

are considering as to how the financial sector could make a fair and substantial contribution toward paying for any burdens associated with government interventions to repair the banking system.”;

Whereas the options expected to be included in the International Monetary Fund report being prepared for the next meeting of the G-20 would essentially describe proposals to finance bailouts of the financial sector on a global scale;

Whereas the Climate Conference held during December 1 through December 18, 2009, in Copenhagen, Denmark considered a number of international taxation and regulatory proposals that will—

- (1) punish businesses; and
- (2) promote proposals not based in sound science;

Whereas new international taxation and regulatory proposals would be an affront to the sovereignty of the United States;

Whereas the best manner by which to overcome the economic downturn in the United States includes taking measures that would—

- (1) lower tax rates;
- (2) reduce government spending; and
- (3) impose fewer onerous and unnecessary regulations on job creation; and

Whereas the worst manner by which to overcome the economic downturn in the United States includes taking measures that would—

- (1) increase tax rates; and
- (2) expand government intervention, including intervention on a global scale: Now, therefore, be it

*Resolved*, That it is the sense of the Senate that Congress should reject any proposal for the creation of—

- (1) an international system of government bailouts for the financial sector;
- (2) a global cap-and-trade system or other climate regulations that would—

(A) punish businesses in the United States; and

(B) limit the competitiveness of the United States; and

(3) a global tax system that would violate the sovereignty of the United States.

#### SENATE RESOLUTION 462—RECOGNIZING THURSDAY, APRIL 22, 2010, AS “TAKE OUR DAUGHTERS AND SONS TO WORK DAY”

Mr. BURR (for himself and Ms. LANDRIEU) submitted the following resolution; which was considered and agreed to:

S. RES. 462

Whereas the Take Our Daughters To Work Day program in New York City was created as a response to research that showed that by the 8th grade many girls were dropping out of school, had low self-esteem, and lacked confidence;

Whereas, in 2003, the name of the program was changed to “Take Our Daughters and Sons To Work Day” so that boys who face many of the same challenges as girls could also be involved in the program;

Whereas the mission of the program, “Take Our Daughters and Sons To Work Foundation develops innovative strategies that empower girls and boys to overcome societal barriers to reach their full potential”, now fully reflects the addition of boys;

Whereas the Take Our Daughters and Sons To Work Foundation, a non-profit organization, has grown to become one of the largest public awareness campaigns, with over 33,000,000 participants annually in over 3,000,000 organizations and workplaces in every State;

Whereas, in 2007, the Take Our Daughters To Work program was transitioned to Elizabeth City, North Carolina, became known as the Take Our Daughters and Sons To Work Foundation, and received national recognition for the dedication of the Foundation to our future generations;

Whereas every year mayors, governors, and other private and public officials sign proclamations and lend their support to Take Our Daughters and Sons To Work;

Whereas the fame of the program has spread overseas with requests and inquiries being made from around the world on how to operate the program; and

Whereas Take Our Daughters and Sons To Work is intended to continue helping millions of girls and boys on an annual basis through experienced activities and events to examine their opportunities and strive to reach their fullest potential: Now, therefore, be it

*Resolved*, That the Senate—

(1) recognizes Thursday, April 22, 2010, as “Take Our Daughters and Sons To Work Day”;

(2) recognizes the goals of introducing our daughters and sons to the workplace; and

(3) commends all the participants in Take Our Daughters and Sons To Work for their ongoing contributions to education, and for the vital role the participants play in promoting and ensuring a brighter, stronger future for the United States.

#### AMENDMENTS SUBMITTED AND PROPOSED

SA 3550. Mrs. MCCASKILL submitted an amendment intended to be proposed by her to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table.

SA 3551. Mr. LEMIEUX (for himself, Mr. WICKER, Mr. SESSIONS, Mr. SHELBY, Mr. HATCH, Mr. BENNETT, and Mr. COCHRAN) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

SA 3552. Mr. REID (for Mr. NELSON of Florida) proposed an amendment to the concurrent resolution S. Con. Res. 54, recognizing the life of Orlando Zapata Tamayo, who died on February 23, 2010, in the custody of the Government of Cuba, and calling for a continued focus on the promotion of internationally recognized human rights, listed in the Universal Declaration of Human Rights, in Cuba.

#### TEXT OF AMENDMENTS

**SA 3550.** Mrs. MCCASKILL submitted an amendment intended to be proposed by her to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table; as follows:

At the end of the amendment add the following:

On page 147, between lines 4 and 5, insert the following:

(g) STANDARDS.—

(1) IN GENERAL.—Within 90 days after the date on which the Comptroller General submits the report required by subsection (d) to the Congressional committees, the Secretary of Transportation and the Secretary of Health and Human Services jointly shall determine whether Federal standards for part 135 certificate holders and indirect carriers providing helicopter or fixed wing air ambu-

lance services should be promulgated to address aviation safety or health safety matters in air ambulance operations and shall submit a joint report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure on their determination.

(2) DETERMINATION FACTORS.—In making the determination required by paragraph (1), the Secretaries—

(A) shall take into account—

(i) issues identified by the Comptroller General in the report required by subsection (d); and

(ii) any other issues deemed necessary or appropriate for consideration by the Secretaries related to the provision of air ambulance services;

(B) shall consult with representatives of the air ambulance service industry and other appropriate stakeholders;

(C) shall consult with the Comptroller General, particularly with respect to areas in which data is insufficient to provide necessary information to the Congress and the Secretaries with respect to air ambulance service issues;

(D) may provide assistance to the Government Accountability Office as necessary for additional analysis to supplement the study and arrange for necessary data collection and analysis, directly or through appropriate competitively awarded contracts; and

(E) may require air ambulance service providers and users to report such data as may be necessary and appropriate to enable the Secretaries to carry out their responsibilities under this subsection.

(3) REPORT CONTENTS.—In the report required by paragraph (1), the Secretaries shall—

(A) explain in detail the rationale for the determination, including—

(i) if the Secretaries determine that such standards are unnecessary, inappropriate, or contrary to public policy, an explanation of the legal and public policy basis for that determination; or

(ii) if the Secretaries determine that such standards should be promulgated, a finding with respect to whether the standards should be promulgated by the Federal government or State governments in light of the policies implemented by the Aviation Deregulation Act of 1978 (as those policies are currently reflected in subtitle VII of title 49, United States Code) and an explanation of the legal and public policy basis for that finding; and

(B) provide a description of non-aviation related health safety matters related to air ambulance service operations that are subject to State regulation under traditional State regulatory authority.

(4) APPLICATION WITH STATE AND LOCAL LAWS.—Nothing in this subsection, or in the standards established under subsection (a), shall preclude any State or local government from licensing air ambulance service providers, or from promulgating or enforcing air ambulance service requirements, subject to applicable Federal law.

**SA 3551.** Mr. LEMIEUX (for himself, Mr. WICKER, Mr. SESSIONS, Mr. SHELBY, Mr. HATCH, Mr. BENNETT, and Mr. COCHRAN) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table; as follows:

At the end of title VII, add the following: