

I was particularly concerned because these reports came in, from all places, the Nation's capital and the national capital region. This is the region at the top of the list of places where we are always on the alert against terrorism.

We want to particularly compliment the workers who continued to work even though they were unpaid. I want to give some credit to ICE because in the hearings where we followed up to see that this matter was corrected while this bill was pending, we worked closely with ICE which had jurisdiction over the Federal Protective Service and now has an ombudsman for security guard contracts; it centralized contracting operations so that prompt payment and monitoring of the invoices can occur. We gave them a deadline to cure that backlog, and they cured that backlog by August of last year.

□ 1045

What this bill does is to now shut the door with legislation that was clearly required after the discovery of proxy ownership by a felon who had, essentially, the responsibility for guards' guarding vital buildings in the Nation's capital and perhaps elsewhere.

I reserve the balance of my time.

Mr. BOOZMAN. Mr. Speaker, I want to thank Chairwoman NORTON for bringing this legislation forward. It's something that we certainly support.

We thank you for your hard work.

I yield back the balance of our time.

Ms. NORTON. I thank the gentleman, and I thank the entire committee and subcommittee for the strong bipartisan support that this bill and the work that uncovered it have had throughout.

Mr. OBERSTAR. Mr. Speaker, I rise in support of the Senate amendment to H.R. 3068. This bill, as amended by the Senate, represents an important step in ensuring the safety of Federal employees and all those who work in and visit our Federal buildings.

On April 18, 2007, the Committee held a hearing entitled "Proposals to Downsize the Federal Protective Service and Effects on the Protection of Federal Buildings". The hearing probed the Department of Homeland Security's plans to cut the presence of Federal Protective Service ("FPS") officers nationally. The reliance on contract security guards to protect Federal buildings is a troubling trend.

On October 2, 2007, the House passed H.R. 3068 to prohibit the Secretary of Homeland Security from awarding security guard contracts to businesses owned, controlled, or operated by convicted felons.

H.R. 3068, as amended by the Senate, continues to support the central concept of the legislation as enacted by the House. The Senate amendment authorizes the Secretary of Homeland Security to establish guidelines that prohibit contracts for the provision of guard services to any business owned or controlled by individuals convicted of serious felonies, as determined by the Secretary. Further, the amendment allows discretion to contracting officers assess mitigating factors and the risks associated with a particular conviction.

This bill, as amended, offers a common sense way to ensure that security contracts

that provide an essential service are awarded only to contractors who are, "capable, responsible, and ethical", as required by the Federal Acquisition Regulations.

I support H.R. 3068, as amended, and urge its passage.

Finally, I insert in the CONGRESSIONAL RECORD an exchange of letters between Chairman HENRY WAXMAN, Chairman of the Committee on Oversight and Government Reform, and me.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, September 25, 2008.

Hon. HENRY A. WAXMAN,
Chairman, Committee on Oversight and Government Reform, House of Representatives,
Washington, DC.

DEAR CHAIRMAN WAXMAN: I write to you regarding H.R. 3068, the "Federal Protective Service Guard Contracting Reform Act of 2007".

I agree that provisions in H.R. 3068, as amended by the Senate, are of jurisdictional interest to the Committee on Oversight and Government Reform. I appreciate your willingness to waive rights to further consideration of H.R. 3068, and I acknowledge that through this waiver, your Committee is not relinquishing its jurisdiction over the relevant provisions of H.R. 3068.

This exchange of letters will be placed in the Congressional Record as part of the consideration of H.R. 3068, as amended by the Senate, in the House. Thank you for the cooperative spirit in which you have worked regarding this matter and others between our respective committees.

I look forward to working with you as we prepare to pass this important legislation.

Sincerely,

JAMES L. OBERSTAR, M.C.,
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM,

Washington, DC, September 25, 2008.

Hon. JAMES OBERSTAR,
Chairman, Committee on Transportation and Infrastructure, House of Representatives,
Washington, DC.

DEAR CHAIRMAN OBERSTAR: I am writing about H.R. 3068, the "Federal Protective Service Guard Contracting Reform Act of 2007".

I appreciate your effort to consult with the Committee on Oversight and Government Reform regarding those provisions of H.R. 3068, as amended by the Senate, that fall within the Oversight Committee's jurisdiction. In the interest of expediting consideration of H.R. 3068, the Oversight Committee will not separately consider relevant provisions of this bill. Moreover, this letter should not be construed as a waiver of the Oversight Committee's legislative jurisdiction over subjects addressed in H.R. 3068 that fall within the jurisdiction of the Oversight Committee.

Please include our exchange of letters on this matter in the Congressional Record during consideration of this legislation on the House floor.

Again, I appreciate your willingness to consult the Committee on these matters.

Sincerely,

HENRY A. WAXMAN,
Chairman.

Ms. NORTON, Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of

Columbia (Ms. NORTON) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 3068.

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

A motion to reconsider was laid on the table.

REPEALING LICENSE REQUIREMENT FOR EMPLOYMENT AS A SALVAGER ON THE COAST OF FLORIDA

Mr. CUMMINGS. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 2482) to repeal the provision of title 46, United States Code, requiring a license for employment in the business of salvaging on the coast of Florida.

The Clerk read the title of the Senate bill.

The text of the Senate bill is as follows:

S. 2482

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

SECTION 1. REPEAL OF REQUIREMENT OF LICENSE FOR EMPLOYMENT IN THE BUSINESS OF SALVAGING ON THE COAST OF FLORIDA.

Chapter 801 of title 46, United States Code, is amended—

- (1) by striking section 80102; and
- (2) in the table of sections at the beginning of the chapter by striking the item relating to that section.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. CUMMINGS) and the gentleman from Ohio (Mr. LATOURETTE) each will control 20 minutes.

The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. CUMMINGS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on S. 2482.

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

There was no objection.

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

Mr. Speaker, as chairman of the Subcommittee on Coast Guard and Maritime Transportation, I rise today in strong support of S. 2482.

This legislation is very simple. It would repeal an antiquated law that requires vessels and the captains of vessels conducting salvage operations off the coast of Florida to obtain licenses from a United States District Court. The law, which applies only to Florida, was adopted in 1847. No license has been issued under this law since approximately 1921, in large measure, because it seems to have been a forgotten requirement until the recent codification of title 46.

This law serves no purpose at this time. The measure before us would repeal this provision and would eliminate

a needless burden on salvors working off the coast of Florida.

I applaud Senator MARTINEZ for his leadership on this measure, and I urge its adoption by the House.

I reserve the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I rise in support of S. 2482, a bill to repeal a provision in current law which requires licenses for employment in the business of maritime salvaging in the State of Florida.

S. 2482 is a companion bill to H.R. 4542, which was introduced by the ranking member of our full committee, Congressman JOHN MICA of Florida, and which passed the House as part of H.R. 2830, the Coast Guard and Maritime Transportation Act of 2008.

Sadly, even though Chairman CUMMINGS has done a great job and even though Mr. OBERSTAR has done a great job and we've tried to work together on the Coast Guard reauthorization bill, our friends on the other side of the Capitol haven't quite reached agreement with us.

The bill repeals section 80102 of title 46, United States Code, an antiquated provision which dates back in various forms to the 1820s. It requires Federal judges to issue licenses to wreckers working in the State of Florida. Wreckers, now generally known as salvors, provided assistance to ships in trouble in exchange for a portion of the vessel's cargo. In the early 19th century, some argued that these wreckers may have provided assistance that was not needed and then demanded a portion of the vessel's cargo. It sounds a little bit like piracy to me, but I'm not sure.

At that time, the primary Federal presence in Florida was the Federal judiciary. Therefore, Federal judges were given licensing authority over these wreckers. The licensing requirement fell out of use early in the last century. Today, salvage vessels and their crews operating in Florida are regulated under Coast Guard safety, inspection, crew licensing, and environmental standards just like any other vessels operating in United States waters.

The Justice Department has determined the provision is unconstitutional, and S. 2482 repeals this anachronism. I support the bill.

I reserve the balance of my time subject to the chairman.

Mr. CUMMINGS. Yes. I assume the gentleman, my minority ranking member, has no further speakers.

Mr. LATOURETTE. The gentleman is correct. If you have none, I am prepared to yield back and would yield back.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of S. 2482, a bill to repeal the provision of title 46, United States Code, requiring a license for employment in the business of salvaging on the coast of Florida.

In 1847, Congress enacted a law designed to prevent individuals from luring ships on the beach with lanterns—and then salvaging these wrecks. The law said that you cannot salvage a ship in Florida unless you have a license

issued by a U.S. District Court. At the time these individuals were called wreckers. Today, they are called salvors.

Two years ago, Congress passed a recodification of all of the laws in title 46 of the U.S. Code—titled "Shipping". It was only after that recodification when the terms were updated from "wreckers" to "salvors", did the salvage industry realize that they needed a license to do its work in Florida. This requirement is not imposed on salvors in any other State of the United States.

S. 2482 repeals this archaic law outright. Today Florida attracts tourists and cruise ships to its shores. It doesn't try to wreck them on the rocks.

Mr. Speaker, I urge my colleagues to support the passage of S. 2482.

Mr. CUMMINGS. Mr. Speaker, we yield back the balance of our time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and pass the Senate bill, S. 2482.

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

A motion to reconsider was laid on the table.

JUANITA MILLENDER-MCDONALD HIGHWAY

Ms. RICHARDSON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4131) to designate a portion of California State Route 91 located in Los Angeles County, California, as the "Juanita Millender-McDonald Highway".

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4131

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

SECTION 1. FINDINGS.

The Congress finds the following:

(1) Juanita Millender-McDonald was born on September 7, 1938, in Birmingham, Alabama, to the Reverend Shelly and Everlina Dortch Millender.

(2) Juanita Millender-McDonald earned her bachelor's degree from the University of Redlands in 1981, and her master's degree from California State University, Los Angeles, in 1987.

(3) Juanita Millender-McDonald was a true trailblazer, entering public service in 1990 as a member of the Carson City Council and becoming the first African-American woman to serve on the Carson City Council.

(4) Continuing as a pioneer, Juanita Millender-McDonald served in the California State Assembly from 1992 to 1996, and in her first term, she became the first assembly member to hold the position of chairwoman of two powerful California State Assembly committees (Insurance and Revenue and Taxation).

(5) Continuing to make history, Juanita Millender-McDonald served in the United States House of Representatives from 1996–2007, becoming the first African-American woman to chair any full House Committee when on December 19, 2006, she was named Chairwoman of the House Committee on House Administration.

(6) A leader among leaders, a University of California study named Juanita Millender-

McDonald one of the most effective Members of Congress.

(7) As a Member of Congress, Juanita Millender-McDonald was the first African-American woman to give the national Democratic response to President Bush's weekly radio address.

(8) Juanita Millender-McDonald initiated the first annual Memorial Day tribute to women in the military at the Women in Military Service For America Memorial at Arlington National Cemetery.

(9) As the founder of the Congressional Goods Movement Caucus, Juanita Millender-McDonald was a leader in the promotion of interstate commerce and a tireless advocate for the Port of Long Beach, and the Port of Los Angeles.

(10) Juanita Millender-McDonald was instrumental in the \$2,500,000,000 project that created the Alameda Corridor, a 20-mile rail expressway that opened in April 2002 and is a vital connection between the ports and America's rail system.

(11) As the founder and executive director of the League of African-American Women, an organization responsible for the annual "AIDS Walk for Minority Women and Children", the legacy of Juanita Millender-McDonald as a humble, selfless champion for women will endure for generations to come.

SEC. 2. DESIGNATION.

The portion of California State Route 91 located in Los Angeles County, California, from post mile 10.4 to post mile 11.1 shall be known and designated as the "Juanita Millender-McDonald Highway".

SEC. 3. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the portion of California State Route 91 referred to in section 2 shall be deemed to be a reference to the "Juanita Millender-McDonald Highway".

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

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. RICHARDSON. Mr. 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 H.R. 4131.

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

There was no objection.

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

First and foremost, I would like to thank Chairman OBERSTAR and Ranking Member MICA for their help in bringing this legislation to the floor. H.R. 4131 honors the legacy of a woman who many of my colleagues on the Transportation and Infrastructure Committee already know—former Congresswoman Juanita Millender-McDonald, a real trailblazer, my predecessor here in Congress and, for many years, my mentor and my boss. Words cannot describe the impact Congresswoman Juanita Millender-McDonald had on so many lives, but today, I will do my best to reflect on her work and on her accomplishments.