

copy of our exchange of letters on this matter be included in the Congressional Record. Sincerely,

DAVE CAMP,
Chairman, Committee on Ways and Means.

HOUSE OF REPRESENTATIVES
Washington, DC, June 28, 2012.

Hon. DAVE CAMP,
Chairman, Committee on Ways and Means,
Washington, DC.

DEAR CHAIRMAN CAMP: Thank you for your letter regarding H.R. 4251, the "SMART Port Security Act of 2012." I acknowledge that by forgoing action on this legislation, your Committee is not diminishing or altering its jurisdiction.

I also concur with you that forgoing action on this bill does not in any way prejudice the Committee on Ways and Means with respect to its jurisdictional prerogatives on this bill or similar legislation in the future. I agree that the Committee on Ways and Means is considered to be an "appropriate congressional committee" in regards to the certain reports required by section 201 in H.R. 4251.

I will include our letters on H.R. 4251 in the Congressional Record, and I appreciate your cooperation regarding this legislation.

Sincerely,

PETER T. KING,
Chairman.

PERSONAL EXPLANATION

HON. TIMOTHY V. JOHNSON

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2012

Mr. JOHNSON of Illinois. Mr. Speaker, I was present for rollcall No. 431 and 433, and was off the floor talking with constituents from Douglas and Piatt Counties, and inadvertently missed the vote. I support the fiscal savings attendant to this amendment but had concerns over its language. Therefore, if present, I would have voted "Present."

TRIBUTE TO RICHARD COLEMAN KELLEY

HON. MARY BONO MACK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2012

Mrs. BONO MACK. Mr. Speaker, I rise today to join my colleague and friend, Congressman KEN CALVERT, to honor and pay tribute to a dear friend, Richard Coleman Kelley. Richard passed away on Thursday, June 14, 2012. A devoted husband, brother, father, and grandfather, he will be deeply missed.

Richard was born March 19, 1930 in Corona, California to David and Margaret Kelley, who were beginning to develop their property in Hemet into a citrus grove. He attended schools in Corona, and after graduating from the Army and Navy Academy in Carlsbad, California, he served honorably in the United States Air Force from 1950 to 1954. He spent a semester at the University of California at Davis before returning to work for his father on their family's ranch, only to later develop a citrus ranch of his own. In 1957, Richard married Jeanne Vig and continued to farm in Hemet while raising their three children, where he was partner of Kelley Citrus and owned Circle K Five Citrus.

It is hard to imagine that Richard had any free time on his hands, and yet he always found time for his community and family. Richard was active in his church, was vice president of the Riverside County Farm Bureau, president of the Hemet Optimist Club, was active in parent-teacher organizations, and supported every team and club in which his children participated. He also served on the board of Eastern Municipal Water District (EMWD) beginning in September of 1981, serving on the Legal Committee and as Chairman of the Building and Grounds Committee. Richard also enjoyed inventing, skiing, jogging, and farming. In fact, many of Richard and Jeanne's "vacations" were spent helping work on their daughter's and son's farms in Idaho.

In response to the high water costs that could have forced small farmers out of business in the early 1980s, Richard once said, "Agricultural water is my main interest . . . something has to be done." And as an EMWD board member and concerned citizen, he worked tirelessly to address this threat to an American way of life. That is just one testament to his can-do spirit and willingness to help solve problems in his home town that made him such a treasure to the Riverside County area for so long, and is what we will remember about him most.

On Wednesday, June 27, 2012, a memorial service celebrating Richard's extraordinary life was held. Richard will always be remembered for his legendary work ethic, generosity, contributions to the community, and love of family. His dedication to his work, family, and community are a testament to a life well-lived and a legacy that will continue. I extend my deepest condolences to Richard's family and friends. Although Richard may be gone, the light and goodness he brought to our great State will never be diminished and will never be forgotten.

Richard is survived by his children, Janice of Hemet, Kathy of Weiser, Idaho and Ron of Weiser, Idaho; five grandchildren; and his brother, former California State Assemblyman and Senator, David Kelley. Our thoughts and prayers are with Richard's family and the many others he touched.

JUSTICE FOR MIR QUASEM ALI

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2012

Mr. WILSON of South Carolina. Mr. Speaker, last week, as a Member of the House Foreign Affairs Committee, Subcommittee on the Middle East and South Asia, I met Mir Ahmad BinQuasem of Bangladesh. Mir Ahmad informed me that his father, Mir Quasem Ali, was arrested on June 17, 2012, by the Bangladesh International, War, Crimes Tribunal for alleged crimes committed during the 1971 War of Liberation against then-West Pakistan, and for campaigning "against the process of this [War Crimes] Tribunal in foreign countries." Mir Quasem Ali is the owner of Bangladesh's largest opposition-run media outlet, which has been openly critical of the Tribunal and of the ruling government at-large. As such, I am concerned that his arrest and ongoing detention may represent a thinly-veiled attempt by the ruling government of Bangladesh to silence its opponents and critics.

In addition to my concerns about this arrest, it has come to my attention that the Tribunal itself is inherently flawed and lacks compliance with international standards. It appears that the Tribunal is international in name only, as it lacks international oversight or involvement, experienced foreign attorneys have been banned from participating, and the Tribunal violates at least two of Bangladesh's international treaty obligations. Tribunal defendants are not only denied access to international standards of justice, but several of the rights granted by domestic law. These include the right to an independent appeal, which is explicitly denied to defendants of the Tribunal.

As a member of the Middle East and South Asia subcommittee, I am very concerned about the implications that Mir Quasem Ali's arrest has for the state of democracy within Bangladesh. I will continue to closely monitor this situation and I hope that Bangladesh will take assertive measures to ensure that its upcoming elections are conducted in a openly democratic matter. I am hopeful for a bright future for the people of Bangladesh with open and fair justice for all of its citizens.

OPPOSING THE CONFERENCE REPORT TO ACCOMPANY H.R. 4348

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2012

Mr. MARKEY. Mr. Speaker, I have declined to add my signature to the Conference Report to accompany H.R. 4348, legislation to reauthorize the highway trust fund.

While the highway bill has traditionally been the product of reasonable, bipartisan compromise, the House Republican's version of this year's bill was so extreme the Conference Report was hobbled from the start.

House Republicans took the jobs and economic development promised by this highway bill hostage—with unrelated provisions like the Keystone pipeline as the ransom—and the Senate had no choice but to negotiate with the hostage takers.

Provisions allocating critical conservation funding across the country, through the Land and Water Conservation Fund and a National Endowment for the Oceans, was struck from the Conference Report; only funding for the five Gulf States—Alabama, Mississippi, Louisiana, Florida and Texas—has survived. That funding will certainly be beneficial but the broader conservation programs should have been included, as well.

The Conference Report also includes provisions prohibiting the National Park Service from complying with the law limiting the impacts of aircraft noise on Grand Canyon National Park. Why we would want to use a transportation bill to make one of the crown jewels of the National Park System louder and dirtier is a mystery.

Most troubling, the Conference Report includes unjustified and harmful provisions which will undermine environmental reviews of highway and transit projects. Republicans have claimed environmental reviews delay highway projects but the facts are that most transportation projects already proceed under expedited environmental reviews and there is no evidence whatsoever that these reviews cause delay.

Nevertheless, the Conference Report includes several broad new categorical exclusions from the National Environmental Policy Act, or NEPA. These new exclusions lack flexibility or adequate standards and will limit public participation and careful consideration of transportation projects that can have devastating impacts on neighborhoods and our natural, cultural and historic resources. In the end, the purpose of these provisions is to speed up highway construction, not by cutting alleged "red-tape" but by making it harder for local communities to gather information and have input in projects that may go right through their backyards.

Unbelievably, the Conference Report also includes a radical new idea that agencies should be fined, through rescission of up to 7 percent of their budgets, for missing arbitrary deadlines for environmental reviews. Given that the main reason agencies struggle to complete these reviews quickly is a lack of funding and staff, cutting their budgets as punishment will only make the problem worse.

Inclusion of funding for the Secure Rural Schools and the Payment in Lieu of Taxes programs are positive steps, while removal of divisive, unrelated provisions on coal ash and the Keystone Pipeline are welcome improvements, compared to the House Republican bill.

Finally, the process used to develop this Conference Report was unfortunate. Conferees have been asked to sign an agreement we have had little or no time to review and the substance of the agreement was negotiated largely without input from most conferees.

This Conference Report will harm those living and working near transportation projects in the future and fails to address some of the most pressing conservation needs facing this nation. We can and should do better.

100TH ANNIVERSARY OF THE ST.
PAUL YACHT CLUB

HON. BETTY McCOLLUM

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2012

Ms. McCOLLUM. Mr. Speaker, today I rise to honor the Saint Paul Yacht Club in honor of the 100th Anniversary of the organization. For a century, this venerable institution has been providing safe and affordable boating opportunities to residents of Saint Paul and surrounding communities.

Since 1912, the Saint Paul Yacht Club has played a central role promoting and providing access to Minnesota's premier waterways. Originally known as the Saint Paul Motorboat Club, the early club served an active and growing speed boating population on all three of Minnesota's major rivers, the Mississippi, the Minnesota, and the Saint Croix. Early members could rent boat slips for 10 cents per foot, and purchase gasoline for 10 cents per gallon. To retrieve the gasoline, 5 gallon cans were lowered by a rope from the Wabasha Bridge to the boaters on the water.

In addition to providing helpful services to its members, the Saint Paul Yacht Club organized picnics, boat races and other social and recreational events. Boat races were particularly popular in the 1920s and 1930s. On one occasion, Christopher Columbus Smith—

founder of the iconic Chris Craft boat company—set a world water speed record at a club organized boat race.

The Saint Paul Yacht Club has remained in continuous operation since 1912, and currently manages two state of the art harbor facilities within the jewel of the Saint Paul public parks—Harriet Island Regional Park—on the Mississippi River in the city's downtown. Today, the harbor remains a hub of activity, hosting 230 boat slips for vessels that are up to 50 feet long, and serving as home to a thriving year-round live-aboard and seasonal boating community. Boaters come from near and far to enjoy the tremendous views of Saint Paul and the surrounding natural beauty of the Mississippi River National River Recreation Area.

Throughout its century of service to the boating public, the Saint Paul Yacht Club has served as a model of responsible stewardship to Minnesota waterways. By promoting safe and accessible boating activities, the club has provided a tremendous service to many Saint Paul residents and visitors. The Saint Paul Yacht Club is truly an exemplary asset to our city and state.

Mr. Speaker, in honor of the 100th Anniversary of the Saint Paul Yacht Club, it is a privilege to submit this statement for the CONGRESSIONAL RECORD.

TRANSPORTATION, HOUSING AND
URBAN DEVELOPMENT, AND RE-
LATED AGENCIES APPROPRIATIONS
ACT, 2013

SPEECH OF

HON. LAURA RICHARDSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 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. RICHARDSON. Mr. Chair, later this week, the House is scheduled to consider H.R. 5972, the Transportation & Housing and Urban Development (THUD) Appropriations Act for Fiscal Year 2013. This bill funds the agencies that address our nation's housing and transportation needs, and is one of the most important pieces of legislation the House will consider this year. The THUD bill represents a tremendous opportunity to improve our economic competitiveness and ensure the wellbeing of working Americans, and I rise to offer some preliminary observations on the bill that will be debated over the next several days.

I serve as a proud Member of the House Committee on Transportation and Infrastructure, and my home district is home to some of the busiest freeways, railways and ports in the country. I also have the privilege of representing many economically disadvantaged individuals who benefit from the fair housing initiatives and grant programs covered in this bill.

I have long advocated, and will continue to advocate, on behalf of the 37th Congressional

District of California for an enlightened transportation policy that will position the United States to compete and win in the global economy of the 21st Century. Since many amendments will have to be considered before the vote on final passage, I am reserving my final judgment as to how I will cast my vote. Nevertheless, I would like to take a moment to commend Mr. LATHAM and Mr. OLVER, the Chair and Ranking Member of the Subcommittee, for their work, including nine major funding requests that I submitted to the Committee in the bill reported to the House. Specifically the bill includes the following:

Community Development Block Grant (CDBG) Program. CDBG is the centerpiece of the federal governments efforts to help more than 1200 cities, counties and states meet the needs of their low and moderate-income people and communities. It revitalizes communities—with proven results. CDBG helps fund a wide range of activities including housing investments, public infrastructure improvements, public services, and local economic development projects where the private market is absent. The Committee recommended \$3.344 billion, which was \$44 million above my request.

Fair Housing Initiatives Program. FHIP is a competitive grant program and is the primary source of funding for fair housing education and enforcement activities at the local level. Local fair housing organizations funded by FHIP protect the housing rights of the public and educate people about their fair housing rights. The program is vital given the extreme fragility that currently exists in the housing market. The Committee met my request by continuing funding at the FY12 level of \$42.5 million.

Tenant Based Rental Assistance Program. HUD's Section 8 programs help low-income elderly, families with children, and people with disabilities secure and maintain decent, affordable homes. In both urban and rural communities, Section 8 rental assistance provides the foundation for millions of individuals and families to live with dignity, maintain steady work, and improve the lives of their children. The Committee recommended approximately \$19.1 billion for this program, or \$60 million above my request.

Community Planning and Development from the Department of Housing and Urban Development. HUD's The Office of Community Planning and Development (CPD) seeks to develop viable communities by promoting integrated approaches that provide decent housing, a suitable living environment, and expand economic opportunities for low and moderate income persons. The primary means towards this end is the development of partnerships among all levels of government and the private sector, including for-profit and non-profit organizations. The Committee recommended \$103.5 million. Although this was slightly below my request, it exceeded the FY12 level of funding by \$3.5 million.

Indian Community Development Block Grant. The Indian Community Development Block Grant (ICDBG) program provides competitive grants to Indian tribes and Alaska Native villages for housing, community facilities, and economic development. ICDBG funds community infrastructure like roads and sewer systems that improve the quality of available housing units while making new housing more affordable and accessible. The Committee met my request of \$60 million.