

of our minds, and with a strong commitment to seeing that dream become a reality.

HONORING DR. WILLIAM TONTI

HON. PETER WELCH

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 11, 2011

Mr. WELCH. Mr. Speaker, I rise today to recognize an outstanding Vermonter, Dr. William Tonti of Essex Junction.

On February 1, 2011 Dr. Tonti celebrated an astonishing milestone: He earned his 250th patent making him one of the most accomplished inventors in Vermont and the country. This impressive accomplishment is worthy of recognition by this Congress.

Dr. Tonti is a graduate of Northwestern University where he earned his Bachelor's of Science in Electrical Engineering. He continued his education in Vermont, first earning an MBA from St. Michaels College and then a Master's of Science and a PhD in Electrical Engineering from the University of Vermont.

In 1978, he began what would prove to be a distinguished career at IBM in Essex Junction, Vermont. Dr. Tonti's work focused on areas fundamental to the functioning of our society, including advanced DRAM semiconductors, nanotechnology, microprocessors and chip reliability.

In addition to his professional accomplishments, Dr. Tonti has been an active community member and citizen. His commitment to IBM is only surpassed by his dedication and commitment to his wife, Debbie, and daughters, Janelle and Samantha.

Dr. Tonti was recently named an IBM Master Inventor for Life, a great honor that IBM bestows to only a handful of its most innovative employees worldwide. This is a fitting recognition for a lifetime of impressive accomplishments and for a Vermonter of high character.

As Vermont's Representative in this Congress, I ask that Dr. Tonti be recognized for his accomplishments and applauded for his contributions to the state of Vermont and this country.

THE PUTTING THE GULF OF MEXICO BACK TO WORK ACT (H.R. 1229) AND THE REVERSING PRESIDENT OBAMA'S OFFSHORE MORATORIUM ACT (H.R. 1231)

HON. CHRIS VAN HOLLEN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 11, 2011

Mr. VAN HOLLEN. Mr. Speaker, last week the majority rammed through an ill-advised measure requiring the sale of four specific offshore drilling leases even if appropriate workplace and environmental safeguards aren't in place. This week's bills continue the same reckless "pre-spill" mentality. In the aftermath of the Deepwater Horizon tragedy, more drilling with less safety is simply not a responsible energy policy, and it will do nothing to enhance America's energy security.

Let's be clear: There is no drilling moratorium in the Gulf of Mexico. Since October, the

Interior Department has issued 51 shallow water permits and 12 deepwater drilling permits—or roughly the same pace as before the Deepwater Horizon disaster. The major difference is that the Obama Administration is ensuring that future drilling be accompanied by safeguards reflecting the lessons learned from the Deepwater Horizon.

The so-called "Putting the Gulf of Mexico Back To Work Act" would deem drilling permits approved after sixty days with or without a completed safety and environmental review. While the intent of H.R. 1229 is to clearly to expedite permitting, the reality is that this kind of "drill first, ask questions later" approach could easily result in fewer drilling permits being issued as the Interior Department could in many cases simply be forced to reject permits that are still in process rather than having them "deem approved" without adequate safeguards in place.

H.R. 1231 proposes to expand the scope of this initiative's overarching recklessness by opening much of the outer continental shelf on the Atlantic and Pacific coasts to drilling before Congress has enacted a single legislative reform to improve safety. Lost in all of the rhetoric is the reality that oil and gas companies are already today sitting on more than 60 million acres of public lands with an estimated 11.6 billion barrels of oil and 59.2 trillion cubic feet of natural gas that have yet to be developed—or nearly as much oil and natural gas as could realistically be recovered by drilling up and down the east and west coasts.

Mr. Speaker, this country deserves better than carelessness masquerading as an energy policy. We need to end the billions in wasteful subsidies for the already highly profitable oil and gas industry and accelerate the development and deployment of clean energy alternatives that will power the 21st century.

DOMESTIC FUEL FOR ENHANCING NATIONAL SECURITY ACT OF 2011

HON. JAY INSLEE

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 11, 2011

Mr. INSLEE. Mr. Speaker, today, I am introducing the bipartisan Domestic Fuel for Enhancing National Security (D-FENS) Act 2011, which will allow Civilian Agencies and Military Agencies to extend multiyear contracts from the current limit of 5 years to up to 15 years for the purchase of advanced biofuels. I thank my colleague Mr. JONES of North Carolina for working with me on this issue, which will increase our national security and help build an American industry.

Accounting for about 2 percent of U.S. energy consumption, the Department of Defense is the largest single consumer of energy in the country. According to Admiral Mike Mullen, Chairman of the Joint Chiefs of Staff, "[the Department of Defense] is using 300,000 barrels of oil every day. The energy use per soldier creeps up every year. And our number-one import into Afghanistan is fossil fuel."

U.S. Navy Secretary Ray Maybus has outlined several goals to lead the Navy toward a more energy-secure fleet. By 2015, the Navy will reduce petroleum use in the commercial fleet by 50 percent. By 2020, the Navy will produce at least 50 percent of shore-based

energy requirements from alternative sources and 50 percent of total energy consumption will come from alternative sources.

No one knows better than the Department of Defense that energy supplies are critical to combat troops and our national security. To ultimately realize these goals, we must dramatically scale-up advanced biofuel production in the United States. With added Congressional authority to purchase longer-term contracts, our defense sector could adopt domestically produced sustainable fuels for the security of our troops.

Companies already have developed technologies to produce "drop-in" ready fuels, meaning our military could use these fuels in existing infrastructure, aircraft and ships. The longer-term contracts provided by this bill will not only increase our energy security, but can ultimately help unlock private investment for construction and development of large advanced biofuel refineries in the United States. In states like Washington, North Carolina, California, Montana and others, interests from the private sector, universities, ports and major airports are already working to bring the first generation of biofuels to the market, and their efforts can be greatly enhanced by this legislation.

Washington state and the Pacific Northwest are well-positioned to commercialize aviation biofuels—all elements of the supply chain are feasible, and the region has come together to map out a strategic and sustainable path to bring advanced bio-based jet fuels to market. Already in the Northwest, 40 public and private stakeholders from academic research institutions, environmental advocacy, and government, and the aerospace and aviation, biofuels, and agriculture and forestry industries have formed the Sustainable Aviation Fuels Northwest (SAFN) initiative. This effort was convened by regional aviation leaders Boeing, Alaska Airlines, the region's largest airports—Port of Seattle, Port of Portland and Spokane International Airport—as well as Washington State University, a center of advanced biofuels research. Stakeholders include fuel producers, farm and forest managers, non-governmental organizations and key government leaders, including representatives from the U.S. Department of Agriculture (USDA) and the Defense Logistics Agency. This diverse group representing all points along the supply chain is working to create a "flight path" that will overcome challenges to deploying advanced aviation biofuels. This legislation will support Washington's effort to make the Northwest region a market leader in the advanced biofuel industry.

With our nation's security and energy independence in mind, I urge my colleagues to support the Domestic Fuel for Enhancing National Security (D-FENS) Act 2011.

IN RECOGNITION OF CHRISTINA M. GOLEZ

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 11, 2011

Mr. GARAMENDI. Mr. Speaker, I rise today in honor of Police Officer Christina M. Golez, who is retiring after nearly 27 years of law enforcement service—24 years of service to the