

husband Harry, both longtime supporters of the arts, host an annual arts benefit that has supported victims of Hurricane Katrina, the New Orleans National Kidney Foundation, and the Louisiana Children's Hospital. In addition to opening up their home for charitable functions, the Liebermans have also hosted educational forums on issues such as climate change, health care reform, sustainable/green living, as well as speaker sessions with Muslim community leader, Dr. Reza Asian, to foster community understanding of Muslim Americans.

Ellin has been a tireless advocate and a humble role model. Her exuberance and passion inspire us. And I ask all Members to join me in thanking Dr. Ellin Lieberman for her many years of selfless, dedicated service to the community.

FULL-YEAR CONTINUING  
APPROPRIATIONS ACT, 2011

SPEECH OF

**HON. LAURA RICHARDSON**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 16, 2011*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1) making appropriations for the Department of Defense and the other departments and agencies of the Government for the fiscal year ending September 30, 2011, and for other purposes:

Ms. RICHARDSON. Mr. Chair, I rise today in strong opposition to Sections 2202 through 2214 of the bill, which cuts funding for needed investments in transportation and infrastructure. These are reckless cuts to important programs and place our country's economic recovery in jeopardy.

Specifically, the cuts to transportation and infrastructure funding will not only cut jobs, but will curtail investment in our country's long-term economic growth.

Mr. Chair, the best way to reduce the deficit is to put Americans back to work. The Republican CR is a job-killing bill that would do nothing more than wreak havoc on the American economy and will put us at an overall competitive disadvantage.

The Republican CR cuts almost \$18 billion from transportation and infrastructure investments alone. Investing in our crumbling infrastructure keeps our economy moving forward and puts Americans back to work by creating desperately needed jobs in the hard-hit construction industry.

Adopting the GOP Continuing Resolution would result in the loss of nearly 300,000 private-sector jobs a figure that is in stark contrast to the GOP's commitment to keep job creation their number one priority.

These reckless cuts to investments in roads, bridges, transit and rail will have tremendous consequences to our economic recovery and will render us uncompetitive in the global market.

The cuts to transportation and infrastructure projects include: a cut of \$1.4 billion in the Clean Water State Revolving Loan Fund program; a \$6.3 billion cut in high-speed/intercity rail; a cut of \$613 million in the Tiger II program; and a cut of \$75 million in the Tiger II program.

These draconian cuts to the transportation and infrastructure budget will have a tremendous impact on the health and stability of our economy. Democrats and Republicans both agree that the Federal Government needs to tighten its belt when it comes to spending.

However, cutting funding to transportation and infrastructure programs will curtail the investments that are desperately needed to sustain our long-term economic recovery.

These divisive cuts to critical transportation and infrastructure projects will compromise programs that are invaluable to increasing efficiency of commerce, reducing fuel consumption, and creating jobs.

The Republican proposal to cut key funding from the transportation and infrastructure budget will undermine the stability that is required of long-term transportation projects that require a steady source of funding and will eliminate key investments in roads and bridges that foster private sector job growth.

The job-killing Republican Continuing Resolution will rescind \$2.5 billion for high-speed rail projects that have already been awarded. These are critical investments for our future.

Creating efficient and affordable high speed rail line in popular transportation corridors, such as the Los Angeles to San Francisco will create thousands of jobs, protect our environment and reduce our dependence on foreign oil. In California alone, the GOP CR rescinds over \$1 billion in funding for high-speed/intercity rail. This is absolutely unacceptable.

In addition, the GOP Continuing Resolution would cancel 76 projects in 40 states and would cut \$234 million that would be used to improve our nation's air traffic control system. The Republican proposal also threatens adequate funding to wastewater treatment facilities and sewer lines putting 40,000 American jobs in jeopardy.

In California alone, the Republican CR would cut over 40,000 transportation related jobs. Hundreds, if not thousands, of those jobs are sure to be lost in my district.

This Continuing Resolution would also cut almost \$100 million in funding to keep our water clean and would reduce funding to the state of California for transportation projects by over \$1.2 billion.

This bill does not create jobs, stifles long-term economic growth, and puts our country at a competitive disadvantage. This is not what the American people want.

I urge my colleagues to stand with me in opposition to this bill.

HONORING DAVID GREENBAUM

**HON. CHRIS VAN HOLLEN**

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 17, 2011*

Mr. VAN HOLLEN. Mr. Speaker, I am honored to recognize my constituent David Greenbaum as he celebrates his 100th birthday.

Like many Jews who escaped Europe on the eve of the Holocaust, Mr. Greenbaum can attribute his survival to a combination of keen perception, perseverance, luck, and the compassion of strangers.

His extraordinary journey began in Starachowice, Poland in 1939 as Hitler invaded Poland. At the time, Mr. Greenbaum was 28 years old and living with his mother

and three younger siblings. His father had passed away two years earlier. With German planes overhead bombing nearby towns, the Greenbaum family left their home and took refuge in the nearby countryside on a farm of a family friend. As German soldiers approached, Mr. Greenbaum left his family and headed north-east with a deserter from the Polish Army.

The two were shortly joined by others seeking to avoid German capture. The group walked without rest on unfamiliar roads to unknown destinations. Mr. Greenbaum walked for 1,100 miles, arriving in Vilnius, Lithuania. Granted shelter for the night by a local tailor, Mr. Greenbaum had a chance meeting with his brother Zack, who had joined the Polish Army. The two then parted, with David Greenbaum planning to continue on to Kaunas (then the capital of Lithuania) in order to ultimately join their sister, Diana, in Washington, D.C.

David Greenbaum may not have survived the Nazi invasion were it not for the assistance of the Jewish social service organization. While in Kaunas, Mr. Greenbaum was informed by the organization that all Jewish refugees were to be jailed. With its help, he obtained a visa to the U.S. Visa in hand, he begged in the streets for money in order to accumulate the \$225 he needed to travel by train to Moscow and then Vladivostok, Russia, a port on the Pacific Ocean. By feigning injury, Mr. Greenbaum evaded the scrutiny of undercover agents patrolling the train. Once he reached his destination, Mr. Greenbaum purchased a ticket to Japan with money again provided by a Jewish social service organization. On December 13, 1940, Mr. Greenbaum boarded The Cleveland, a ship sent to Japan by President Roosevelt, for a trans-Pacific journey to San Francisco.

One year after his journey began, Mr. Greenbaum arrived in Washington, D.C., where he quickly sought to integrate himself into his new surroundings. After completing English lessons, Mr. Greenbaum began work at Berman's, a clothier located in the Pentagon. Mr. Greenbaum learned the trade and became known as an outstanding tailor. In fact, Mr. Greenbaum was chosen to be the personal tailor of Vice President Hubert Humphrey.

Mr. Greenbaum will be celebrating his 100th birthday on February 18, 2011. With Pearl, his wife of 63 years, he shares the joy of two children, six grandchildren and two great-grandchildren.

Mr. Speaker, I am honored to celebrate David Greenbaum's 100th birthday and wish him a year of health and happiness.

FULL-YEAR CONTINUING  
APPROPRIATIONS ACT, 2011

SPEECH OF

**HON. DAVID E. PRICE**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 15, 2011*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1) making appropriations for the Department of Defense and the other departments and agencies of the Government for the fiscal year ending September 30, 2011, and for other purposes:

Mr. PRICE of North Carolina. Mr. Chair, as Ranking Member of the Homeland Security

Appropriations Subcommittee, rise to discuss the impact this bill will have on our Nation's security.

I am talking, in part, about its impact on the efforts directly managed by the Department of Homeland Security. But I am also talking about our security in a broader sense: about what makes us strong, secure, and prosperous as a Nation.

As for the bill's Homeland Security title, I want to commend Chairman ADERHOLT for doing what he could to shield several critical programs from the ill-advised cuts throughout this bill. Our border security, disaster relief, immigration enforcement, and transportation security efforts—for the most part—are protected.

Unfortunately, these investments offer little consolation when we look at other areas of the DHS budget. This bill would severely cut federal support for state and local first responders, which is particularly troubling when we consider the fiscal restraints that state and local governments are facing right now.

The elimination of firefighter grants is especially galling. That cut is guaranteed to result in thousands of firefighter layoffs across the United States.

But while I am concerned about the problems with the homeland security section of this bill, I know that these cuts pale in comparison to other critical domestic services and investments.

And that is exactly my point: the strength and security of our country are about so much more than how much we spend on weapons systems or how thoroughly we police the border. They are about the investments we make in our people, in our Nation's ability to recover from the current economic downturn and compete in the global economy.

By this measure, this Republican proposal would dangerously weaken our security by undermining the things that make us strong—from education to scientific research to infrastructure—in an effort to achieve an arbitrary level of cuts dictated by the most extreme elements of the Republican Conference.

As an illustration, look no further than my own congressional district, the Research Triangle of North Carolina. In just a few decades, the Triangle has become one of the leading centers of research, education, and innovation in the world—an engine of economic growth whose impact extends well beyond state lines.

But now my Republican colleagues are threatening to undermine the very basis of our economic success.

This bill would gut higher education by slashing the maximum Pell Grant award by 17 percent. In my district, over 27,000 students receive Pell Grants—over 249,000 students in North Carolina overall.

We cannot possibly “out-educate” our competitors by denying a college education to thousands of American students and allowing the most disadvantaged children to fall even further behind.

Nor can we “out-build” our competitors by slashing funding for high-speed rail, clean energy technologies, and other investments in the infrastructure that will be necessary to sustain the industries of the 21st Century—as this Republican proposal would do. Cuts to transportation and infrastructure in this bill would di-

rectly result in the loss of over 20,000 jobs in North Carolina alone.

Indeed, the enactment of this measure could sound the final death knell for any hope that the United States will become the global market leader in “green” technologies. Instead, we will only fall further behind as China and other countries develop the energy sources that will fuel our economy as the price of oil soars.

Finally, this Republican plan would eviscerate our investments in scientific research—in the source of so much of our economic success, especially in the Research Triangle.

It would cut cancer research and other NIH funding by nearly \$1.6 billion. It would cut National Science Foundation research and education by over \$800 million. And it would cut \$400 million from agricultural research that keeps our farmers competitive in the global market.

These are just a few of the dozens of initiatives which have built the foundation for our Nation's economic prosperity—and, by extension, our Nation's security. To take a wrecking ball to this foundation at a time when we are struggling to recover from a financial crisis and compete again in the modern global economy would be both reckless and reprehensible.

We shouldn't even be calling this bill a Continuing Resolution. The “CR” could more accurately stand for “Continuing the Recession”, or “Choking the Recovery”—because that's exactly what this bill will do.

I urge my colleagues to oppose this dangerous measure.

#### REMEMBERING AND HONORING THE LIFE OF RAYMOND R. ELLIOTT

#### HON. JOE COURTNEY

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 17, 2011

Mr. COURTNEY. Mr. Speaker, I rise today to honor Raymond R. Elliott of Canterbury who passed away on February 5, 2011. Ray served his country honorably in the Vietnam War and continued to serve his community in various capacities throughout his life.

Ray was a past Commander at the Veterans of Foreign Wars Post #10004 in Jewett City. Whether it was volunteering to work in the kitchen before a dinner or recognizing other veterans for their service, Ray was always ready and willing to give back. He regularly volunteered to drive disabled veterans to their appointments within the Veterans Affairs system and even oversaw the program for some time. In 2007, I had the honor of meeting Ray and working with him to help coordinate the van driving program. I will always remember the compassion and good humor Ray brought to this basic yet essential task.

While deeply dedicated to helping his fellow veterans, the scope of Ray's service within the community was much broader. He volunteered as a mentor at the Windham Center School, coached Willimantic Little League baseball and softball, and was an avid fan of UCONN athletics.

As a beloved husband, father, grandfather, veteran, coach, and mentor, I ask my col-

leagues to join me in honoring Ray Elliott's life of service to his country and community.

#### FULL-YEAR CONTINUING APPROPRIATIONS ACT, 2011

SPEECH OF

#### HON. MADELEINE Z. BORDALLO

OF GUAM

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 15, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1) making appropriations for the Department of Defense and the other departments and agencies of the Government for the fiscal year ending September 30, 2011, and for other purposes:

Ms. BORDALLO. Mr. Chair, I rise in support of amendment #488 pre-printed in the CONGRESSIONAL RECORD. My amendment is simple and straightforward. It would fence off 24 million dollars for the ground-based augmentation system (GBAS) which is a critical component of the Federal Aviation Administration's (FAA) next generation air traffic control system.

GBAS is in the Federal Aviation Administration's (FAA) National Airspace System Enterprise Architecture and the Next Generation (NextGen) Implementation Plan and is a foundational operational capability for international aviation. Over time, as aircraft equipment increases, GBAS will allow the FAA to decommission other ground based precision landing aids. It also facilitates the publication of safer, more efficient and highly accurate terminal arrival, departure and approach procedures. These more efficient terminal procedures will help to reduce CO<sub>2</sub> emissions and fuel burn over the long run. Further, because of the operational flexibility of a system it will allow airports to quickly recover from natural disasters that can greatly deteriorate those airports landing approach vectors. But, we need to invest in this technology to get it to a Category 3 operational standard and this takes a commitment from the Congress, the FAA and the airlines.

Since we are passing a year-long Continuing Resolution this will give the FAA a considerable amount of discretion in how it obligates funding for its facilities and equipment account. The significant cuts of almost \$400 million to the facilities and equipment account could greatly hamper any true investment in GBAS or other critical components of the NextGen system. It is important for us to invest in the future safety of our skies now rather than later. To date, the FAA has shown a poor track record of supporting this critical part of the NextGen program and we want to ensure that the FAA knows Congress supports this important part of the program. I commend Congressman TOM LATHAM and Congressman JOHN OLVER, Chairman and Ranking Member of the Subcommittee on Transportation, Housing and Urban Development and Related Agencies for their support of this program in the Omnibus bill. I look forward to working with them to ensure GBAS gets the support it deserves from the FAA.