

spills as long as we are dependant on petroleum to meet our energy needs. While we work to reduce and eliminate this dangerous dependence, we must do everything in our power to decrease the likelihood of a catastrophic spill and increase our capacity to stop it and respond to it. The SOS Act will put us on the path of improving the safety of our drilling operations and ensuring that the appropriate tools are in the toolbox to respond if another spill emergency ever occurs.

COMPREHENSIVE IRAN SANCTIONS, ACCOUNTABILITY, AND DIVESTMENT ACT OF 2010

SPEECH OF

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 24, 2010

Mrs. McMORRIS RODGERS. Mr. Speaker, I rise today in strong support for H.R. 2194, the Comprehensive Iran Sanctions Accountability and Divestment Act and the stand it takes against the world's leading sponsor of terrorism.

Empowered by the past unwillingness of the international community to enforce existing sanctions, Iran continues to destabilize the region and the rest of the world in its pursuit of nuclear weapons.

Intelligence reveals that Iran has the capability to build two nuclear weapons.

As a result, our friends, our allies, and the rest of the world are threatened.

The conference report that we are considering today will cripple Iran's pursuit—targeting the external support that has enabled it to grow—cutting off relationships in the global banking system that provide financial support and those entities that fill Iran's energy needs, including refined oil.

There is no doubt that Iran has worked each and every day to jeopardize the international community's efforts to secure peace and security. However, today, we send the message that we will not tolerate these efforts anymore.

I urge my colleagues to support this conference report.

H.R. 5604, THE "SURFACE TRANSPORTATION SAVINGS ACT OF 2010"

HON. THOMAS S. P. PERRIELLO

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, June 25, 2010

Mr. PERRIELLO. Madam Speaker, today I am joined by my colleague, the gentleman from Michigan, Mr. SCHAUER, to introduce the "Surface Transportation Savings Act of 2010." This bill will reduce the Nation's deficit by \$106.8 million by rescinding contract authority made available to the National Highway Traffic Safety Administration (NHTSA) and the Federal Transit Administration (FTA) that the agencies cannot use in fiscal year (FY) 2010.

At this time of rising budget deficits and reduced revenues caused by the worst economic recession since the Great Depression, it is imperative that we take every step we can to efficiently and effectively manage taxpayer

dollars. By eliminating funds that these agencies cannot use, this legislation will take steps—small as they may appear—toward reducing the Federal budget deficit, which reached \$1.4 trillion in FY 2009.

Eliminating excess funding that agencies cannot use is a common sense and practical step toward improving the nation's fiscal foundation while efforts to repair our ailing economy continue to take place across the nation.

NHTSA's safety belt performance grants program received \$124.5 million in FY 2010 to carry out this important incentive grant program. NHTSA has informed us that only three states are expected to qualify to receive an incentive grant under this program this year. Therefore, NHTSA requires no more than \$28.5 million in FY 2010 to carry out the authorized activities of this program. Since NHTSA does not have the ability to redistribute the unallocated funds in FY 2010, H.R. 5604 would rescind \$81.0 million of contract authority from this program.

The Surface Transportation Savings Act also rescinds \$8.5 million of contract authority from NHTSA's administrative expenses, 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 provided for these programs is greater than the funding levels provided by the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010, NHTSA cannot use these funds in FY 2010.

Specifically, H.R. 5604 would rescind \$6.4 million of contract authority authorized for NHTSA's administrative expenses; \$1.8 million of contract authority authorized for NHTSA's highway safety research and development program; and \$78,000 of amounts authorized for NHTSA to carry out the National Driver Register.

Finally, H.R. 5604 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. This funding level is \$17.4 million greater than the funding level provided by the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010, and thus FTA cannot use these funds.

Madam Speaker, reducing the nation's growing budget deficit is crucial to our long-term financial health and economic prosperity. In these difficult economic times, we must look particularly hard for each and every opportunity to address the deficits and debt we are leaving for future generations. The legislation Mr. SCHAUER and I are introducing today is a common sense step in that direction.

HONORING RON GETTELFINGER FOR HIS LEADERSHIP OF THE UAW

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 23, 2010

Mr. GENE GREEN of Texas. Mr. Speaker, I rise in recognition of the tremendous leader-

ship of the outgoing President of the International Union, United Automobile, Aerospace and Agricultural Implement Workers of America, Ron Gettelfinger.

Ron is a recognized leader and advocate for the rights and dignity of working Americans everywhere.

Ron began his association with the UAW in 1964, where he was a chassis line repairman at Ford's Louisville Assembly plant. It was on the assembly line that Ron won the support of his colleagues, who elected him to be their representative—first as a committeeperson, then as a bargaining chairperson and president, and later as a delegate to the National Ford Council and Sub-Council #2.

In 1992, Ron served as Director of UAW Region 3, which covers the States of Indiana and Kentucky. Six years later, Ron was elected a UAW Vice President. As Vice President, Ron was director of the UAW Aerospace Department and the UAW Ford Department, where he led negotiations in 1999 that focused on "Bargaining for Families."

Since 2002, Ron has serviced as president. As the head of the union, Ron has had to navigate the UAW through difficult times in the automotive industry. He was instrumental in working with the then newly-elected Obama Administration, Chrysler and General Motors in keeping two of the Big Three afloat while also negotiating for the rights and concerns of autoworkers.

During his 8-year tenure as President of the UAW, Ron was a pragmatic visionary, who in 2006 called for a "Marshall Plan" to renew America's industrial base through incentives to promote manufacturing of energy-saving advanced technological vehicles and their key components in the United States. Ron has also led the UAW's fight for improving workers' rights and environmental provisions in bi- and multilateral trade agreements. In our nation's recent debate on health care reform, Ron was an outspoken advocate for accessible and affordable health care coverage for all Americans.

Today, Ron is seen as a statesman in organized labor. He provided tremendous leadership during a time of crisis. Due to much of his hard work and dedication, there is renewed hope that our country may be at the dawn of a renaissance in the automobile industry. From January to May of 2010, automobile sales at General Motors were up 14 percent. Over the same period of time, sales were increased 8 percent for Chrysler.

As Ron returns home to his wife, Judy, his two children and four grandchildren, I just want to thank him for his vision and support for working families and working Americans.

I want to commend Chairman Emeritus DINGELL for bringing up this special order.

OUR UNCONSCIONABLE NATIONAL DEBT

HON. MIKE COFFMAN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, June 25, 2010

Mr. COFFMAN of Colorado. Madam Speaker, today our national debt is \$13,038,079,983,718.36.

On January 6th, 2009, the start of the 111th Congress, the national debt was \$10,638,425,746,293.80.