

Thousands of African-American men enlisted, despite widespread segregation and discrimination both in and outside of the military. From 1942 until 1949, approximately 20,000 African-American men enlisted in the Marine Corps and trained at a segregated facility, Camp Montford Point, near Jacksonville, North Carolina.

Successfully completing training was a substantial feat for these Marines. While their white counterparts may have been required to run ten miles, Montford Point recruits often had to run twenty. These challenges gave them the endurance, both physical and emotional, to serve. As Marines, they bravely fought in theatres from the Pacific to Europe.

In 1948, President Harry S. Truman ordered the desegregation of the United States Armed Forces. In 1949, recruit training at Montford Point was discontinued as all recruits, regardless of race, were sent to other integrated training facilities.

Many Montford Point Marines continued their service as Marines after the conclusion of World War II, including in both the Korean and Vietnam Wars.

Mr. Speaker, it is with great pleasure that I honor the Montford Point Marines. Their legacy has paved the way for African-Americans to serve proudly in all branches of the United States Armed Services.

#### PERSONAL EXPLANATION

#### HON. YVETTE D. CLARKE

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2012

Ms. CLARKE of New York. Mr. Speaker, on the Legislative Day of June 26, 2012, upon request of a leave of absence, I missed a series of votes. Had I been present for these rollcall votes, I would have voted "No" on rollcall 412—the Motion on Ordering the Previous Question on the Rule providing for consideration of H. R. 5972 and H. R. 5973; "No" on rollcall 413—H. Res. 697—Rule providing for consideration of both H. R. 5972—Transportation, Housing and Urban Development Appropriations Act, 2013 and H. R. 5973—Agriculture, Rural Development, Food and Drug Administration Appropriations Act, 2013; "Yes" on rollcall 414—Hoyer Motion to Instruct Conferees on H. R. 4348; "No" on rollcall 415—Black Motion to Instruct Conferees on H. R. 4348; "Yes" on rollcall 416—the Connolly Amendment; "No" on rollcall 417—the McClintock Amendment; "No" on rollcall 418—the Garrett Amendment; "Yes" on rollcall 419—the Capps Amendment; "No" on rollcall 420—the Gosar Amendment; "No" on rollcall 421—the Broun Amendment #1; "No" on rollcall 422—the Broun Amendment #2; and "No" on rollcall 423—the Broun Amendment #4.

HONORING MARION MEREDITH BEAL FOR HIS SERVICE TO THIS NATION

#### HON. KAREN BASS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2012

Ms. BASS of California. Mr. Speaker, today I honor an extraordinary individual from my

home district—Marion Meredith Beal for his receipt of the Congressional Gold Medal for his dedication and contribution to the United States Marine Corps. A seasoned leader in his community, he serves as an outstanding example to the Los Angeles area and the nation, demonstrating profound service and devotion to the betterment of his family, his community members, and his country.

Mr. Beal was born in East Texas, moved to Los Angeles in the early 1950's, and acquired his bachelor's degree at Bishop College and Master's at Pepperdine University. He served his country honorably in the U.S. Marine Corps from 1943 to 1945 being named "Honor Man" of his platoon, as he served as an original Montford Point Marine during World War II. He later established himself as Chief Clerk at the Montford Point Marine Corps headquarters serving as the only African American on his staff. Among many other notable achievements, he was also the first enlisted African American to perform duty in the U.S. Marine Corps headquarters in Washington D.C. Mr. Beal helped set the foundation for integration into the U.S.M.C. during a very crucial time for the U.S. Military.

After his service, Mr. Beal continued to demonstrate commitment to his community and country through his work with the Veteran's Administration Hospital in West Los Angeles, and his time with the Los Angeles Unified School District as Assistant Supervisor of Student Body Finance, among other positions. He also helped found the 78th Street Block Club, and the Cub Scout and Boy Scout troops in his neighborhood. Mr. Beal is devoutly dedicated to the Greater New Light Baptist Church and is passionately devoted to his family. He is a very powerful and influential role model with over 50 years of active involvement in his community and he continues to be a positive example with a caring and genuine character that has dedicated himself to the well-being and improvement of Los Angeles.

Mr. Speaker, I am very proud to have such an inspirational community leader like Marion Meredith Beal as a part of California's 33rd Congressional District and I congratulate him on the receipt of this award.

#### H.R. 2578—CONSERVATION AND ECONOMIC GROWTH ACT

#### HON. BETTY MCCOLLUM

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2012

Ms. MCCOLLUM. Mr. Speaker, I rise today in strong opposition to H.R. 2578. This bill threatens the environmental integrity of millions of acres of federal lands, including the Boundary Waters Canoe Area Wilderness and Voyageurs National Park in Minnesota. These lands are among our state's greatest treasures and must be protected and maintained for future generations. This misguided legislation is a politically-motivated assault on the environment, not a national security imperative as my Republican colleagues claim.

Instead of protecting our border and our environment, this bill, and especially the Title XIV National Security and Federal Lands Protec-

tion Act in it, causes irreparable harm to our most cherished places. It exempts the Department of Homeland Security's Customs and Border Protection, CBP, from federal environmental regulations while performing border-security operations. It blocks the Department of Interior, DOI, and Department of Agriculture, USDA, from enforcing over 30 environmental protection laws that protect our fish and wildlife, national parks, forests, and other historic places. In addition, this legislation would give CBP the authority to construct offices, roads, fences and other infrastructure within 100 miles of the U.S. border with Canada and Mexico—an area that includes at least 54 National Park System properties, 228 national wildlife refuges and 122 wilderness preserves. It undermines these essential protections based on the false premise that it is somehow impossible to secure our national borders while also protecting our national heritage.

According to Homeland Security Secretary Napolitano, this legislation is "unnecessary" and "bad policy." On July 8, 2011, the US Customs and Border Patrol, CBP, testified before Congress that, "CBP enjoys a close working relationship with the Department of Interior and Department of Agriculture that allows us to fulfill our border enforcement responsibilities while respecting and enhancing the environment." Importantly, the Border Patrol made clear in its testimony that, "Border Patrol agents have the authority at any time to conduct motorized off-road pursuit in the event of exigency/emergency involving human life, health, safety of persons within the area, or posing a threat to national security." It is clear that the federal agencies that would receive this unfettered authority don't want it, don't need it, and shouldn't have it.

In my state of Minnesota, the National Park Service; U.S. Forest Service; and the Red Lake, Grand Portage and Boise Forte Tribal Governments work cooperatively and openly with Homeland Security to minimize border issues. The National Park Service at Voyageurs National Park and Grand Portage National Monument already enjoy a good relationship with the local Border Patrol and work with them on a range of issues in a cooperative fashion. However, if Border Patrol is exempt from following existing protections, resources will be lost and tourism important to the local economy will decline.

Title XIV would also affect the Boundary Waters Canoe Area Wilderness, a world-renowned area within the Superior National Forest. This legislation would allow the Border Patrol to erect roads and bridges in a sacred place where people from around the world come to enjoy Minnesota's Great Outdoors.

We must also recognize the many tribal nations on lands near Minnesota's Canadian border, including the Grand Portage Band of Chippewa, Red Lake Band of Chippewa, Boise Forte Band of Chippewa. This bill unacceptably threatens existing treaties and tribal sovereignty.

This is an unnecessary and bad bill. I oppose H.R. 2578 and urge my colleagues to do the same.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2013

SPEECH OF

**HON. SUZANNE BONAMICI**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, June 26, 2012*

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 5972) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2013, and for other purposes:

Ms. BONAMICI. Mr. Chair, I rise to urge my colleagues to work together to pass a comprehensive transportation bill before current law expires at the end of this week. The First District of Oregon is home to some of the country's most innovative thinkers, many of whom work at the technology giant Intel. Unfortunately, one of the biggest challenges of their workday often comes before it even starts, and continues after it ends: it is their commute. The roads leading to the "Silicon Forest," as the technology cluster in Oregon is known, can back up for miles—a good sign for the economy, but bad for our transportation infrastructure.

The City of Hillsboro is home to many innovative tech companies. When the City applied for a TIGER grant to improve mobility and reduce congestion in the Silicon Forest, I supported their application. Infrastructure investments like this make it easier for people to get to work and they facilitate efficient transport of goods to market. This project wasn't selected by the Department of Transportation, but the application highlighted an important point. Investing in our transportation infrastructure is an economic multiplier. Not only do we employ hard-working Americans by building and maintaining infrastructure, we also improve the productivity and vibrancy of the workers who rely on the infrastructure to get to their workplace every morning.

Infrastructure improvements are important for safety as well. The Portland metro area is nationally renowned as a bike-friendly community, and our companies attract highly qualified employees in part because of the safe, multimodal transportation network in our region. Maintaining this infrastructure is critical to continuing to bring new businesses into our communities; investment in infrastructure will help to keep our roads and transportation routes safe.

So now, even though virtually every elected official talks about jobs as a first priority, somehow this transportation bill is stalling. We all agree that passing a surface transportation bill will create jobs. Let's do what is best for our constituents and pass a bill that keeps our construction workers on the job, reduces congestion for our commuters, and supports our struggling economy.

CONGRATULATING THE NATIONAL ACTIVE AND RETIRED FEDERAL EMPLOYEES DULLES CHAPTER 1241 ON ITS 40TH ANNIVERSARY

**HON. GERALD E. CONNOLLY**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 27, 2012*

Mr. CONNOLLY of Virginia. Mr. Speaker, I rise to congratulate the National Active and Retired Federal Employees Dulles Chapter 1241 on the occasion of its 40th anniversary. The Northern Virginia region is home to more than 160,000 federal employees and a large number of retirees who have chosen to stay in the region. Throughout their careers, these dedicated civil servants give their time and effort to serving their fellow Americans, and NARFE consistently has provided them with coordinated support.

NARFE is increasingly important in these challenging budgetary times when many proposals would seek to single out federal workers and retirees and make draconian cuts to federal retirements and health care. The federal government, regardless of the size one feels is appropriate, cannot function efficiently or effectively without the hard work and expertise of dedicated employees. Federal workers devote years of their lives in service to the nation; the government could not function without their expertise, and it is imperative that they are treated fairly. For the past 40 years, NARFE Chapter 1241 has ably advocated on behalf of the dedicated civil servants in the Northern Virginia region.

Mr. Speaker, I ask that my colleagues join me in congratulating NARFE Chapter 1241 for 40 years of service to our federal workers and to wish them continued success protecting the rights of current and future federal workers and retirees.

IN SUPPORT OF RESTORING FUNDING FOR NATIVE HAWAIIAN HOUSING PROGRAMS FISCAL YEAR 2013 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL

**HON. MAZIE K. HIRONO**

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 27, 2012*

Ms. HIRONO. Mr. Speaker, I rise today in support of restoring funding for Native Hawaiian housing programs.

The bill before us zeroes out funding for Native Hawaiian housing programs.

This is disappointing for the Native Hawaiian community and the families that need assistance from these programs.

It is also disappointing because Congress has a long history of bipartisan support for Native Hawaiian housing—and a responsibility to continue this legacy.

It has been nearly a century since the passage of the Hawaiian Homes Commission Act. Congress passed this Act in 1921 at the urging of Hawaii's Delegate to Congress, Prince Jonah Kūhiō Kalaniana'ole. That legislation set aside some 200,000 acres of land to provide homesteads specifically for Native Hawaiians.

With the enactment of the Statehood Act of 1959, the control and administration of the Hawaiian Homes Commission Act was transferred from the federal government to the new State of Hawaii. A year later in 1960, the Department of Hawaiian Home Lands, DHHL, was created to administer the Hawaiian Homes Commission Act.

Then in 2000, Congress passed the American Homeownership and Economic Opportunity Act.

This legislation established two programs to help provide housing to Native Hawaiians: The Native Hawaiian Housing Block Grant, NHHBG, Program and the Section 184A loan guarantee program.

Hawaii has some of the most expensive real estate prices in the country. At the same time, more than 33,200 Native Hawaiian households are considered low-income. So without support from the NHHBG and 184A programs, many Native Hawaiians would not have access to quality, affordable housing. The grant funds are used primarily to develop infrastructure on Hawaiian Home Lands, which tend to be in the most isolated parts of our islands, typically in rural areas, and some with terrain that is difficult and costly to develop.

Not only are these programs necessary but they are effective.

For example, in FY2011 Native Hawaiian Housing Block Grant funds were used to build 55 new homes, acquire 12 homes, and rehabilitate 12 homes. In addition, the Section 184A program has supported 255 home loans totaling \$64.4 million. This program also has a strong track record, with a foreclosure rate below 1 percent.

That's 79 new units of housing and 255 opportunities for Native Hawaiians to access financing for their own homes that would not have existed absent the NHHBG and 184A programs. These are real people in real homes—They are not statistics.

The bottom line is that these programs don't just provide housing—they expand opportunities for homeownership.

Owning a home has long been a pillar of the American dream. This is a dream that people do not forget, and do not give up on.

In fact, over 26,000 eligible families are currently on waiting lists for an opportunity to live on their home lands.

There are many stories of Native Hawaiians who have been on waiting lists for decades. In fact, some have died waiting to see this dream fulfilled.

Eliminating these funds—Which total \$14 million for the two programs—won't solve our budget woes. All it will accomplish is closing off opportunities for a community that utilizes federal funds effectively.

This is the type of program that makes a difference in the lives of people by supporting strong communities and expanding opportunity.

There is a continued need for Native Hawaiian housing programs and I urge my colleagues to carry on Congress's bipartisan support for making the American dream of homeownership possible.

I hope that this matter will be resolved as the House and Senate negotiate a final Transportation-HUD Appropriations bill for Fiscal Year 2013.

Mahalo nui loa (thank you very much).