through the appropriation process in either this body or the other body. We take a real positive step, one that is within the authority of this committee. We are not the Budget Committee. We are not Ways and Means. We have jurisdictional issues, and we are identifying other savings of this nature that will be considered on the House floor in the coming week before the August recess.

So I applaud the deficit hawks of our committee on both sides of the aisle for their vigilance and for pursuing this matter.

Madam Speaker, I rise in strong support of H.R. 5604, the "Surface Transportation Savings Act of 2010". I commend the work of the gentleman from Virginia (Mr. PERRIELLO) and the gentleman from Michigan (Mr. SCHAUER) for introducing this legislation.

This bill rescinds \$107 million in excess contract authority that the National Highway Traffic Safety Administration (NHTSA) and the Federal Transit Administration (FTA) cannot use in fiscal year (FY) 2010. In doing so, H.R. 5604 will take these funds off the table so that they cannot be used to increase spending in the future.

The largest rescission contained in this legislation will occur in NHTSA's safety belt performance grants program. This program received \$124.5 million in FY 2010 to carry out an incentive grant program to encourage States to enact and enforce laws requiring the use of safety belts. This funding level is equal to the amount authorized for this program in FY 2009 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) (P.L. 109-59).

According to NHTSA, only three States are expected to qualify to receive an incentive grant under this program this year, requiring no more than \$28.5 million in FY 2010 to carry out the authorized activities of the program.

NHTSA does not have the authority to redistribute the unused program funds this fiscal year, and they will remain unallocated in 2010. H.R. 5604 rescinds \$81.0 million in unusable contract authority from this program.

The Surface Transportation Savings Act also rescinds \$8.5 million in contract authority from NHTSA's administrative expenses, the National Driver Register, and research and development programs.

This excess contract authority was made available under the extension of current surface transportation programs passed as part

of the Hiring Incentives to Restore Employment Act (HIRE Act).

Because the amounts of contract authority provided for these programs under the HIRE Act is greater than the funding levels provided by the FY 2010 Consolidated Appropriations Act, NHTSA cannot use these funds this year.

H.R. 5604 also rescinds \$17.4 million of contract authority from FTA's formula and bus grant programs. The HIRE Act provides \$8.361 billion in FY 2010 to carry out FTA's formula and bus grant programs, \$17.4 million more than the funding level provided in the FY 2010 Consolidated Appropriations Act. FTA does not have the ability to utilize these funds this year.

Although the \$107 million that would be rescinded by H.R. 5604 cannot be used at the present time, there are two ways this \$107 million could be used to increase spending in the future if it is not rescinded now. First, a future appropriations act could increase the obligation limitations that control spending for these highway safety and transit programs, thereby allowing this \$107 million to be spent. Second, a future appropriations act could rescind this \$107 million and use that rescission to offset increased spending on other programs.

There are skeptics who claim that this bill will not reduce spending. They are closing their eyes to the budgetary shell game played out in this body over the past decade. It has become somewhat routine for appropriations bills to rescind surface transportation contract authority in order to offset other spending that no appropriations committee proposes. In fact, H.R. 4899, the "Supplemental Appropriations Act, 2010", that passed the House earlier this month, rescinds \$25 million of the highway safety contract authority that would be rescinded by the bill before us today. The Supplemental Appropriations bill also rescinds \$2.2 billion of Federal-aid highway contract authority.

The Committee on Appropriations includes such rescissions in appropriations bills because they offset other spending that the committee supports. Even if a contract authority rescission is "scored" as only reducing budget authority, not outlays, a budget authority offset is often all that is needed to facilitate additional spending in an appropriations bill.

To the extent that this bill takes \$107 million off the table and makes that amount unavailable for rescission, or use, by some future appropriations bill, it will indeed result in "real" savings.

H.R. 5604 is one step in a continuing effort to find savings within programs under the jurisdiction of the Committee on Transportation and Infrastructure. While these savings may seem small relative to the size of our budget deficit, it is a start. Even the longest journey begins with a single step.

I want to again thank Mr. PERRIELLO and Mr. SCHAUER for their hard work on behalf of the American taxpayers in introducing this legislation. This proposal is a common sense step toward improving the Nation's fiscal foundation and ensuring that the nation's Federal surface transportation funds are invested as efficiently as possible.

I urge my colleagues to join me in supporting H.R. 5604.

Mr. DUNCAN. Madam Speaker, I thank the gentleman from Minnesota (Mr. OBERSTAR), our outstanding chair-

man of the full committee, for his very accurate explanation of the confusing, convoluted way we go about the budget and contract authority differences in this Congress.

I want to commend the gentlemen from Virginia and from Michigan for bringing this legislation to the floor. It is a good bill.

As I said, even though the CBO may not count it as reducing the deficit by \$107 million, it is a step in the right direction, and we should be looking for savings in every Department and agency in this Federal Government, and we are going to have to if we are ever to get the Federal deficit and our national debt under any type of control.

What we first need to be doing, though, is to stop spending hundreds of billions of dollars on very unnecessary foreign wars and turning the Department of Defense into the Department of Foreign Aid with all the nation-building that they are doing. Then we need to go to every Department and agency, and instead of building other countries with money that we don't have, we need to start building our own country. I think no one has been more of a leader in that regard than our chairman, Chairman OBERSTAR, but we need to start taking care of our own country and start putting the American people first once again.

I do think that this bill is a step in the right direction; so I urge my colleagues to join me in supporting this legislation.

Mr. OBERSTAR. Will the gentleman yield to me for just a moment?

Mr. DUNCAN. I will be happy to yield.

Mr. OBERSTAR. I would like to make the observation, Madam Speaker, that the gentleman took the lead in our Public Buildings Subcommittee many years ago, during his first term in Congress, on courthouses. The gentleman has saved the taxpayers of this country tens of millions of dollars, perhaps now in the hundreds of millions, by requiring, through his persistent campaign, courtroom sharing.

Madam Speaker, I'll say to the gentleman from Tennessee that I don't know how CBO scores that, but I know that, in our committee, I score it as a net savings to the public. We have built better courthouses, more courthouses and more efficient service to the public in requiring this very simple step of sharing courtrooms. To his great credit, the gentleman from Tennessee led the effort on it; and it has resulted in real savings, just as this legislation is resulting in real savings.

I tip my hat to the gentleman from Tennessee for his persistence in looking at those very specific ways in which we can achieve our goals.

Mr. DUNCAN. Well, I thank the gentleman from Minnesota, Chairman OBERSTAR, for those kind words. No one in this Congress admires the chairman more than I do. Certainly no one knows the work of the Transportation and Infrastructure Committee better than Chairman OBERSTAR.

I yield back the balance of my time.

Mr. PERRIELLO. Madam Speaker, again, I want to thank the gentleman from Tennessee and the others who have been a part of this.

If we can't at least agree to take the money that agencies say they don't even want or can't even use and put that to deficit reduction, how on Earth will we ever move forward in the simplest possible terms?

If this \$107 million is left on the table, it will be spent on something. If we remove this contracting authority, it will not; and that will save the taxpayers money. That is the important thing. If we can't at least agree on these small steps, how are we going to take the big steps together?

So I appreciate the cooperation on this bill to find \$107 million, to take that off the table and to make sure that it does not get spent wastefully.

Mr. CONYERS. Madam Speaker, I rise today in support of H.R. 5604, "The Surface Transportation Savings Act of 2010." By rescinding amounts authorized for certain surface transportation programs, our nation will save about \$107 million and thus reduce our budget deficit.

This legislation would rescind millions of dollars in excess contract authority from programs including the National Highway Traffic Safety Administration's safety belt performance grants program, which according to the NHTSA, only three states are expected to qualify to receive an incentive grant this year. The amount rescinded is reduced as necessary to ensure that 28.5 million is still available to carry out safety belt grants programs in Fiscal Year 2010.

In addition, H.R. 5604 rescinds funds that The Hiring Incentives to Restore Employment Act (HIRE Act) already provides funding for, including NHTSA's administrative expenses, transit formula and bus grant programs.

It is clear that the public is concerned about the current fiscal state of the federal government. An NBC/Wall Street Journal Survey conducted in May showed that the share of individuals rating "the deficit and government spending" as a top priority for the federal government to address has jumped since January from 13 to 20 percent—second only to job creation and economic growth. According to Gallup, "federal government debt" now ties with terrorism for the top spot in perceived threats to our future well-being.

The public's attitudes reflect our need to tackle our nation's serious budget challenge and exercise fiscal belt-tightening where it makes sense. H.R. 5604 is one step towards that goal. It contains no intergovernmental or private-sector mandates and would impose no costs on state, local, or tribal governments. This legislation is a small but necessary effort to help us gradually get our fiscal house in order.

With the Nation's budget deficit forecasted to swell 14 percent this year, largely due to the longest war in our history and unfunded tax cuts for the wealthy, we must explore common ground to achieve fiscal responsibility. If we don't, then by the time our grandchildren or great grandchildren are in college, our debt will exceed our GDP.

I will continue to support smart measures designed to return our Nation to fiscal health

and strength as steadily and as sustainably as possible. To this end, I urge my colleagues to support H.R. 5604 to help reduce our budget deficit.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Virginia (Mr. PERRIELLO) that the House suspend the rules and pass the bill, H.R. 5604.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. PERRIELLO. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

RECOGNIZING 65TH ANNIVERSARY OF END OF WORLD WAR II

Mr. SKELTON. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1516) recognizing the 65th anniversary of the end of World War II, honoring the servicemembers who fought in World War II and their families, and honoring the servicemembers who are currently serving in combat operations.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1516

Whereas World War II was the largest and most violent armed conflict in the history of mankind, with fatality estimates ranging between 22,000,000 and 70,000,000 military and civilian deaths;

Whereas America's finest men and women risked life and limb to protect the American way of life and to halt foreign tyranny and aggression;

Whereas over 16,000,000 Americans served in uniform and 405,000 members of the United States Armed Forces paid the ultimate sacrifice for the protection of the American people and for the formation of a more stable world;

Whereas World War II demonstrated how the American people unite in times of great peril;

Whereas the united efforts of Americans from all walks of life made the American homefront the Arsenal of Democracy for the worldwide triumph of the Allied powers;

Whereas Allied forces faced vicious combat, exhibited unmatched bravery, and suffered untold tragedy in places like Southeast Asia, the Philippines, the islands of the Southwest and Central Pacific, the deserts of North Africa, across great stretches of the Atlantic Ocean, and from the beaches of Western Europe to the icy Russian tundra;

Whereas World War II ended 65 years ago with the surrender of the Japanese upon the deck of the U.S.S. Missouri on September 2, 1945;

Whereas the trauma and the exultant triumph of the events of World War II still reside in the collective American psyche today through contemporary tales in novels, cinema, and oral telling; and

Whereas approximately 2,000,000 surviving World War II veterans are still alive today: Now, therefore, be it

Resolved, That the House of Representatives—

(1) on the 65th anniversary of the end of World War II, recognizes the service and sacrifices of all of the brave men and women who fought and contributed to American victory in that conflagration;

(2) honors the families and decedents of those men and women, and the men and women themselves, whose lives were taken in defense of liberty and freedom; and

(3) remembers and honors the service members today who are actively fighting for freedom and to protect the American way of life in ongoing combat operations, including Operation Enduring Freedom and Operation Iraqi Freedom.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. SKELTON) and the gentleman from California (Mr. MCKEON) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. SKELTON. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks on this resolution.

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

There was no objection.

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

Madam Speaker, I rise today, and I request that the House support House Resolution 1516, which is a resolution recognizing the 65th anniversary of the end of World War II and honoring the service and sacrifice of the men and women in uniform who fought.

I am proud to note that I introduced this resolution alongside the committee's ranking member, the gentleman from California, BUCK MCKEON.

Madam Speaker, I grew up around veterans of the First World War; and during World War II, as a young teenager, I looked up to all my friends and neighbors in uniform as living, breathing American heroes. My father served in the Navy aboard the USS *Missouri* during World War I. It was on the next USS *Missouri*, the "Mighty Mo," that Japan signed the official surrender papers to end World War II. It was 65 years ago this September. So the 65th anniversary of the end of World War II is a big thing for me. It is a big thing for this great Nation, and it is a big thing for the free nations of the entire globe.

It is difficult to explain to people who did not grow up during those tense years how it felt to be a young person in America the day Pearl Harbor was attacked. America had already participated in efforts to prevent the tyrannical expansion of Axis powers by providing material and industrial support to the Allied powers long before we were attacked; but all of a sudden, the front lines of war were on our shores. I am no longer that young teenager, but the memories of the extraordinary valor and selfless sacrifice of the over-16 million American men and women in

uniform are still with me today. Their efforts echo across these lands in many complex ways, the simplest and most fundamental of those being the fact that we continue to be free.

Allied forces faced vicious combat, exhibited unmatched bravery, and suffered untold tragedy in places like southeast Asia, the Philippines, the islands of the Southwest and Central Pacific, the deserts of North Africa, across great stretches of the Atlantic Ocean, and from the beaches of Western Europe to the icy Russian tundra. Not only did Americans serve in uniform; Americans from all walks of life contributed to making the American home front the Arsenal of Democracy. It was the united efforts of everyone, of every last citizen, that resulted in triumph.

Ultimately, over 405,000 servicemembers lost their lives in World War II. To them, their spouses, their children, we as American citizens will be eternally indebted. We say thank you.

Before I reserve the balance of my time, I would also like to take a moment to acknowledge the service of our brave men and women in uniform who are serving in our ongoing conflicts today. In some ways, the war we find ourselves in today is like World War II: our American homeland was attacked—unprovoked—and our uniformed servicemembers are fighting to keep us free and safe from a war that has reached our shores.

□ 1530

This Nation has been blessed with generation after generation of patriotic Americans who have selflessly served our country. And you have carried on this tradition, and to them we say thank you.

Madam Speaker, there are only about 2 million World War II veterans with us today. On the 65th anniversary of the Allied victory and the end of World War II, I request that the House of Representatives pass this resolution, House Resolution 1516, to recognize the service and sacrifices of all of the brave men and women who fought and contributed to American victory in World War II; honor the families and descendants of those men and women and the men and women themselves whose lives were taken in defense of liberty and freedom; and remember and honor the servicemembers today who are actively fighting for freedom, and to protect the American way of life in ongoing combat operations today, including Operation Enduring Freedom and Operation Iraqi Freedom.

Madam Speaker, I reserve the balance of my time.

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

I rise today, Madam Speaker, in strong support of House Resolution 1516 that recognizes the 65th anniversary of the end of the Second World War, and that honors our veterans' tradition of service and sacrifice that continues to this day.