

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 CO₂ 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.