

that is charged with overseeing the Nation's attic, our fond description for the Smithsonian.

I urge my colleagues to join me in supporting a very capable person, Patty Stonesifer, for reappointment to the Smithsonian's Board of Regents.

Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. BRADY of Pennsylvania. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. BRADY) that the House suspend the rules and pass the Senate joint resolution, S.J. Res. 8.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate joint resolution was passed.

A motion to reconsider was laid on the table.

#### RECOGNIZING THE 100TH ANNIVERSARY YEAR OF THE FOUNDING OF THE PORT OF LOS ANGELES

Ms. RICHARDSON. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 822) recognizing the 100th anniversary year of the founding of the Port of Los Angeles, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

##### H. RES. 822

Whereas on December 9, 1907, the Los Angeles City Council approved City Ordinance No. 15621, creating the Board of Harbor Commissioners and officially founding the Port of Los Angeles;

Whereas the Port of Los Angeles's earliest history was recorded by Portuguese explorer Juan Rodriguez Cabrillo who named this natural harbor "Bahia de los Fumos" or "Bay of Smokes" on October 8, 1542, when he noted that the bay "is an excellent harbor and the country is good with many plains and groves of trees";

Whereas in the 1850s, a spirited entrepreneur named Phineas Banning began the first of a lifetime of ventures that would eventually earn him distinction as the "Father of Los Angeles Harbor" by leading the evolution of the harbor from a trading center for fur and hides to a hub for more diverse commerce, largely through a freight and passenger transportation business that grew into a shipping firm with 15 stagecoaches and 50 wagons serving five western States;

Whereas the Los Angeles and San Pedro Railroad began service between San Pedro Bay and Los Angeles in 1869 as a 21-mile stretch of track comprising the first railroad in Southern California and marking the beginning of a new era of development for the harbor region;

Whereas proposals for new ports in present-day Santa Monica, Marina del Rey, and Redondo Beach began surfacing in the late 1800s until 1897, when a five-man board of engineers, chaired by Rear Admiral John C. Walker, settled the great free-harbor fight by recommending continued port development in San Pedro Bay, resulting in additional improvements to the harbor including

the first 8,500-foot section of the Federal breakwater that was completed in 1911, widening and dredging of the Main Channel to accommodate the largest vessels of that era, and completion by the Southern Pacific Railroad of its first major wharf in San Pedro, allowing railcars to efficiently load and unload goods simultaneously;

Whereas the Port was involved in World War II on a massive scale, with every vessel building operation assisting in the construction, conversion, and repair of vessels for the war effort, and shipbuilding quickly became the Port of Los Angeles's prime economic activity, with California Shipbuilding Corp., Bethlehem Shipbuilding Corp., Consolidated Steel Corp., Todd Shipyards, and other enterprises collectively employing more than 90,000 workers;

Whereas in August 1958, the HAWAIIAN MERCHANT delivered its first shipment of 20 cargo containers to the Port of Los Angeles, marking the beginning of the containerized cargo revolution in California;

Whereas the Port was a principal partner of the \$2,500,000,000 Alameda Corridor project which opened in April 2002 as a 20-mile rail expressway that reliably and efficiently connects the Port to America's transcontinental rail system, a project which epitomizes the Port's involvement in developing robust regional transportation infrastructure solutions by working in partnership with local, regional, and statewide agencies to improve goods movement systems;

Whereas the Port's 2004 completion of the nearly 500-acre Pier 400 container complex as the largest single-user container terminal in the world has been acclaimed as an engineering marvel and model of operational efficiency;

Whereas the Port of Los Angeles has long recognized its responsibility for infrastructure and operational improvements that are supportive of sustainable growth compatible with environmental stewardship, the most recent example being a historic November 2006 action by the Boards of Harbor Commissioners of Los Angeles and Long Beach in approving an aggressive plan to reduce air pollution by nearly 50 percent in 5 years, making the San Pedro Bay Ports Clean Air Action Plan the world's first program addressing all port-related emission sources to significantly reduce health risks posed by regional air pollution from port-related operations;

Whereas the Port of Los Angeles is located in San Pedro Bay, California, and is part of the Southern California port complex which handles more than 43 percent of all goods arriving in the United States, impacting over 1,000,000 jobs nationwide;

Whereas as a premier international gateway, the Port of Los Angeles is the leading container handling port in the United States, with more than 8,500,000 TEU's (twenty-foot equivalent units) recorded in 2006, thus retaining its stature as the leading United States containerport for the seventh consecutive year;

Whereas the Port of Los Angeles as part of the San Pedro Bay Port Complex has grown 246 percent over the past 11 years, tripling its trade-related jobs, generating \$256,000,000,000 in commerce, and producing \$28,000,000,000 in tax revenue, and is expected to triple again the amount of cargo handled by 2030;

Whereas in 2007, under the leadership of Los Angeles Mayor Antonio Villaraigosa, President S. David Freeman and the Board of Harbor Commissioners, and Executive Director Geraldine Knatz, the Port is celebrating its Centennial, commemorating the great strides made in its 100-year tradition of service as an international trade hub and maritime industry leader; and

Whereas from its tradition of handling fishing, lumber, and hides at the turn of the century to today's reputation for expeditiously moving a diverse, unprecedented global cargo mix, the Port of Los Angeles now looks toward its next 100 years with a legacy as an undisputed international leader in setting global standards for industry-leading environmental initiatives, terminal efficiency, and sustainable growth: Now, therefore, be it

*Resolved*, That the House of Representatives—

(1) recognizes the 100th anniversary year of the founding of the Port of Los Angeles, which is the Nation's largest containerport;

(2) congratulates the Port of Los Angeles for its achievements as a leader throughout its history in implementing modern and innovative transportation and goods movements systems that are compatible with responsible environmental stewardship; and

(3) wishes the Port of Los Angeles continued success during its next 100 years as it strives to remain the Nation's largest and most successful conveyor of the Nation's and the world's commerce.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. RICHARDSON) and the gentleman from Ohio (Mr. LATOURETTE) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

##### GENERAL LEAVE

Ms. RICHARDSON. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on House Resolution 822.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. RICHARDSON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I'm proud to honor the Port of Los Angeles today with the passage of House Resolution 822, which recognizes the port's 100th anniversary. I was pleased to undertake this effort with my colleague from the Republican side of the aisle, Representative DANA ROHRABACHER.

The Port of Los Angeles enjoys a meaningful history, Madam Speaker, starting in the mid-19th century as a trading center for furs and hides serviced by stagecoaches and wagons and transforming over time into a distinction today as the Nation's largest container port.

In 1911, Rear Admiral John C. Walker helped push for greater development in the San Pedro Bay, and his efforts resulted in the first Federal breakwater.

In World War II, the Port of Los Angeles played a large role in our Nation's ability to respond to the shipbuilding challenge and to arm the U.S. Navy. This effort also quickly became a part of the Port of Los Angeles' prime economic activity.

More recently, in 2004 the port completed the 500-acre Pier 400 container complex as the largest single user container terminal in the world, which has been acclaimed as an engineering marvel.

□ 1615

The Port of Los Angeles is located in the San Pedro Bay in California and is a part of the Southern California port complex. In California, both ports, Los Angeles and Long Beach, process approximately 85 percent of the State's goods movement program. For the Nation, the Southern California complex additionally handles more than 45 percent of the entire Nation's cargo arriving in the United States, impacting over 1 million jobs nationwide. As a premier international gateway, the Port of Los Angeles has been recorded as the number one largest container handling port in the United States for the last 7 consecutive years.

My colleagues, the impact of the Port of Los Angeles is monumental, and the numbers are staggering. The port has grown 246 percent over the last 11 years, tripling its trade-related jobs, generating \$256 billion in commerce, and producing \$28 billion in tax revenue. This growth is not likely to slow, as the port is expected to again triple the amount of cargo it handles by the year 2030.

With this progress comes great responsibility, however. In 2006, the historic Clean Air Action Plan was agreed to by the Boards of Harbor Commissioners, which seeks to reduce air pollution by 50 percent in the next 5 years.

With House Resolution 822, the House now has an opportunity to bestow the appropriate recognition on the Port of Los Angeles that it deserves after 100 years of successful operation and service to the American public and our economy.

I urge my colleagues to support House Resolution 822.

Madam Speaker, I reserve the balance of my time.

Mr. LATOURETTE. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, House Resolution 822 recognizes the 100th anniversary of the Port of Los Angeles. The Port of Los Angeles is the busiest port in the United States in terms of maritime cargo volume and, when combined with the adjoining Port of Long Beach, is the fifth busiest commercial seaport worldwide.

This trade is a critical component to our national economy, and directly and indirectly supports millions of jobs nationwide. The port has also taken action to lessen impacts on the surrounding areas and the environment by recently implementing a comprehensive strategy to reduce emissions from ships and port operations.

I join the resolution's sponsors, Congresswoman RICHARDSON of California and Congressman ROHRBACHER of California, and all of the cosponsors in recognizing the Port of Los Angeles' first 100 years and wishing the port continued success in the future.

I urge all Members to support the resolution. And I want to congratulate one of our newest Members in the House, Congresswoman RICHARDSON, on

guiding this legislation to the floor in such a quick manner.

Madam Speaker, I reserve the balance of my time.

Ms. RICHARDSON. Madam Speaker, I wish to recognize for 3 minutes a strong ally of the Port of Los Angeles and my friend from Los Angeles County, the gentlewoman from California (Ms. HARMAN).

Ms. HARMAN. I thank the gentlewoman for yielding to me and commend her for her leadership on this legislation, along with Mr. ROHRBACHER. In 2 months in Congress, you have hit the ground running, and we're all very proud to serve as your colleagues.

Madam Speaker, I rise in support of this resolution congratulating the Port of Los Angeles on its 100th anniversary.

When I first came to Congress in 1992, the Port of L.A. looked far different than it does today. It wasn't quite the sleepy port of 100 years ago, with mule-driven trains and wooden ships. It was a regional presence. But today it is the largest container port in the United States and part of the fifth busiest container complex in the world. It supports over 250,000 jobs at the port and adjacent communities and nearly 1 million jobs worldwide. It is an economic powerhouse whose importance to Southern California and the Nation cannot be overstated.

In recent years, the port has taken great strides to address the challenges that come with being a major port in the 21st century. It has dedicated millions to ensuring the quality of life for the surrounding communities, many of which are located in my congressional district. It has also taken on groundbreaking environmental initiatives to reduce the air pollution that it generates. Maybe most importantly, 100 years ago there was no such thing as a maritime security strategy. Today, the issue is of paramount importance, and the port has been a national leader.

In the hours after the September 11 attacks, port officials, the Coast Guard, and local law enforcement executed a pre-approved plan that quickly and efficiently secured the port. The planning, communication and execution we saw that day became the inspiration for many of the security initiatives that have come since, including the SAFE Port Act, which I coauthored with my California colleague, DAN LUNGREN, and which became law last year.

As I mentioned, Congresswoman RICHARDSON deserves enormous praise for her leadership on an issue that was very timely but which the rest of us had overlooked. I don't think this resolution would have come to the floor without her initiative. And it really is a big deal to the San Pedro community.

I look forward to working with her as her partner when we celebrate the next 100 years. We may be feeble, but we will be here.

And at this time, I would like to insert into the RECORD an article from today's edition of the Daily Breeze.

[From the Daily Breeze, Dec. 5, 2007]

PORT OF LOS ANGELES MARKS 100 YEARS  
SINCE ITS CREATION

(By Art Marroquin)

San Pedro Bay had been struggling as a port for nearly a half-century, but the mud flats surrounding the inland harbor failed to excite railroad magnate Collis P. Huntington.

So rather than run his Southern Pacific Railroad down to San Pedro, Huntington bought more than 200 acres in Santa Monica in the hope of bolstering his vision for a "Port Los Angeles."

He built a wharf that extended 4,720 feet into the Pacific Ocean, attracting more than 300 cargo ships during its first year in 1893.

"He wanted people to think his port was close to Los Angeles, when in fact it wasn't," said Ernest Marquez of West Hills, who chronicled Huntington's efforts in his 1975 book "Port Los Angeles: A Phenomenon of the Railroad Era."

"If he was successful, then the region's economy would have been at the mercy of Southern Pacific and that would have been disastrous," Marquez said.

While Huntington tried to get his Santa Monica port recognized as the official harbor for the Los Angeles region, efforts were already under way to bulk up the port in San Pedro.

U.S. Sen. Stephen M. White, the Los Angeles Chamber of Commerce and Los Angeles Times Publisher Harrison Gray Otis believed the port should be a city-operated enterprise and pushed efforts to build a "Port of Los Angeles" in San Pedro Bay.

"Those men saw potential for the mud flats in San Pedro," Marquez said. "They believed the harbor could be developed by lots of digging and dredging."

To a lesser extent, interests in Redondo Beach and Playa del Rey had tried to enter the fray, but those efforts quickly fell by the wayside, setting the scene for an epic battle that became known as the "Free Harbor Contest."

Congress established the River and Harbor Act of 1896, which created a commission to decide whether federal funds should go to Santa Monica or San Pedro.

Three years later, Congress put its money on San Pedro and breakwater construction began a short time afterward.

"There was no way a harbor of this magnitude could have been developed in Santa Monica because there are too many cliffs on the beach, and it was wide open to the ocean," Marquez said. "San Pedro was favored because the harbor went inland and protected ships from the open seas."

The city of Los Angeles then annexed a 16-mile strip of land to connect to the port in 1906. The communities of San Pedro and Wilmington were annexed three years later.

The city's newfound ownership of the port gave rise to a new harbor commission, a three-member panel appointed in 1907 by then-Mayor A.C. Harper.

The 100th anniversary of the harbor commission's creation will be marked during a celebration at 4 p.m. Sunday.

The bash will include historical displays, refreshments, boat shows and a performance by Taiwan's Evergreen Symphony Orchestra. A fireworks display is set for 7 p.m.

The first commissioners—George H. Stewart, Frederick William Braun and T.E. Gibbon—regularly met in downtown Los Angeles and made "big news" during the rare occasions they traveled about 20 miles south to San Pedro, according to Geraldine Knatz, executive director for the Port of Los Angeles.

The panel didn't have a budget and its members often had to pay for expenses out of their own pockets, she said.

"When the voters approved the annexation and bond improvements for port improvements, the money went to the Board of Public Works, not the harbor commissioners," Knatz said. "It got so bad that all the commissioners resigned in disgust by 1913."

The first harbor commission faced many of the struggles that persist today, such as building new infrastructure and bolstering regional economic development, Knatz said.

"When you read through the meeting minutes from 100 years ago, you learn that nothing really changes," Knatz said. "There will never be enough money, you'll be lobbied by different interest groups, and you'll always have to deal with residents who live near the port. It's always going to be hard."

The port has come a long way since those early years, with the arrival of cargo container ships in 1937, the advent of towering gantry cranes during the late 1960s and, more recently, an environmental push aimed at reducing diesel emissions from ships and trucks.

About 15.8 million cargo units passed through the ports of Los Angeles and Long Beach last year, accounting for more than 40 percent of the nation's imports. That number is expected to double by 2020 and nearly triple by 2030, according to local economist John Husing.

Additionally, some 500,000 people in Southern California are employed directly and indirectly by port-related businesses, Husing said last month.

"The port is a vital part of our national economy, but it is just as important locally, providing good jobs for generations of local residents," said Los Angeles City Councilwoman Janice Hahn, whose 15th District includes the port.

To remain competitive, the port must continue to grow while also keeping the environment in mind, Husing said.

Several shipping companies operating at the Port of Los Angeles are studying expansion options that call for environmentally friendly accommodations, such as AMP technology that allows container ships to "plug in" to a generator and operate on electrical power while docked, rather than idling on their diesel engines.

China Shipping was the first company to use the technology at the Port of Los Angeles, resulting in the elimination of 300 tons of pollution-forming nitrogen oxides since 2004, according to port officials.

"Growing green is imperative if any kind of expansion is going to happen," Knatz said. "It's always difficult to be out front on these issues, but we can't afford to be a follower."

Indeed, the ports of Los Angeles and Long Beach approved a clean air plan in 2006 aimed at reducing emissions by 50 percent over the next five years.

The ports are poised in 2008 to roll out the plan's first provisions, including a so-called Clean Trucks Program that calls for replacing or retrofitting about 16,000 diesel-spewing big rigs with cleaner-burning vehicles by 2012.

"The time has come for us to truly commit to cleaning up our air and limiting emissions from the port," Hahn said. "It is my hope that working together, we can finally have both a productive and efficient port, but also clean and healthy communities."

Mr. LATOURETTE. Madam Speaker, at this time it is my pleasure to yield as much time as he may consume to the gentleman from California (Mr. ROHRBACHER).

Mr. ROHRBACHER. Madam Speaker, next week, on December 9, as we

have mentioned today, the Port of Los Angeles, which I am proud to say is located in my district, will celebrate its 100-year anniversary.

Yes, the Port of Los Angeles has had a long and distinguished history. It was the location of one of the first railroads in Southern California. We are also proud of the crucial role played by the Port of Los Angeles in the battle for the Pacific during the Second World War.

Throughout its history, the Port of Los Angeles has been a harbinger of prosperity and economic growth, as well as an impetus for the engineering and technology development that we have noted. In August of 1958, for example, a cargo vessel named the *Hawaiian Merchant* delivered its first shipment of 20 cargo containers to the Port of Los Angeles, ushering in a cargo container revolution that has had an enormous impact on the world economy.

Let us note on this 100th anniversary that there was someone who played an important role in providing the infrastructure to the ports and to the transportation systems that serve the ports. Let us pay homage to Congressman Glen Anderson, who helped provide, with his influence in this House as chairman of the Transportation Committee, such support that gave us the infrastructure we needed to have the great port complex of Los Angeles and Long Beach.

When I first was a Member elected here, Glen Anderson was still serving here, and I was proud to call him my friend. He has left us a legacy that he can be proud of.

We've come a long way in these last 50 years, with the help of people like Glen Anderson. Those initial 20 cargo containers have grown to over 8.5 million cargo containers just last year. And as we noted, the combination of the Ports of Los Angeles and Long Beach represent the fifth largest port complex in the world. More than 43 percent of all goods arriving in the United States enter through this port complex. And I guarantee you that in every congressional district represented in this Congress, there is something there that has been brought through the international gateway, which is the Port of Los Angeles.

There is a challenge in this new century, several challenges, however. Madam Speaker, our greatest challenge is to improve the way that containers are moved through the port complex of Los Angeles and Long Beach. Over 70 percent of the containers now arriving in our ports are headed inland from Southern California to destinations and localities within the United States. Every day, thousands of these containers are hauled by truck from the port to inland rail depots. This results in unsafe road conditions, traffic jams, dangerous health conditions, pollution, and our freeways and our roadways are unacceptably crowded. And yes, that is

unacceptable now. As container traffic grows, the situation will get worse unless we act.

If we continue with the current method of transporting those containers individually by truck system, the whole system will collapse as it pollutes and clogs Southern California's roads and freeways. That said, however, there is a new solution on the way, a new clean and efficient way of moving containers through the ports through inland railroad depot, a way that will revolutionize the process. This new approach has bipartisan support. That bipartisan support ranges from myself and Governor Schwarzenegger to my Democratic colleagues, Representatives RICHARDSON and OBERSTAR.

The cutting-edge technology to which I refer is an electronic cargo conveyor system. Instead of being loaded onto trucks to sit in traffic, containers will be quickly sent to an interior rail depot utilizing clean electric mag-levlike technology, an electronic conveyor belt system of sorts. With container traffic being removed from our roads and our freeways, traffic and health conditions will dramatically improve. We will be able to quickly and cleanly move the cargo out of our ports and to consumer outlets throughout the United States. And the best part, Madam Speaker, is that it will cost less to build and run a new system like I have just described than to continue to pay to have containers shipped individually by truck.

The ports in Southern California will continue to prosper and lead the way as long as it is willing to innovate with the type of creativity reflected in the mag-lev system that I just discussed. I congratulate the Port of Los Angeles and its board of directors on their anniversary and the tremendous success of the last 100 years.

We have other issues as well, and let me just note one other issue as we know, and Ms. HARMAN has played a major role in trying to develop the security that we need at our ports of Los Angeles and Long Beach. There are security needs and other infrastructure needs that will cost money. Whenever you have any benefit, it will cost. We need to face the cost of these improvements with the same creativity that I just discussed technologically that we need to do in the cargo movement.

The way that I would suggest, and I hope that on this anniversary that we note that, yes, Glen Anderson played an important role in getting Federal money for the ports. That is not an unending source of revenue. But if we were to charge a container fee and base our improvements in the ports, instead of on the taxpayers of the United States channeling money to our ports, that we instead charge those using the ports a reasonable container fee so that those who have set up manufacturing facilities in China and elsewhere will pay to utilize the ports, that container fee will not only be fair, but it will be

something that will provide us a new source of revenue in order to provide the security and infrastructure needs of the future.

So these two combination things, the new mag-lev technology conveyor belt system I described, and a new container fee which is basically a user fee for those using the ports, will be the type of innovation that will ensure that the Ports of Los Angeles, and yes, the port complex in Long Beach, has a great second 100 years, and that, again, this port complex will provide us with an example of innovation and forward thinking and economic prosperity that will serve all of the people of the United States.

Again, I congratulate the Port of Los Angeles on their 100th anniversary.

Ms. RICHARDSON. Madam Speaker, I wish to recognize for 2 minutes my good friend and representative who covers the Port of San Diego, our sister port, the gentleman from California (Mr. FILNER).

Mr. FILNER. I thank the gentlelady, and I thank you for your leadership, which has come very early in your congressional career. It's nice to be here. Thank you for allowing a Congressman from San Diego to join you in this celebration of the 100th anniversary of the Port of Los Angeles.

As a representative of San Diego, there are a lot of things we don't want to imitate about Los Angeles, but we look with envy at the economic engine that the Port of Los Angeles represents. It is truly, and I say this with some envy, Southern California's gateway to international commerce, maintaining its competitive edge with record-setting cargo operations, groundbreaking environmental issues, progressive security measures, and diverse recreational and educational facilities.

The port's economic contributions are far-reaching. The port is connected directly and indirectly with tens of billions of dollars in industry sales each year in the Southern California region and in the Nation, translating into hundreds of thousands of local jobs and billions of dollars in wages, salaries and State and local taxes.

One out of every 24 jobs in Southern California is generated by the port. That's almost 260,000. One out of every \$23 paid in wages and salaries, almost \$9 billion, comes from the Port of Los Angeles.

□ 1630

Almost 1½ million jobs are generated nationwide, and the port generates almost \$1.5 billion in State and local taxes.

So this economic engine is far-reaching. We marvel at what you have produced there. We hope to take away sometime some of the congestion that the previous gentleman talked about by expanding our Port of San Diego, but we look at you again for a model of how to do these things. At least one business in every congressional district

in this Nation imports or exports goods through the Los Angeles port complex. It is truly America's gateway, and we have an opportunity provided by you to recognize the 100th anniversary, and we hope there is unanimous support for your resolution.

Mr. LATOURETTE. Madam Speaker, it's my pleasure to yield such time as he may consume to another gentleman from California (Mr. DANIEL E. LUNGREN).

Mr. DANIEL E. LUNGREN of California. I thank the gentleman for the time.

Madam Speaker, I rise in support of the resolution. As one who grew up in the City of Long Beach and spent a great deal of time as a child being taken by parents down to the Ports of Los Angeles and Long Beach and having as a college student in the summertime worked in the Port of Los Angeles, I have had the opportunity to see that port grow, along with its sister port, the Port of Long Beach. The progress that has been made there, the advances that have been made there, the jobs that have been created there, the tremendous economic engine that that port is, is an example to not only California and the country but to the rest of the world how you can take a natural resource and in some ways refine it and in some ways make it better than it was before so that it enhances the entire area or the entire region.

The Port of Los Angeles has a distinguished record. It is one that is marked with achievement. It is one that is marked with advances in technology, and it is one that has always contributed to the health of the region that I used to represent in this body some 20 years ago.

I congratulate the gentlewoman for bringing this forth, and I would suggest to my colleagues not only that they support this, but if they ever have the opportunity to be in California and they want to see a magnificent engine of economic vitality, they ought to come by and see the Port of Los Angeles. It is a credit to the people of the region. It is a credit to those who had the foresight to develop it as a working port. And I join everyone else in congratulating those who now are responsible for its continued operation.

Ms. RICHARDSON. Madam Speaker, I wish to yield 2 minutes to my good friend from Los Angeles and a fellow member of the Transportation Committee, the gentlewoman from California (Mrs. NAPOLITANO).

Mrs. NAPOLITANO. Madam Speaker, I certainly want to thank Representative RICHARDSON for introducing House Resolution 822, and I join my colleagues in their accolades on the Port of Long Beach's reaching their 100th anniversary and on their accomplishments, as they are a tremendous asset to California. Their leadership has been, as you've heard, exemplary. It has provided hundreds of thousands of jobs over the 100 years. Many of the longshoremen and stevedores are im-

migrants and live in our districts in Los Angeles.

The fact is these ports and their workers are vital to all of our U.S. economy. As you have heard, they provide movement of 8.5 million containers, and 1 million jobs throughout the United States, not just in Los Angeles and in California. And my district is home to many factories and companies and distribution centers that import and export their products through these ports. The \$8 billion in trade from imports impact my district tremendously, and it is expected to triple by the year 2030, undertaking, you've heard, the \$2 billion Clean Air Action Plan to reduce emissions by 50 percent in 5 years, replacing dirty diesel trucks from the ports, and requiring low sulfur gas to be used by the incoming ships.

We congratulate and are joined by many other members of the Los Angeles delegation, including DAVID DREIER, who just stopped by and said that he too joins us on congratulating the Port of Los Angeles on the great strides to improve our environment and in strong support of this bill.

I also request my colleagues to join us in passing this resolution honoring the Port of Los Angeles on their 100th anniversary.

Mr. LATOURETTE. Madam Speaker, I reserve the balance of my time.

Ms. RICHARDSON. Madam Speaker, I wish to yield 2-1/12 minutes to my dear friend also from the Los Angeles County area, the gentlewoman from California, Ms. ROYBAL-ALLARD.

Ms. ROYBAL-ALLARD. Madam Speaker, I rise in support of House Resolution 822, recognizing the 100th anniversary of the founding of the Port of Los Angeles, and I commend Congresswoman LAURA RICHARDSON for her leadership and introduction of this resolution.

When the port opened in 1907, the population of the City of Los Angeles stood at only 300,000 residents. Today the City of Los Angeles is a thriving metropolis of more than 4 million residents, the second largest city in the Nation. This transformation into a sprawling urban giant was enhanced by the ever-growing global trade that passes through the Port of Los Angeles.

As a major gateway to the Pacific Rim, the L.A. port handles an estimated \$225 billion worth of cargo a year, and with its neighboring Port of Long Beach, it is the largest container port complex in the Nation and the fifth largest in the world.

The Port of Los Angeles plays a critical role in our local and State economy. It contributes \$1.4 billion in State and local tax revenues, provides 259,000 jobs, and pays \$8.4 billion in wages annually. Equally as important, if not more so, the Port of Los Angeles is also a strong economic engine for our national economy.

Goods arriving through the port complex account for more than 40 percent

of our Nation's total import traffic and 24 percent of its total exports. In fact, more than 60 percent of arriving cargo has destinations outside of Southern California.

In 2005, the number of direct and indirect jobs associated with the trade activity generated by the L.A. ports was 3.3 million jobs nationwide. This is a 200 percent increase over 1994 data.

On this historic 100th anniversary, I salute the Port Authority; the City of Los Angeles; the communities of Wilmington and San Pedro, which host the port; and I especially want to salute the thousands of hardworking men and women who ensure the port's daily operations and its reliable movement of goods. And I urge all of my colleagues to support this resolution.

Mr. LATOURETTE. Madam Speaker, I reserve the balance of my time.

Ms. RICHARDSON. Madam Speaker, I wish to recognize the next three speakers that you will hear for 2 minutes, but in particular I want to yield 2 minutes to my dear friend from Oakland, who represents another sister city port, the Port of Oakland, the gentlewoman from California (Ms. LEE).

Ms. LEE. Madam Speaker, first let me thank the gentlewoman from Los Angeles for her leadership and for giving me the opportunity to speak for a few minutes on behalf of this resolution, H. Res. 822, recognizing the 100th anniversary of the founding of the Port of Los Angeles.

The Port of Los Angeles, and we are hearing this over and over again, and many of us who represent ports have known this for a long time, but it has a long and distinguished history as a training hub in California. Today, the fifth largest container complex in the entire world along with the Port of Long Beach, the cargo that comes through the port reaches every congressional district throughout the country. The Port of Los Angeles is an economic engine, not just for Los Angeles but for the region, for our entire State and our entire country. The economic benefits that it provides to the Nation are impossible to measure but assuredly are immense, just as is the Port of Oakland located in my congressional district.

So I want to commend my colleague from Los Angeles, California, our newest Member from California, for introducing this resolution. I could think of no Member who has come to Congress who has hit the ground running, who has done the hard work, and who has been able to bring forth a resolution such as this as Congresswoman RICHARDSON. She recognizes the economic opportunities, the job creation aspects, the trade benefits of the Port of Los Angeles.

So I salute you, Congresswoman RICHARDSON. From the Port of Oakland to the Port of Los Angeles, happy anniversary.

Mr. LATOURETTE. Madam Speaker, I reserve the balance of my time.

Ms. RICHARDSON. Madam Speaker, I wish to yield 2 minutes to my sister

colleague and dear friend who also represents the Port of San Diego, Congresswoman SUSAN DAVIS.

Mrs. DAVIS of California. Madam Speaker, I rise in support of this resolution. As a representative with a bustling port in San Diego, I fully recognize the importance of this historic occasion, and I am very proud to join my colleague in honoring the Port of Los Angeles and celebrating its 100th anniversary.

As my colleagues have cited, the Port of Los Angeles is a bastion for commerce and the economy for the region, and it provides one out of every 24 jobs in Southern California.

Madam Speaker, we know that seaports are gateways for domestic and international trade connecting us to the rest of the world. And because ports are naturally located on coasts and inland waterways, they really play a special opportunity to act as environmental stewards and caretakers for our precious coastal resources. Just last year the Ports of Los Angeles and Long Beach jointly released the San Pedro Bay Ports Clean Air Action Plan, which aims to reduce emissions by 50 percent over the next 5 years.

It's true, every single one of our districts benefits from the imports and exports that flow through the Port of Los Angeles.

So I want to urge my colleagues to join me in bestowing this well-deserved honor on the Port of Los Angeles after 100 years of successful operation, and I particularly want to commend my colleague for bringing it forward.

Mr. LATOURETTE. Madam Speaker, I reserve the balance of my time.

Ms. RICHARDSON. Madam Speaker, I wish to yield 2 minutes to my dear friend and sister from the great area of Santa Barbara. She also has a port in her district, Mrs. LOIS CAPPs.

Mrs. CAPPs. Madam Speaker, I join several of my colleagues in strong support of House Resolution 822.

It's a pleasure to honor the Port of Los Angeles on your 100th anniversary and to commend our new colleague from California, Congresswoman RICHARDSON, for calling attention to all of us the importance of our ports and for signaling this specific anniversary of the Port in Los Angeles, our Nation's largest container port. And when you include its neighbor, the Port of Long Beach, this complex is the fifth largest in the world.

I also represent a deepwater port, a neighboring port up the coast from the Port of Los Angeles, the Port of Huene-me, so I also know how important the maritime industry is to the health of our Nation's economy. And ports like the Port of Los Angeles are the gateway into the vastly interconnected global economy.

In fact, 95 percent of all international overseas trade moves through our Nation's ports, and much of it, \$1 billion a day of economic activity, happens at the Ports of Los Angeles and Long Beach. In fact, at least one business in

every congressional district in this country imports or exports goods through these ports.

Madam Speaker, I also want to acknowledge the port's work to improve the region's air quality. This is a big deal. This is a busy port with lots of traffic and has in the past produced lots of congestion. Recently, the Ports of Los Angeles and Long Beach announced a proposal to reduce diesel pollution from trucks at the facilities by overhauling their dockside trucking systems. This is a model that the rest of the Nation would do well to watch and then copy. This is good news for the people working and living near these busy complexes. And I hope other ports in California and around the country will follow their lead.

Again, I'm glad the House can recognize the important contributions of this port. I congratulate all its employees, its Members of Congress, and its successful operation of the last 100 years.

□ 1645

Mr. LATOURETTE. Madam Speaker, may I inquire of the Chair the time remaining on each side.

The SPEAKER pro tempore. The gentleman from Ohio has 9 minutes remaining. The gentlewoman from California has 2½ minutes.

Mr. LATOURETTE. Madam Speaker, I am going to continue to reserve. But I do see the distinguished chairman of our subcommittee on the floor, and if 2½ minutes isn't enough time for his observations, I would be happy to inquire to see if the gentlewoman needs time.

Would you like me to yield to the chairman?

Ms. RICHARDSON. Madam Speaker, actually as the manager of this bill, I was prepared to give the honor of closing this bill to the dear chairman. So since he is our last speaker, I am prepared to close at that point once you have yielded the remaining time.

Mr. LATOURETTE. I would yield 2 minutes of our time and ask unanimous consent that it be added to the gentlewoman's time so they have 4½ minutes.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. LATOURETTE. I yield back the remainder of my time.

Ms. RICHARDSON. Madam Speaker, it is with great pleasure that I have the opportunity to introduce the distinguished chairman of the Coast Guard and Maritime Transportation Subcommittee, on which we both serve. His leadership I have had an opportunity to work with in a very quick fashion, and I am very pleased to have him join us in this effort. Please welcome the gentleman from Maryland (Mr. CUMMINGS).

Mr. CUMMINGS. Madam Speaker, I rise today to urge my colleagues to adopt House Resolution 822 and to recognize the 100th anniversary of the

Port of Los Angeles. I want to thank you, Mr. LATOURETTE, for yielding time, and you, Ms. RICHARDSON, for your very, very fine work which I will get back to in a moment.

During its first century, the Port of Los Angeles has grown to become a massive freight processing complex encompassing 27 cargo terminals which handle more than 43 percent of all the goods arriving in the United States. By any metric, the size of operations at the Port of Los Angeles is simply staggering. Over just the past 11 years, as part of the San Pedro Bay Port Complex, the port has grown 246 percent, generating \$256 billion in commerce and \$28 billion in tax revenue. That is simply astounding.

Already the largest container terminal in the United States, the port handled more than 8.5 million 20-foot container units last year alone. By 2030, the port complex is expected to triple its cargo handling activities again.

Not surprisingly, the port is an industry leader in all aspects of transportation. In 2002, the port was a principal partner of the \$2.5 billion Alameda Corridor project, which connected the port to America's transcontinental rail system with a 20-mile rail expressway. Created through a partnership with local, regional and statewide agencies, this project epitomizes the multimodal connections that are essential to speeding and easing freight movements through our Nation's ports.

The port has also undertaken a dedicated effort to address the impacts of its operations on the local environment through the San Pedro Bay Ports Clean Air Action Plan, which is intended to reduce air pollution from port activities by nearly 50 percent in 5 years.

The action plan is the world's first program proposed to significantly reduce health risks around a major port by combating regional air pollution from port-related operations.

I also want to take a moment to salute Ms. RICHARDSON. She has, without a doubt, I think it was Ms. LEE that said that she came in and hit the ground running. I say she hit the ground flying, including her work just recently with me. When we visited San Francisco, she was the only other subcommittee member who attended the special field hearing convened by our subcommittee to examine the terrible oil spill in San Francisco Bay. Ms. RICHARDSON ably represents California's 37th Congressional District, including the interests of the Port of Los Angeles as evidenced through her work on the resolution before us today. I shall never forget in her opening statement on the floor in the well of this House, one of the things that she mentioned, Madam Speaker, was that she wanted to make sure that the port and the port's interests in her district were well situated and that they were made better by her presence in this great House. And so I want to applaud her for her efforts.

I want to thank her for her insight, and I am so, so excited that she is part of the subcommittee which I chair. And with that, Madam Speaker, I thank her and I thank my ranking member on our subcommittee.

Ms. RICHARDSON. I yield myself the balance of my time.

The Port of Los Angeles now looks forward to its next 100 years with a legacy as a leader in terminal efficiency and setting environmental standards. It is indeed the Nation's largest and most successful conveyor of the Nation's and the world's commerce.

Madam Speaker, I urge all the Members to support the Port of Los Angeles and House Resolution 822 and applaud the efforts of Mr. LATOURETTE, our chairman, as you heard, Mr. CUMMINGS, and also our chairman of Transportation, Mr. OBERSTAR.

Mrs. TAUSCHER. Madam Speaker, I rise in support of House Resolution 822, which recognizes the 100th anniversary of the Port of Los Angeles.

I would like to commend my colleague from California, Congresswoman RICHARDSON, for bringing this important resolution to the floor. I am proud to serve with the Congresswoman on the Transportation and Infrastructure Committee. One hundred years ago, the Los Angeles City Council created the Port of Los Angeles, and it has since developed into one of the largest in the world. More than 43 percent of all goods arriving in the United States travel through the Port of Los Angeles. I appreciate the impact that goods movement plays in our Nation's economy, and the port has an important role in that process.

I would like to congratulate the port for reaching its 100th anniversary and congratulate it for being a strong provider of jobs in California. I commend my colleague on the Transportation Committee for her diligent work.

Mr. OBERSTAR. Madam Speaker, I rise in strong support of H. Res. 822, which recognizes the 100th anniversary year of the founding of the Port of Los Angeles.

The Port of Los Angeles is located in San Pedro, California and is a part of the Southern California port complex. This complex handles more than 43 percent of all goods arriving in the United States. The complex has grown 246 percent over the past 11 years, and trade-related jobs at the complex have tripled. The amount of cargo handled by this complex is also expected to triple by the year 2030.

Although the earliest history of the Port of Los Angeles dates back to the 1500s, the Board of Harbor Commissioners was created on December 9, 1907, which officially founded the port. In 1542, a Portuguese explorer named the natural harbor "Bahia de los Fumos" or "Bay of Smokes," when he stated the bay "is an excellent harbor and the country is good with many plains and groves of trees."

In 1869, a new era of development for the harbor region was marked when Los Angeles and San Pedro Railroad began service between San Pedro Bay and Los Angeles, becoming the first railroad of Southern California.

In 1958, the containerized cargo revolution began on the west coast, when the Hawaiian Merchant delivered its first shipment of 20 cargo containers to the port.

A principal partner in the \$2.5 billion Alameda Corridor project, which opened in April 2002, the port worked with local, regional, and statewide agencies to develop a robust regional transportation infrastructure. The project is a 20-mile expressway that connects the Port of Los Angeles to America's transcontinental rail system, improving the transportation systems that move goods throughout the region.

Last year, the Port of Los Angeles handled more than 8.5 million twenty-foot container units, making it the leading container port in the United States for 7 consecutive years. The port has the largest single container terminal in the world. The nearly 500-acre container complex, operated by Maersk Sealand and APM Terminals, was completed in 2004 and has been acclaimed as an engineering phenomenon and a model of operational efficiency.

The port has implemented modern and innovative transportation and good movements systems, has set global standards, and is a leader in terminal efficiency and environmental initiatives. I congratulate the Port of Los Angeles on its achievements for the past 100 years and wish the port continued success in national and world commerce for the next century.

I urge my colleagues to support this resolution.

Mr. LATOURETTE. Madam Speaker, House Resolution 822 recognizes the 100th anniversary of the founding of the Port of Los Angeles. The Port of Los Angeles is the busiest port in the United States in terms of maritime cargo volume and, when combined with the adjoining Port of Long Beach, is the fifth busiest commercial seaport worldwide. This trade is a critical component to our national economy and directly and indirectly supports millions of jobs nationwide.

The port has also taken action to lessen impacts on the surrounding areas and the environment by recently implementing a comprehensive strategy to reduce emissions from ships and port operations.

I join the resolution's sponsor, Congresswoman RICHARDSON of California, and all of the cosponsors in recognizing the Port of Los Angeles' first 100 years and in wishing the port continued success in the future. I urge all Members to support the resolution.

Ms. RICHARDSON. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. RICHARDSON) that the House suspend the rules and agree to the resolution, H. Res. 822, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Ms. RICHARDSON. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

**MILITARY RESERVIST AND VETERAN SMALL BUSINESS REAUTHORIZATION AND OPPORTUNITY ACT OF 2007**

Ms. VELÁZQUEZ. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4253) to improve and expand small business assistance programs for veterans of the armed forces and military reservists, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4253

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

(a) **SHORT TITLE.**—This Act may be cited as the “Military Reservist and Veteran Small Business Reauthorization and Opportunity Act of 2007”.

(b) **TABLE OF CONTENTS.**—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

**TITLE I—VETERANS BUSINESS DEVELOPMENT**

Sec. 101. Increased funding for the Office of Veterans Business Development.

Sec. 102. Interagency task force.

Sec. 103. Permanent extension of SBA Advisory Committee on Veterans Business Affairs.

Sec. 104. Office of Veterans Business Development.

Sec. 105. Increasing the number of outreach centers.

Sec. 106. Independent study on gaps in availability of outreach centers.

**TITLE II—NATIONAL RESERVIST ENTERPRISE TRANSITION AND SUSTAINABILITY**

Sec. 201. Short title.

Sec. 202. Purpose.

Sec. 203. National Guard and Reserve business assistance.

Sec. 204. Veterans Assistance and Services program.

**TITLE III—RESERVIST PROGRAMS**

Sec. 301. Reservist programs.

Sec. 302. Reservist loans.

Sec. 303. Noncollateralized loans.

Sec. 304. Loan priority.

Sec. 305. Relief from time limitations for veteran-owned small businesses.

Sec. 306. Service-disabled veterans.

Sec. 307. Study on options for promoting positive working relations between employers and their Reserve Component employees.

Sec. 308. Increased Veteran Participation Program.

**SEC. 2. DEFINITIONS.**

In this Act—

(1) the term “activated” means receiving an order placing a Reservist on active duty;

(2) the term “active duty” has the meaning given that term in section 101 of title 10, United States Code;

(3) the terms “Administration” and “Administrator” mean the Small Business Administration and the Administrator thereof, respectively;

(4) the term “Reservist” means a member of a reserve component of the Armed Forces, as described in section 10101 of title 10, United States Code;

(5) the term “Service Corps of Retired Executives” means the Service Corps of Retired Executives authorized by section 8(b)(1) of the Small Business Act (15 U.S.C. 637(b)(1));

(6) the terms “service-disabled veteran” and “small business concern” have the meaning as in section 3 of the Small Business Act (15 U.S.C. 632);

(7) the term “small business development center” means a small business development center described in section 21 of the Small Business Act (15 U.S.C. 648); and

(8) the term “women’s business center” means a women’s business center described in section 29 of the Small Business Act (15 U.S.C. 656).

**TITLE I—VETERANS BUSINESS DEVELOPMENT**

**SEC. 101. INCREASED FUNDING FOR THE OFFICE OF VETERANS BUSINESS DEVELOPMENT.**

(a) **IN GENERAL.**—There are authorized to be appropriated to the Office of Veterans Business Development of the Administration, to remain available until expended—

(1) \$2,100,000 for fiscal year 2008; and

(2) \$2,300,000 for fiscal year 2009.

(b) **FUNDING OFFSET.**—Amounts necessary to carry out subsection (a) shall be offset and made available through the reduction of the authorization of funding under section 20(e)(1)(B)(iv) of the Small Business Act (15 U.S.C. 631 note).

(c) **SENSE OF CONGRESS.**—It is the sense of Congress that any amounts provided pursuant to this section that are in excess of amounts provided to the Administration for the Office of Veterans Business Development in fiscal year 2007, should be used to support Veterans Business Outreach Centers.

**SEC. 102. INTERAGENCY TASK FORCE.**

Section 32 of the Small Business Act (15 U.S.C. 657b) is amended—

(1) by redesignating subsection (c) as (f); and

(2) by inserting after subsection (b) the following:

“(c) **INTERAGENCY TASK FORCE.**—

“(1) **ESTABLISHMENT.**—Not later than 90 days after the date of enactment of this subsection, the President shall establish an interagency task force to coordinate the efforts of Federal agencies necessary to increase capital and business development opportunities for, and increase the award of Federal contracting and subcontracting opportunities to, small business concerns owned and controlled by service-disabled veterans and small business concerns owned and controlled by veterans (in this section referred to as the ‘task force’).

“(2) **MEMBERSHIP.**—The members of the task force shall include—

“(A) the Administrator, who shall serve as chairperson of the task force;

“(B) a senior level representative from—

“(i) the Department of Veterans Affairs;

“(ii) the Department of Defense;

“(iii) the Administration (in addition to the Administrator);

“(iv) the Department of Labor;

“(v) the Department of the Treasury;

“(vi) the General Services Administration; and

“(vii) the Office of Management and Budget; and

“(C) 4 representatives from a veterans service organization or military organization or association, selected by the President.

“(3) **DUTIES.**—The task force shall coordinate administrative and regulatory activities and develop proposals relating to—

“(A) increasing capital access and capacity of small business concerns owned and controlled by service-disabled veterans and small business concerns owned and controlled by veterans through loans, surety bonding, and franchising;

“(B) increasing access to Federal contracting and subcontracting for small busi-

ness concerns owned and controlled by service-disabled veterans and small business concerns owned and controlled by veterans through expanded mentor-protégé assistance and matching such small business concerns with contracting opportunities;

“(C) increasing the integrity of certifications of status as a small business concern owned and controlled by service-disabled veterans or a small business concern owned and controlled by veterans;

“(D) reducing paperwork and administrative burdens on veterans in accessing business development and entrepreneurship opportunities;

“(E) increasing and improving training and counseling services provided to small business concerns owned and controlled by veterans; and

“(F) making other improvements relating to the support for veterans business development by the Federal Government.

“(4) **REPORTING.**—The task force shall submit an annual report regarding its activities and proposals to—

“(A) the Committee on Small Business and Entrepreneurship and the Committee on Veterans’ Affairs of the Senate; and

“(B) the Committee on Small Business and the Committee on Veterans’ Affairs of the House of Representatives.”.

**SEC. 103. PERMANENT EXTENSION OF SBA ADVISORY COMMITTEE ON VETERANS BUSINESS AFFAIRS.**

(a) **ASSUMPTION OF DUTIES.**—Section 33 of the Small Business Act (15 U.S.C. 657c) is amended—

(1) by striking subsection (h); and

(2) by redesignating subsections (i) through (k) as subsections (h) through (j), respectively.

(b) **PERMANENT EXTENSION OF AUTHORITY.**—Section 203 of the Veterans Entrepreneurship and Small Business Development Act of 1999 (15 U.S.C. 657b note) is amended by striking subsection (h).

**SEC. 104. OFFICE OF VETERANS BUSINESS DEVELOPMENT.**

Section 32 of the Small Business Act (15 U.S.C. 657b), as amended by section 102, is further amended by inserting after subsection (c) (as added by section 102) the following:

“(d) **PARTICIPATION IN TAP WORKSHOPS.**—

“(1) **IN GENERAL.**—The Associate Administrator shall increase veteran outreach by ensuring that Veteran Business Outreach Centers regularly participate, on a nationwide basis, in the workshops of the Transition Assistance Program of the Department of Labor.

“(2) **PRESENTATIONS.**—In carrying out paragraph (1), a Center may provide grants to eligible entities located in Transition Assistance Program locations to make presentations on the opportunities available from the Administration for recently separating veterans. Each such presentation must include, at a minimum, the entrepreneurial and business training resources available from the Administration.

“(3) **WRITTEN MATERIALS.**—The Associate Administrator of Veterans Business Development shall create written materials that provide comprehensive information on self-employment and veterans entrepreneurship, including information on Small Business Administration resources available for such topics, and shall make these materials available for inclusion in the Transition Assistance Program manual.

“(4) **REPORTS.**—The Associate Administrator shall submit to Congress progress reports on the implementation of this subsection.

“(e) **WOMEN VETERANS BUSINESS TRAINING RESOURCE PROGRAM.**—The Associate Administrator shall establish a Women Veterans