

This is Ms. Martinez' final year as National Youth President, but I look forward to her continued service to New Mexico and to our nation. If our nation is to continue thriving in the 21st Century, we will need young leaders like Jessica Martinez to help meet our greatest challenges.

PERSONAL EXPLANATION

HON. PHIL HARE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. HARE. Madam Speaker, on July 13, 2010, I was unavoidably detained in Illinois due to a family medical emergency. I would like the RECORD to reflect that had I been present, I would have voted as follows: on rollcall No. 434, On Motion To Suspend the Rules and Pass H.R. 4514, the Colonel Charles Young Home Study Act, I would have voted "aye"; on rollcall No. 435, On Motion To Suspend the Rules and Pass H.R. 4438, the San Antonio Missions National Historical Park Leasing and Boundary Expansion Act of 2010, I would have voted "aye"; and on rollcall No. 436, On Motion To Suspend the Rules and Pass H.R. 4773, the Fort Pulaski National Monument Lease Authorization Act, I would have voted "aye."

H.R. 5730, THE "SURFACE TRANSPORTATION EARMARK RESCISSION, SAVINGS, AND ACCOUNTABILITY ACT"

HON. BETSY MARKEY

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Ms. MARKEY of Colorado. Madam Speaker, today I rise to introduce the "Surface Transportation Earmark Rescission, Savings, and Accountability Act." This bill will eliminate a total of \$713 million in unobligated funding for 309 Member-designated projects contained in previous surface transportation authorizations.

The "Surface Transportation Earmark Rescission, Savings, and Accountability Act" will clear the books of projects that will not go forward and save taxpayer money.

This bill will rescind all remaining earmarks from the Surface Transportation and Uniform Relocation Assistance Act, STURAA, which was signed into law in 1987, and the Intermodal Surface Transportation Efficiency Act, ISTEA, which was signed into law in 1991. This rescission would be effective on December 31, 2010, and would eliminate 156 projects for a total of \$264 million in savings.

This bill will also rescind High Priority Project, HPP, designations contained in the Transportation Equity Act for the 21st Century, TEA 21, that have 90 percent of the original project amount remaining unobligated 12 years after this bill was signed into law in 1998. This rescission will become effective September 30, 2011, and would eliminate 152 projects totaling \$441 million.

In addition to eliminating these earmarks, this bill will rescind \$8.2 million in HPP program funds authorized under the Safe, Accountable, Flexible, Efficient Transportation

Equity Act: A Legacy for Users, SAFETEA-LU, that were not allocated for any specific projects.

Madam Speaker, many of these unobligated balances are tied to projects that are either no longer viable, have not received the necessary matching funds from State or local entities, or projects that have been completed yet still contain funding balances that are no longer needed for the designated project.

Going forward, this bill requires the Secretary of Transportation to submit to the Congress an annual report identifying each project authorized under TEA 21 and SAFETEA-LU that contains inactive funding or that has been completed in the previous year. This will allow Congress to identify projects that are either already completed and have additional funding left over, or that are unlikely to move forward.

Eliminating excess funds that have remained unused by States for nearly 20 years is a commonsense approach toward improving the management of federal funds.

As we confront rising budget deficits, reduced revenues caused by the recession, and an ongoing investment gap in transportation infrastructure, it is imperative that we take every step we can to more efficiently and effectively manage taxpayer dollars and stretch funding as far as possible.

Madam Speaker, the "Surface Transportation Earmark Rescission, Savings, and Accountability Act" accomplishes just that by eliminating funding for earmarks that is not being utilized. I look forward to debating this important effort to pass fiscally responsible legislation.

IN HONOR AND RECOGNITION OF
MR. GERALD "GERRY" TRAFIS

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. KUCINICH. Madam Speaker, I rise today in honor and recognition of Mr. Gerald "Gerry" Trafis, a devoted father to Matthew and Brian, friend, and community leader on the occasion of his 60th birthday.

Early in his life, Mr. Trafis learned the importance of faith, family, and hard work. He grew up in the Slavic Village neighborhood of Cleveland, and graduated from St. Peter Chanel High School. He then enrolled and graduated from the University of Dayton and earned his CPA license shortly thereafter. As a longtime resident of Seven Hills, Ohio, Mr. Trafis continues to dedicate his time and focus toward improving the community.

From 1991 to 1995, Mr. Trafis served as Director of Finance for the City of Seven Hills. In 1995, he was elected to serve as Mayor, where he served for nearly ten years until 2003. He then served one term as a Council Representative in Seven Hills until 2005. Mr. Trafis also served as the CFO for Creativity for Kids and Megas Beauty Care. He was entrusted to serve as the Chairman of the Board of the Regional Income Tax Agency and is founder and president of Pleasant Valley Estates Association. Mr. Trafis is an active member and leader within many organizations, including the Seven Hills Democratic Club, St. Columbkille Holy Name Society, St. Peter Chanel High School Hall of Fame, and the Pu-

laski Franciscan Community Development Corporation.

Madam Speaker and colleagues, please join me in honor and recognition of Mr. Gerald Trafis, on the occasion of his 60th birthday. His dedication to family, friends and community continues to uplift the lives of many throughout the Cleveland area. I wish my good friend Gerry a very happy birthday and health, peace and happiness in the coming years.

PERSONAL EXPLANATION

HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. MILLER of Florida. Madam Speaker, I missed rollcall vote Nos. 434-436 on July 13, 2010.

If present, I would have voted: Rollcall vote No. 434, Colonel Charles Young Home Study Act, "aye."

Rollcall vote No. 435, San Antonio Missions National Historical Park Boundary Expansion Act of 2010, "nay."

Rollcall vote No. 436, Fort Pulaski National Monument Lease Authorization Act, "aye."

HONORING THE CITY OF LAKE
OSWEGO'S CENTENNIAL CELEBRATION

HON. KURT SCHRADER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. SCHRADER. Madam Speaker, I rise today to honor the City of Lake Oswego, Oregon on the occasion of their 100th anniversary. From its humble beginnings as an iron industry town to its role today as a cornerstone of the State's economic engine, Lake Oswego has proven itself to be an adaptable and resilient community with a rich history.

The town of Oswego was founded in 1847, shortly after iron ore was discovered in the Tualatin Valley. The iron industry proved to be the driving economic force of the small town and many early settlers hoped to build upon the foundations of the industry and turn the area into an industrial center, the "Pittsburg of the West." While the city was never able to meet these grand expectations, the Oregon Iron & Steel Company helped create a prosperous society and a growing community on the banks of Oswego Lake.

But the iron industry started to decline in Oswego at the beginning of the 20th century. With this downturn, Oregon Iron & Steel turned their focus to residential land development, selling large tracts of land to developers.

In 1910, the Oswego community was officially incorporated as the City of Oswego. The first land developers aspired to create a city where both work and leisure were integral components of the city's success. The City of Oswego was promoted as a place to "live where you play."

By the 1920s and 1930s, high-speed and clean electrified trains stimulated residential development in the city. The next three decades brought increased growth in the community and in 1960, the City of Oswego annexed