

record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the "Reverend Abe Brown Post Office Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. FARENTHOLD) and the gentleman from Missouri (Mr. CLAY) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

#### GENERAL LEAVE

Mr. FARENTHOLD. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill under consideration.

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

There was no objection.

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

H.R. 3276, introduced by the gentleman from Florida (Ms. CASTOR), would designate the facility of the United States Postal Service located at 2810 East Hillsborough Avenue in Tampa, Florida, as the Reverend Abe Brown Post Office Building. This bill was introduced on October 27, 2011, and reported from the Committee on Oversight and Government Reform with a favorable recommendation on February 7, 2012.

Reverend Brown served the Tampa Bay community for years. He was the beloved pastor of the First Baptist Church of College Hill, Hillsborough County public schools educator, football coach, dean of the Chamberlain High School, and founder of Prison Crusade Ministries, later renamed Abe Brown Ministries. He was the dean of students at Chamberlain when Congresswoman CASTOR attended school there. Sadly, Reverend Brown passed away on Saturday, September 11, 2010, at the age of 83.

Reverend Abe Brown is a very worthy designee of this postal facility naming, and I urge my colleagues to support this bill. I reserve the balance of my time.

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

As a member of the House Oversight and Government Reform Committee, I am pleased to join my colleagues in the consideration of H.R. 3276, a bill to designate the facility of the U.S. Postal Service on Hillsborough Avenue in Tampa, Florida, as the Reverend Abe Brown Post Office Building. This bill meets the requirements of our committee.

At this time, I would like to yield to the gentlewoman from Florida (Ms. CASTOR) such time as she may consume.

Ms. CASTOR of Florida. Madam Speaker, I thank my colleague from Missouri and also my colleague from Texas. I rise in strong support today of H.R. 3276, a bill to name the post office located at 2810 East Hillsborough Ave-

nue in Tampa, Florida, as the Reverend Abe Brown Post Office. I introduced this bill to honor the life and the accomplishments of the late Reverend Abe Brown. Reverend Abe Brown was an educator and a pastor, and he devoted his entire life to helping others, whether it was in the classroom, in the guidance office, on the football field, in church, or through his ongoing ministries.

Reverend Brown was a Tampa native. He was a 1946 graduate of the great Middleton High School and a 1950 graduate of Florida A&M University. He came home after he graduated from A&M and started work at Hillsborough County public schools. He worked for the school district for 38 years—as a teacher, coach, dean of students, and an administrator.

As an educator and a coach, he promoted 16 athletes to professional football. He loved football. These professional players attribute their success in life and not just on the football field to the firm foundation and inspirational teachings of their beloved Middleton High School coach, Reverend Abe Brown.

I had the honor of attending Hillsborough's Chamberlain High School when Reverend Brown served as the dean of students before he retired in 1988, and he was tough. He was tough on the outside, but inside he had a heart of gold. Reverend Brown also served as the pastor for the First Baptist Church of College Hill for many years.

His deep and abiding faith called him to found the Prison Crusade Ministries, which was renamed the Reverend Abe Brown Ministries, Inc., a nonprofit organization that enables offenders, ex-offenders, their families, and others at risk to achieve productive and spiritually fulfilling lives. It has made a real difference throughout the Tampa Bay area.

Reverend Brown continued his social outreach, and in 1991 he received nationwide coverage and honor through an article in the Reader's Digest regarding his active establishment and implementation of an effort to stop drug street sales in Tampa's College Hill community.

Reverend Brown passed away in September 2010 after serving the Tampa Bay area in many capacities for many years.

With the help of the East Tampa community, we fought to keep this particular post office open last summer. It was considered for closure, but it is a real focal point for the East Tampa community, and it is a very busy branch. So I look forward to dedicating this station to Reverend Abe Brown, as does our entire community. He was a role model for young people and an inspiration for our entire community. He selflessly devoted his life to others and, instead of abandoning those who had lost their way, he worked tirelessly to help them get back on track.

I thank the entire Florida delegation who sponsored this legislation on a bipartisan basis, I thank the committee, the ranking member and the chair, and I ask my colleagues to support H.R. 3276 in honor of Reverend Brown's selfless service to the Tampa Bay community.

Mr. CLAY. Madam Speaker, I thank the gentlewoman from Florida, and I ask that we pass the underlying bill without reservation to recognize Reverend Abe Brown's contributions, and I yield back the balance of my time.

Mr. FARENTHOLD. Madam Speaker, I was moved by the recollections of the gentlelady from Florida of Reverend Abe Brown, and I am confident that my colleagues will join me in supporting the bill, H.R. 3276, renaming the post office at 2810 East Hillsborough Avenue in Tampa, Florida, as the Reverend Abe Brown Post Office Building, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. FARENTHOLD) that the House suspend the rules and pass the bill, H.R. 3276.

The question was taken.

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

Mr. CLAY. Madam Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

#### PROMOTING DEVELOPMENT OF SOUTHWEST DISTRICT OF COLUMBIA WATERFRONT

Mr. FARENTHOLD. Madam Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 2297) to promote the development of the Southwest waterfront in the District of Columbia, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

On page 5, after line 10, add the following:  
**SEC. 4. PROJECT FOR NAVIGATION, WASHINGTON CHANNEL, DISTRICT OF COLUMBIA.**

(a) *IN GENERAL.*—The portion of the project for navigation of the Corps of Engineers at Potomac River, Washington Channel, District of Columbia, as authorized by the Act of August 30, 1935 (chapter 831; 49 Stat. 1028), and described in subsection (b), is deauthorized.

(b) *DESCRIPTION OF PROJECT.*—The deauthorized portion of the project for navigation is as follows: Beginning at Washington Harbor Channel Geometry Centerline of the 400-foot-wide main navigational ship channel, Centerline Station No. 103+73.12, coordinates North 441948.20, East 1303969.30, as stated and depicted on the Condition Survey Anacostia, Virginia, Washington and Magazine Bar Shoal Channels, Washington, D.C., Sheet 6 of 6, prepared by the United States Army Corps of Engineers, Baltimore district, July 2007; thence departing the

aforementioned centerline traveling the following courses and distances: N. 40 degrees 10 minutes 45 seconds E., 200.00 feet to a point, on the outline of said 400-foot-wide channel thence binding on said outline the following 3 courses and distances: S. 49 degrees 49 minutes 15 seconds E., 1,507.86 feet to a point, thence; S. 29 degrees 44 minutes 42 seconds E., 2,083.17 feet to a point, thence; S. 11 degrees 27 minutes 04 seconds E., 363.00 feet to a point, thence; S. 78 degrees 32 minutes 56 seconds W., 200.00 feet to a point binding on the centerline of the 400-foot-wide main navigational channel at computed Centerline Station No. 65+54.31, coordinates North 438923.9874, East 1306159.9738, thence; continuing with the aforementioned centerline the following courses and distances: N. 11 degrees 27 minutes 04 seconds W., 330.80 feet to a point, Centerline Station No. 68+85.10, thence; N. 29 degrees 44 minutes 42 seconds W., 2,015.56 feet to a point, Centerline Station No. 89+00.67, thence; N. 49 degrees 49 minutes 15 seconds W., 1,472.26 feet to the point of beginning, the area in total containing a computed area of 777,284 square feet or 17.84399 acres of riparian water way.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. FARENTHOLD) and the gentleman from Missouri (Mr. CLAY) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

#### GENERAL LEAVE

Mr. FARENTHOLD. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill under consideration.

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

There was no objection.

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

I will keep my comments brief. Back in December, the House unanimously approved the base text of the legislation before us today, H.R. 2297. H.R. 2297 was approved in order to update zoning laws to allow the District of Columbia the flexibility to sell or lease real property in the Southwest waterfront to a private sector developer. There is currently a \$2 billion redevelopment plan pending to renovate this area, which is only a stone's throw from the U.S. Capitol building.

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On March 29, the Senate unanimously approved this legislation with an amendment, which is what brings us here today.

The Senate amendment also concerns the development of the Southwest waterfront. It deauthorizes a portion of a 77-year-old navigation project in the waterway, essentially transferring jurisdiction from the U.S. Army Corps of Engineers to the District of Columbia in order for the redevelopment project to move forward to help spur economic development in the Southwest waterfront area here in Washington, DC.

The Army Corps of Engineers has reported no concerns with this transfer. In addition, Madam Speaker, the Senate's language is identical to that of a

bill the House unanimously approved last Congress.

The last point I will make is, according to the CBO, there is no budgetary cost associated with the bill now before us.

I'd like to thank the ranking member, Ms. NORTON, for working with us on this legislation and the Senate for including this important amendment.

I urge my colleagues to support this measure, and I reserve the balance of my time.

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

I want to thank the chairman of the full committee, Mr. ISSA, and the chair of the subcommittee, Mr. GOWDY, for working closely with our side on this bill so that we could get it to the floor today. I also thank the ranking member of the full committee, Mr. CUMMINGS, and Mr. DAVIS, the subcommittee ranking member, for their very important consultation.

H.R. 2297, which was introduced by my friend and colleague, Congresswoman NORTON, will allow development of the waterfront area in Southwest Washington, DC. The bill makes technical changes concerning land owned on the Southwest waterfront by the District of Columbia since the early 1960s. The legislation that transferred the land to the District contained restrictions typical of the pre-Home Rule period.

H.R. 2297 updates that obsolete legislation to allow for the highest and best use of the land. The restrictions serve no Federal purpose. However, the unintended effect was to make a wasted asset of land that could be productive and revenue- and jobs-producing. The relevant Federal agencies have been consulted on H.R. 2297 and have raised no objections. The bill will allow mixed-use development on the waterfront for the first time. It will create jobs and raise local revenue at a time when they are needed most.

The Federal Government has no interest in the Southwest waterfront other than the Maine lobster memorial and the Titanic memorial, which the District and the National Park Service have worked together to preserve.

Madam Speaker, the bill expands the types of goods that can be sold at the fish market on the waterfront in a market well known in the region. This is a noncontroversial bill that removes out-of-date restrictions and involves no cost to the Federal Government.

At this time, I'd like to yield to the gentlewoman from the District of Columbia (Ms. NORTON) for such time as she may consume.

Ms. NORTON. Madam Speaker, I have only brief remarks because I want to associate myself with the remarks of the gentleman from Texas and the gentleman from Missouri and to thank them for bringing this bill forward. Special thanks are due to Chairman DARRELL ISSA and Ranking Member CUMMINGS for their considerable assistance on this bill, and for two other

good friends, Representative GOWDY, the chairman of the subcommittee, and Representative DAVIS, ranking member of the subcommittee.

The bill essentially incorporates technical changes for land that has been owned for almost 50 years by the District of Columbia, but land transferred in bills during the so-called pre-Home Rule period often contained language that is obsolete today and prevents the highest and best use.

Last Congress, the smaller part of this bill, the Washington Channel bill, was passed unanimously in committee and on the House floor. The channel part of the bill had to be updated because the channel was established in the 1800s, when the District of Columbia was a major port. This section allows the District now to use the waterfront for today's boating and other water activities.

All the relevant agencies—and I appreciate the work of the Coast Guard and the Navy—have signed off on this bill. I particularly appreciate the work of the gentleman from Texas and the gentleman from Missouri in bringing this bill forward, and Chairman ISSA and ranking member CUMMINGS of the Oversight and Government Reform bill, once again, and its subcommittee leadership as well.

Mr. CLAY. I urge passage of the bill, and I yield back the balance of my time.

Mr. FARENTHOLD. Madam Speaker, I join with my colleagues in urging support of this bipartisan economic growth and jobs bill. It will create a vital new area in what is developing as a vibrant part of the District of Columbia.

I urge my colleagues to support H.R. 2297, and I yield back the balance of my time.

Mr. ISSA. Madam Speaker, I include the attached exchange of letters between Chairman JOHN MICA of the Committee on Transportation and Infrastructure and myself on the Senate amendment to H.R. 2297.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, June 25, 2012.

Hon. DARRELL ISSA,  
Chairman, Committee on Oversight and Government Reform, Washington, DC.

DEAR MR. CHAIRMAN: I write concerning the Senate amendment to H.R. 2297. There are certain provisions in the legislation which fall within the jurisdiction of the Committee on Transportation and Infrastructure.

In order to expedite the House's consideration of the Senate amendment to H.R. 2297, the Committee will forgo action on this bill. However, this is conditional on our mutual understanding that forgoing consideration of the bill does not prejudice the Committee's jurisdictional interest and prerogatives on this bill or any other similar legislation and will not be considered as precedent for consideration of matters of jurisdictional interest to the Committee in the future.

I would appreciate your response to this letter, confirming this understanding, and would request that you include our exchange

of letters on this matter in the Congressional Record during consideration of this bill on the House floor.

Sincerely,

JOHN L. MICA,  
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM,

Washington, DC, June 26, 2012.

Hon. JOHN L. MICA,  
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding the Committee on Transportation and Infrastructure's jurisdictional interest in the Senate amendment to H.R. 2297, "To promote the development of the Southwest waterfront in the District of Columbia, and for other purposes," and your willingness to forego consideration of the Senate amendment to H.R. 2297 by your committee.

I agree that the Transportation and Infrastructure Committee has a valid jurisdictional interest in certain provisions of the Senate amendment to H.R. 2297, and that the Committee's jurisdiction will not be adversely affected by your decision to forego consideration of the Senate amendment to H.R. 2297.

Finally, I will include a copy of your letter and this response in the Congressional Record during the floor consideration of this bill. Thank you again for your cooperation.

Sincerely,

DARRELL ISSA,  
Chairman.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. FARENTHOLD) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 2297.

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.

## SECURING MARITIME ACTIVITIES THROUGH RISK-BASED TARGETING FOR PORT SECURITY ACT

Mr. KING of New York. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4251) to authorize, enhance, and reform certain port security programs through increased efficiency and risk-based coordination within the Department of Homeland Security, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4251

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

### SECTION 1. SHORT TITLE.

This Act may be cited as the "Securing Maritime Activities through Risk-based Targeting for Port Security Act" or the "SMART Port Security Act".

### SEC. 2. TABLE OF CONTENTS.

The table of contents for this Act is the following:

- Sec. 1. Short title.
- Sec. 2. Table of contents.
- Sec. 3. Definitions.

## TITLE I—DEPARTMENT OF HOMELAND SECURITY PORT SECURITY PROGRAMS

- Sec. 101. Updates of maritime operations coordination plan.
- Sec. 102. U.S. Customs and Border Protection Office of Air and Marine Asset Deployment.
- Sec. 103. Cost-benefit analysis of co-locating operational entities.
- Sec. 104. Study of maritime security redundancies.
- Sec. 105. Acquisition and strategic sourcing of marine and aviation assets.
- Sec. 106. Port security grant program management.
- Sec. 107. Port security grant funding for mandated security personnel.
- Sec. 108. Interagency operational centers for port security.
- Sec. 109. Report on DHS aviation assets.
- Sec. 110. Small vessel threat analysis.
- Sec. 111. U.S. Customs and Border Protection workforce plan.
- Sec. 112. Integrated cross-border maritime operations between the United States and Canada.
- Sec. 113. Training and certification of training for port security.
- Sec. 114. Northern border unmanned aerial vehicle pilot project.
- Sec. 115. Recognition of port security assessments conducted by other entities.
- Sec. 116. Use of port security grant funds for replacement of security equipment or facilities.

## TITLE II—MARITIME SUPPLY CHAIN SECURITY

- Sec. 201. Strategic plan to enhance the security of the international supply chain.
- Sec. 202. Customs-Trade Partnership Against Terrorism.
- Sec. 203. Recognition of other countries' trusted shipper programs.
- Sec. 204. Pilot program for inclusion of non-asset based third party logistics providers in the Customs-Trade Partnership Against Terrorism.
- Sec. 205. Transportation Worker Identification Credential process reform.
- Sec. 206. Expiration of certain transportation worker identification credentials.
- Sec. 207. Securing the Transportation Worker Identification Credential against use by unauthorized aliens.
- Sec. 208. Report on Federal transportation security credentialing programs.

### SEC. 3. DEFINITIONS.

In this Act:

- (1) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term "appropriate congressional committees" has the meaning given such term in section 2 of the Homeland Security Act of 2002 (6 U.S.C. 101).
- (2) DEPARTMENT.—The term "Department" means the Department of Homeland Security.
- (3) FUNCTION.—The term "function" includes authorities, powers, rights, privileges, immunities, programs, projects, activities, duties, and responsibilities.
- (4) LOCAL GOVERNMENT.—The term "local government" means—
  - (A) a county, municipality, city, town, township, local public authority, school district, special district, intrastate district, council of governments (regardless of whether the council of governments is incorporated as a nonprofit corporation under State law), regional or interstate government entity, or agency or instrumentality of a local government;
  - (B) an Indian tribe or authorized tribal organization, or in Alaska a Native village or Alaska Regional Native Corporation; and
  - (C) a rural community, unincorporated town or village, or other public entity.
- (5) PERSONNEL.—The term "personnel" means officers and employees.
- (6) SECRETARY.—The term "Secretary" means the Secretary of Homeland Security.

(7) STATE.—The term "State" means any State of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the United States Virgin Islands, Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and any possession of the United States.

(8) TERRORISM.—The term "terrorism" has the meaning given such term in section 2 of the Homeland Security Act of 2002 (6 U.S.C. 101).

(9) UNITED STATES.—The term "United States", when used in a geographic sense, means any State of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, any possession of the United States, and any waters within the jurisdiction of the United States.

## TITLE I—DEPARTMENT OF HOMELAND SECURITY PORT SECURITY PROGRAMS

### SEC. 101. UPDATES OF MARITIME OPERATIONS COORDINATION PLAN.

(a) IN GENERAL.—Not later than July 1, 2014, the Secretary shall submit to the appropriate congressional committees a maritime operations coordination plan for the coordination and co-operation of maritime operations undertaken by the agencies within the Department. Such plan shall update the maritime operations coordination plan released by the Department in July 2011, and shall address the following:

(1) Coordination of planning, integration of maritime operations, and development of joint situational awareness of any office or agency of the Department with responsibility for maritime homeland security missions.

(2) Maintaining effective information sharing and, as appropriate, intelligence integration, with Federal, State, and local officials and the private sector, regarding threats to maritime security.

(3) Leveraging existing departmental coordination mechanisms, including the Interagency Operational Centers, as authorized under section 70107A of title 46, United States Code, the U.S. Customs and Border Protection Air and Marine Operations Center, the U.S. Customs and Border Protection Operational Integration Center, and other regional maritime operational command centers.

(4) Cooperation and coordination with other agencies of the Federal Government, and State and local agencies, in the maritime environment, in support of maritime homeland security missions.

(5) Work conducted within the context of other national and Department maritime security strategic guidance.

(b) ADDITIONAL UPDATES.—Not later than July 1, 2019, the Secretary, acting through the Department's Office of Operations Coordination and Planning, shall submit to the appropriate congressional committees an additional update to the maritime operations coordination plan.

### SEC. 102. U.S. CUSTOMS AND BORDER PROTECTION OFFICE OF AIR AND MARINE ASSET DEPLOYMENT.

(a) IN GENERAL.—Any new asset deployment by the U.S. Customs and Border Protection's Office of Air and Marine, following the date of the enactment of this Act, shall, to the greatest extent practicable, occur in accordance with a risk-based assessment that considers mission needs, performance results, threats, costs, and any other relevant factors identified by the Secretary. Specific factors to be included in such assessment shall include, at a minimum, the following:

(1) Mission requirements that prioritize the operational needs of field commanders to secure the United States border and ports.

(2) Other Department assets available to help address any unmet border and port security mission needs.

(3) Risk analysis showing positioning of the asset at issue to respond to intelligence on emerging terrorist and other threats.