

## EXTENSIONS OF REMARKS

RECOGNIZING TERENCE ALLEN KLOS FOR ACHIEVING THE RANK OF EAGLE SCOUT

### HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2007

Mr. GRAVES. Madam Speaker, I proudly pause to recognize Terence Allen Klos, a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, and in earning the most prestigious award of Eagle Scout.

Terence has been very active with his troop, participating in many Scout activities. Over the many years Terence has been involved with Scouting, he has not only earned numerous merit badges, but also the respect of his family, peers, and community.

Madam Speaker, I proudly ask you to join me in commending Terence Klos for his accomplishments with the Boy Scouts of America and for his efforts put forth in achieving the highest distinction of Eagle Scout.

RECOGNIZING MONTY SLOUGH AND THE DENTON COUNTY VETERANS MEMORIAL

### HON. MICHAEL C. BURGESS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2007

Mr. BURGESS. Madam Speaker, I rise today to thank Mr. Monty Slough of Little Elm, Texas for his years of service in the United States Armed Forces and for his continued service to our country by building a memorial to veterans from Denton County, Texas.

After checking records at the Department of Veterans Affairs, Monty identified the names of nine fallen service members and created a personal way to memorialize their service. Without prompting or financial support, Mr. Slough began building a granite tiled memorial to Denton County soldiers, sailors, airmen and marines who died in service in Iraq or Afghanistan.

Mr. Slough has taken up the honorable but unfortunate task of paying respect to fellow veterans who pay the ultimate price while serving our country. In his own eloquent words, Monty said, "This isn't going to bring them back, but they sure as hell are not going to be forgotten."

The mobile memorial built by veterans Monty Slough and Dee Cork is an example of why we hold our Nation's veterans in such high esteem. I believe the character displayed by Mr. Slough and Mr. Cork should be highlighted as an example of American civic duty and community support; I rise here today to show them that courtesy.

It is with great honor that I recognize Mr. Monty Slough of Little Elm, TX for his dedica-

tion to veterans and their families. I thank him for his work, I support his mission, and I am honored to represent him in the 26th District of Texas.

H.R. 6

### HON. WALLY HERGER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2007

Mr. HERGER. Madam Speaker, today the House considered H.R. 6, new tax and energy legislation. I strongly opposed the bill because I believe it will contribute to higher gasoline and diesel prices. Though there are a few worthwhile provisions in the legislation, its failure to effectively address the fact that families and small businesses are spending more and more of their hard-earned income on gasoline, diesel, and other energy costs warrants its defeat. Unfortunately this bill is a case of one step forward and many steps back.

H.R. 6 would extend tax credits for renewable electricity production from wind, solar, biomass, and geothermal. Increasing the diversity of our energy supply is important to meeting our Nation's future energy needs and is something I've long supported. But any benefits America would gain from new renewable production would be seemingly lost because of the bill's steep tax increases on petroleum and natural gas production. Petroleum and natural gas currently supply roughly 63 percent of America's energy needs. Renewable sources account for only 7 percent. A truly balanced bill would provide incentives for environmentally responsible production of all energy sources, including fossil fuels, which energy forecasters predict will continue to provide for the vast majority of energy uses in our country. Not only does H.R. 6 not provide incentives for new American oil and gas production, the bill could actually make the cost of producing these important energy resources more expensive because of the new multibillion dollar tax increase that is the centerpiece of this legislation. These tax increases will likely be passed on to consumers in the form of higher gasoline and diesel and home heating and cooling costs.

Singling out American energy companies for new taxes also runs directly counter to our goal of reducing the Nation's reliance on foreign sources of oil by encouraging more domestic production. At the time of America's first "energy crisis" in the 1970s, approximately 30 percent of our petroleum needs were met by oil imported from foreign countries. Today that number is over 62 percent. With petroleum use expected to increase over the next several decades, this number will only continue to grow unless steps are taken to reverse the trend. Continued reliance on hostile regions of the world for our energy needs threatens America's national and economic security. Such a serious problem is deserving of an equally serious response rather

than the hollow gestures of energy independence within H.R. 6. While it's reasonable to expect that some percentage of our oil supply will continue to come from overseas, America can increase her energy independence through environmentally responsible oil and gas production here at home. We have resources in Alaska and deep ocean areas and, importantly, the state-of-the-art technology needed to develop these resources while preserving a healthy environment.

This legislation's completely unbalanced approach to energy policy could not come at a worse time for northern California. Gasoline and diesel prices in our area are hovering around record levels despite the fact we are now in the driving "off-season"—a time when fuel demand, and consequently fuel prices, are historically at their lowest levels of the year. One can only imagine how high prices will rise in the spring, when driving season begins and the state's fuel refiners take facilities offline to prepare them for production of California's special summertime boutique fuel blends.

H.R. 6 would also increase the Nation's "CAFE" or fuel efficiency standards for cars, light trucks, and SUVs. Fuel efficiency is an important attribute in any car. The emergence of new "hybrid" vehicles is an example of consumer preference in the free marketplace forcing automakers to produce more fuel-efficient vehicles. But developing the know-how to build a car with better gas mileage takes time. I'm concerned that when faced with a federal mandate to meet such high efficiency standards in a relatively short amount of time, automakers may be forced to choose the path of least resistance by simply reducing vehicle size and weight, thereby making the cars people drive less safe in collisions. The National Academy of Sciences concluded in a 2002 study that smaller vehicle sizes have caused traffic fatalities to increase anywhere from 1,300 to 2,600 lives per year.

An increase in the Nation's ethanol mandate is also in the bill. While striving to develop new sources of fuel should remain a significant goal, it is important to point out the unintended consequences that have come with mandating ethanol use throughout the Nation. For instance, the ethanol mandate has contributed to higher gasoline prices for California motorists. Ethanol cannot be shipped by pipeline. Instead, it must be transported from the Midwest by rail or truck. This process not only adds to the fuel's cost, it can, in some cases, contribute to California's notorious refining bottleneck if there are delays in its delivery to our State.

The current ethanol mandate has also caused corn prices to roughly double over the last 2 years. While this has been good news for corn farmers, the result has had a slightly different outcome for everyone else. Prices for food products dependent upon corn and other grains, such as beef and dairy, have increased along with the price of corn. H.R. 6 seeks to raise the current ethanol requirement by a factor of five. Such a dramatic increase,

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