

and sacrifices of the colonists. Today there are less than half a dozen of these colonists still alive and most of them are now in their 90s. In honor of the 75th anniversary of the Executive Order, I once again recognize the accomplishments and sacrifices of the Hui Panala'au colonists and extend appreciation on behalf of Hawai'i and the people of the United States.

PERSONAL EXPLANATION

HON. DONALD A. MANZULLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 2, 2011

Mr. MANZULLO. Mr. Speaker, I missed a series of votes yesterday because of a family medical issue. If I had been here, I would have voted "yea" on rollcall No. 381; "yea" on rollcall No. 382; "yea" on rollcall No. 383; "yea" on rollcall No. 384; "no" on rollcall No. 385; "yea" on rollcall No. 386; "yea" on rollcall No. 387; and "no" on rollcall No. 388.

RECOGNIZING THE POTENTIAL OF AMERICAN INNOVATION

HON. CHAKA FATTAH

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 2, 2011

Mr. FATTAH. Mr. Speaker, I rise today to draw the attention of the House to a recent column published in *The Philadelphia Inquirer* describing the accomplishments of West Philadelphia High School's Hybrid X Team.

This team of students from an urban high school recently shared the winners' circle of the Green Grand Prix with the Chevy Volt. The Hybrid X Team's continued success provides a clear example of what's at stake in our current Appropriations considerations and the future of the economy. Simply put, when we invest in these innovative areas of our economy, the education and research that bring about new discoveries, technologies and processes, we are securing shared prosperity for ourselves and our posterity. If, instead, we shirk our responsibilities to young inventors and shortchange the early research that makes new inventions possible, we are conceding defeat in the global race to innovate.

I encourage my colleagues to review this article and to consider the importance—and the possibilities—of a robust, innovation-minded economic policy.

[From the *Philadelphia Inquirer*, Jun. 1, 2011.]

DRIVER'S SEAT: LOCAL TEAM WINS HONORS FOR FUEL-EFFICIENT VEHICLE

(By Scott Sturgis)

Great moments in engineering don't always come from multinational corporations with multibillion-dollar budgets.

Sometimes the feats come from hard-working young people—and perhaps a mentor or four. That's just how one of the most fuel-efficient vehicles in the world was built right here, in West Philadelphia, and how the West Philly Hybrid X Team won not one but two national awards for two separate automotive projects this spring.

Simon Hauger, electrical engineer turned high school teacher turned consultant, is the

power behind the 15-student team from West Philadelphia High School. He formed the group 13 years ago and has led students through a variety of projects creating fuel-efficient automobiles, usually on a budget that automakers might put into a new hubcap.

Hauger had the chance to visit with the head of Ford's technology division a few years back and, while touring with the students, posed a question.

"I said, 'Why aren't you pursuing this?' type of extreme fuel efficiency?" Hauger said. "His answer: 'We're waiting to see where the market goes.'"

Fortunately, the country has leaders like the West Philly students and teachers—working with Hauger and the students are full-time volunteer Ann Cohen and West Philadelphia High shop teachers Ron Preiss and Jerry DiLossi. And giving them incentive are the Sports Car Club of America and the Conrad Foundation, organizers of competitions such as the Green Grand Prix and the Spirit of Innovation Competition, respectively.

Green Grand Prix: At the end of this competition, the team shared the winners' circle with the Chevrolet Volt at Watkins Glen International Speedway in New York as the most efficient vehicles in their classes. Now in its sixth year, the Green Grand Prix is billed as the only road rally for alternative-fuel vehicles in the United States.

The Factory Five GTM used in the competition had been part of the group's 2010 Automotive X Prize challenge, but didn't win. The team did some reworking of the vehicle, and it's now powered by a Volkswagen TDI engine running on biodiesel coupled with a hybrid system. It averaged more than 100 m.p.g., the highest mileage among non-electric vehicles in the 100-mile test. "That's real fuel economy from a real car from an inner-city high school with no budget," Hauger said. The group does have sponsorship, though not as much now as when it was competing for the X Prize. Now the main sponsors are International Battery in Allentown and Edison2, the company that won the X Prize. Funding also comes through Philadelphia Academies Inc., which is a nonprofit that works with Philadelphia schools can handle small donations and administer their funding.

Hauger said the team had a "moderate budget" for the X Prize competition. Now, he said, "we are back to no-budget, totally shoestring funding. In fact, we all have been blacklisted from the local blood banks." Although the car was up against vehicles with engines sporting three or fewer cylinders, the West Philly team had the advantage on the old-style NASCAR track—its members could fly through the hairpin turns and coast up a small hill. And the six-speed transmission allowed the car to stay barely above idle to run 45 to 50 m.p.h.

"The speed happened to be the absolute ideal speed for us," Hauger said. "The car was driving at its most optimal point."

The event drew 45 competitors—from the Chevy Volt and GM's fuel cell-powered SUV to homemade three-wheelers powered by industrial lawn-mower engines and everything in between. Four teams from the Automotive X Prize showed up, so they were competitors the West Philly teams had seen before.

"It was kind of like a grudge match," Hauger said.

Spirit of Innovation: This contest limited entry to five members of the team, who designed a business plan around the Electric Very Light car, which is still in the production stage.

More than 100 entrants from the United States and Britain entered the competition, and 35 teams were chosen as finalists. Twelve

to 15 teams competed in the Cyber technology energy-efficiency category against West Philly.

Led by new West Philadelphia science teacher Paul Holt as coach, the local team members went to California to give their presentation for 15 minutes and answer questions for another 15.

"It was kind of brutal," Hauger said.

UNINTENDED CONSEQUENCE OF NEW VISA FEES

HON. STEVEN R. ROTHMAN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 2, 2011

Mr. ROTHMAN of New Jersey. Mr. Speaker, I rise to bring to your attention an unintended consequence brought on when we enacted last year's emergency supplemental appropriations bill to fund additional border resources—H.R. 6080, the Emergency Border Security Supplemental Appropriations Act.

This bill was fully paid for by imposing additional fees for new H-1B and L-1 visas on a select group of companies. Specifically, the companies impacted are those with more than 50 employees, and with a US workforce in which more than 50% are on a professional temporary visa—basically the H-1B and L-1 visas. While, I applaud the intent of this provision to incentivize job creation at home, I would like to express my concern about the implementation of the additional visa fees.

These fees were meant to be targeted at companies who utilize H-1B and L-1 visas at very high levels for the purpose of building their employees' proficiencies in IT, so that they can take this knowledge and the work back to their home countries. It turns out however, that some US companies are being impacted by these fee increases because many of their professionals are stuck in green card backlogs and in the meantime remain in temporary visa status.

In his remarks at the time of Senate passage of H.R. 6080, Senator CHARLES SCHUMER commented that, when the H-1B visa program is used as a stepping-stone for skilled immigrants to obtain permanent resident status, it is "a good program for everyone involved. It is good for the company. It is good for the worker. And it is good for the American people who benefit from the products and jobs created by the innovation of the H-1B visa holder."

I agree with Senator SCHUMER's remarks, and encourage my colleagues to work with me on a technical fix that would ensure that the implementation of this bill is consistent with these policy goals. The clearest way to achieve these goals would be to exempt from the so-called "50/50" calculation any H-1B or L-1 worker who has sought to acquire permanent residence by taking steps to file or is the beneficiary of a pending or approved application for alien employment certification with the Department of Labor, or a pending or approved immigrant petition with U.S. Citizenship and Immigration Services. Those H-1B and L-1 workers are best defined as 'intending immigrants,' as they relinquish their non-immigrant intent when their employers pursue a Green Card application on their behalf.

We should not punish companies that are doing the right thing by investing considerable