

FEDERAL HOUSING FINANCE
REFORM ACT OF 2005

SPEECH OF

HON. NYDIA M. VELÁZQUEZ

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 26, 2005

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1461) to reform the regulation of certain housing-related Government-sponsored enterprises, and for other purposes:

Ms. VELÁZQUEZ. Mr. Chairman, I rise today to register my opposition to H.R. 1461 the Federal Housing Finance Reform Act, due to recently add provisions that restrict non-profit organizations from receiving affordable housing funds if they engage in nonpartisan voter registration activities.

On May 25, 2005, the Financial Services Committee reported the GSE bill with strong bipartisan support. I supported moving the bill because it took necessary steps toward expanding homeownership for American families.

However, in an effort to bring the bill to the floor, Republicans altered the language that created an affordable housing trust fund. Under the Republican language, controversial limitations were included to restrict the receipt of the funds by nonprofit organizations. Specifically, the language prohibits nonprofit organizations, including religious groups, from applying for and receiving grants if they engage in, or maintain an affiliation with any organization that engages in, nonpartisan voter registration within the 12 months preceding the application or during the duration of the grant.

This restrictive language has never been debated by the Financial Services Committee, despite the fact that its implications warrant careful study. For instance, the provisions raise significant constitutional questions because they place restrictions on the First Amendment right to affiliate. They also directly contradict current voter registration laws by discouraging civic participation in the democratic process.

Moreover, I am extremely concerned that this language will exempt qualified non-profit groups from providing much needed affordable housing services across the country. The Financial Services Committee had taken great strides in this bill to increase homeownership through the creation of an affordable housing trust fund. Yet, this language throws our bipartisan efforts aside, the impact of which will be felt by the low income, elderly and disabled.

As the Federal Housing Finance Reform Act moves forward through the legislative process, I hope that the Senate and conference committee recognize the harmful effects of these restrictions on non-profit organizations and remove the language that jeopardizes our democratic form of government.

IN HONOR OF THE CITY OF
MARINA

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. FARR. Mr. Speaker, I rise today to pay tribute to the city of Marina on the 30th anni-

versary of its incorporation. Marina is a young city, particularly in contrast to its neighbor Monterey, founded in 1772. But young, in the case of Marina, is just another word for dynamic.

Marina is located on the shore of Monterey Bay near the mouth of the Salinas River. The area known today as Marina was once owned by David Jacks and James Bardin, who in the mid 1800s owned much of the acreage that now constitutes the Monterey Peninsula. In the early 1900s the area was designated as "Bardin," then "Locke-Paddon Colonies," then "Paddonville." It was at about this time that Southern Pacific Railroad, who had laid tracks through the area, was convinced by the then owner, William Locke-Paddon, to make a flag stop for his customers coming from San Francisco. Locke-Paddon, 1876–1972, is considered the father of Marina, and some of his relatives still live in the region. He renamed the area Marina to boost its attraction as a stop.

As the land was developed, areas were set aside for a school, church and other necessities of an organized city. Marina's first post office was established in April 1919. As with the rest of the Monterey Peninsula, Marina witnessed a tremendous amount of growth and development during the 1950s and 60s—schools, churches, businesses, our community center and residential homes. The area has changed from a quiet rural area into a very prosperous community. In 1956, the Marina Fire District was formed and Reservation Road began to develop as a commercial area. All through that time Marina served as a gateway to the very active U.S. Army base at Fort Ord.

Marina incorporated as a city in November 1975. At that time I had the pleasure of serving as a Monterey County Supervisor and chaired the County's Local Area Formation Committee, LAFCO, that oversaw the creation of new jurisdictions. I remember Marina civic booster Frank Vineyard coming before the commission in 1975 to argue the case for Marina's creation as a stand alone city. I am proud to have been able to cast a vote as LAFCO chair to form the city of Marina. Frank went on to serve as Marina's first mayor.

Marina has grown over the years and is now taking a leading role in the redevelopment of the former Fort Ord. It is also redeveloping its downtown and has a bright future as not only the gateway to the Monterey Peninsula, but as a destination unto itself. Mr. Speaker, Marina deserves the congratulations of this House for its success to date and best wishes for a future that will surely see the city continue to serve the needs of its diverse residents.

HONORING H. ROSS ARNOLD

HON. MARSHA BLACKBURN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mrs. BLACKBURN. Mr. Speaker, on November 9, 2005, Ross Arnold will be honored for his role as a community leader. For more than six decades Mr. Arnold has contributed to our community as a civic and business leader, and we're all better for his work.

Mr. Arnold's distinguished career began with his service in the United States Navy. The

youngest man who had ever earned the rank of Chief Petty Officer in the Navy, after his military career in 1946 he joined Nashville Tent and Awning and was the company's president by the time he retired in 1987. A longtime member of the Lions Club, Mr. Arnold served as a mentor to others by sharing his life experiences.

Mr. Arnold always gave back more than he took from his country and his community. Congratulations and best wishes to Mr. Arnold. I am certain his family; his wife of more than sixty years Dorothy, their children, Allison, Melissa and Wayland and their 10 grandchildren and 5 great grandchildren are tremendously proud of this much deserved recognition and thanks from our community.

PERSONAL EXPLANATION

HON. JOHN LINDER

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. LINDER. Mr. Speaker, I was unable to cast rollcall votes 555 and 556 on October 28, 2005, because I was unavoidably detained on official homeland security policy business in Atlanta, Georgia. Had I been present I would have cast the following votes:

On rollcall No. 555, I would have voted "yea"; on rollcall No. 556, I would have voted "yea."

COMMENDING UPPER GREENWOOD
LAKE VOLUNTEER AMBULANCE
CORPS

HON. SCOTT GARRETT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. GARRETT of New Jersey. Mr. Speaker, I commend the Upper Greenwood Lake Volunteer Ambulance Corps in New Jersey's fifth Congressional district on 50 years of excellent service to our community. Located in West Milford in northern New Jersey, this brave group of selfless residents has been saving lives since being founded on June 2, 1955.

A great community effort, the Upper Greenwood Lake Volunteer Ambulance Corps was started with the assistance of a weekend resident and a loan from a local business owner. Residents helped maintain the first ambulance, a 1947 Cadillac, and cleared the land for the headquarters with assistance from local business.

Today, volunteers spend countless hours training in life-saving and learning how to use advanced equipment. Volunteers also raise money to defer the costs of ambulance care for needy residents,

For their great dedication to the cause of saving lives, I praise the Upper Greenwood Lake Volunteer Ambulance Corps and wish them another 50 years and beyond of outstanding response to medical emergencies.

TRIBUTE TO ART LOTTES III

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. TOWNS. Mr. Speaker, one of the pleasures of being a Congressman is the ability to personally meet and publicly recognize individuals who have made positive contributions on behalf of their communities and business associates. One such individual with whom I have coordinated to better the lives of consumers and the automotive aftermarket is Art Lottes, III.

Mr. Lottes and I began coordinating on legislation in 2001 that we believe will help motorists of all financial backgrounds, and have worked to continue to improve the competitive spirit of America's business community. That legislation is the "Motor Vehicle Owners' Right to Repair Act."

Mr. Lottes, following years of working in his family's aftermarket business, A.E. Lottes Company, a Carquest distributor in St. Louis, Missouri, was named president of Carquest Corporation, headquartered in Raleigh, North Carolina, my birth State.

During Mr. Lottes's tenure with A.E. Lottes Company, he was one of the founding fathers of the "Coalition for Auto Repair Equality-Care," a national organization headquartered in Alexandria, Virginia, which represents companies in the automotive aftermarket and America's motoring consumers. He served as care's secretary-treasurer from CARE's founding in 1991 until 2002, when he was unanimously voted by the CARE Board of Directors to assume the position of CARE chairman.

Mr. Lottes kept a "hands-on-approach" to Carquest store owners' and employees' needs, whether with A.E. Lottes Company or Carquest Corporation. He worked with many aftermarket companies nationwide to help strengthen that industry's five million-plus employee base.

But, Mr. Lottes, always mindful that communities and business rely on the strengths of one another to improve the lives of all, worked for many years, and continues to, with the Juvenile Diabetes Association. He has been an active volunteer with the Triangle/Eastern North Carolina Chapter of the National Juvenile Diabetes Association. He has mobilized "Carquest Team" walks to help raise money for the Triangle/Eastern North Carolina Chapter, as well as raising money within Carquest Corporation for this worthy cause.

Mr. Lottes is now retiring from the Carquest Corporation and from the CARE Board of Directors after many years of distinguished service to the aftermarket. Although he is officially retiring, he will continue to stay involved with the many aftermarket causes which benefit America's small business community, and with CARE, where he will be missed for his wisdom and guiding hand.

I, too, will miss coordinating with Mr. Lottes, but I know that whatever he endeavors, he will do so with a pure spirit and the continued good wishes for his fellow aftermarket associates, Carquest Associates and his community.

Therefore, CARE, the aftermarket and I will not say goodbye to Mr. Lottes, just so long.

DISAPPROVING THE RECOMMENDATIONS OF THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SPEECH OF

HON. DAVID L. HOBSON

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 27, 2005

The House in Committee of the Whole House of the State the Union has under consideration of the joint resolution (H.J. Res. 65) disapproving the recommendation of the Defense Base Closure and Realignment Commission:

Mr. HOBSON. Mr. Chairman, I submit for the CONGRESSIONAL RECORD two items on the Base Realignment and Closure Commission's (BRAC) recommendations.

I am submitting pages 156-157 from the 2005 Defense Base Closure and Realignment Commission Report to the President that includes a summary of the flawed rationale used for the recommended realignment of the Springfield-Beckley Municipal Airport Air Guard Station.

Mr. Speaker, I also include a chart showing the strength and efficiency of the response time by members of the Air National Guard in response to the victims of Hurricane Katrina, especially relative to the active Air Force.

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT AIR GUARD STATION, OH

[Recommendation #107 (Air Force 40)]

One-Time Cost	\$30.8M
Annual Recurring Costs/(Savings)	(\$2.5M)
20-Year Net Present Value	(\$5.4M)
Payback Period	14 years

SECRETARY OF DEFENSE RECOMMENDATION

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute the 178th Fighter Wing's F-16 aircraft to the 132nd Fighter Wing, Des Moines International Airport Air Guard Station, IA (nine aircraft); the 140th Wing (ANG), Buckley Air Force Base, CO (three aircraft) and 149th Fighter Wing (ANG), Lackland Air Force Base, TX (six aircraft), but retain the wing's expeditionary combat support (ECS) elements, the 251st Combat Communications Group (ANG) and 269th Combat Communications Squadron (ANG) in place, and relocate the wing's firefighter positions, which will move to Rickenbacker Air Guard Station, OH.

SECRETARY OF DEFENSE JUSTIFICATION

The decision to realign Springfield-Beckley's F-16s and not replace force structure at Springfield-Beckley is based on considerations of military value and all other available information. Buckley (64) and Lackland (47) have higher military value than Springfield-Beckley (128), and Buckley has a role in the homeland defense mission. This recommendation optimizes the squadron size at Lackland, the only ANG F-16 Flying Training Unit. While not currently tasked with a homeland defense role, Des Moines (137) is located within the specified response timing criteria of a homeland security site of interest. The 132nd Fighter Wing, Des Moines International Airport Air Guard Station, will assume a role in the air sovereignty mission.

COMMUNITY CONCERNS

The Springfield-Beckley, OH, community criticized several Mission Compatibility Index (MCI) scores, claiming Air Force use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases and the base's status as an F-16 formal training unit (FTU) should have exempted it from data calls pertaining to standard weapons storage requirements. DoD's military value scores reflected neither the base's mission nor mission requirements. According to the community's analysis, accurate data reflecting pavement quality, range space, training capacity, and maintenance and logistics capacity would have resulted in a significantly higher score. In addition, community representatives argued DoD failed to account for costs associated with replacing pilots and maintainers who would not move to the proposed location. They contended DoD completely ignored their proximity to Wright Patterson Air Force Base and the possibility of a community-basing program at Beckley. They felt that if quantitative military value analysis results did not satisfy the Air Force, "military judgment" was arbitrarily applied to justify the BRAC proposal. Last, the community expressed concerns about the 291 direct and 149 indirect jobs that could be lost, adding that they knew the F-16 would go away at some point but questioned if it was prudent to retire it so soon.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Springfield-Beckley Municipal Airport Air Guard Station should be supported even though the military value criteria were flawed and the realignment will be a cost instead of a savings to the Department. This unit is a training squadron for the F-16. There are currently two other Flying Training Units (FTUs) in the Total Force. The Commission agreed that with the total number of F-16s being reduced in the Air Force, the training requirements will be reduced commensurately. The Commission established an F-16 wing at Buckley AFB, Colorado and at Lackland AFB, Texas. This recommendation is consistent with the Commission's Air National Guard Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 2 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute