

civil works projects for the benefit of all. His memory could also be used to call attention to the vital role inland waterways have for our economy, and remind us of the improvements and necessary maintenance projects needed for our commerce on these rivers to thrive.

I urge my colleagues to join with me in supporting H.R. 781.

Madam Speaker, I reserve the balance of my time.

Mr. WESTMORELAND. Madam Speaker, I yield myself as much time as I may consume.

Madam Speaker, the Arkansas River system provides navigation, flood protection, hydropower, water supply and recreation for millions of Americans. This body of water provides a 9-foot navigation channel that is almost 445 miles long and is controlled over this length by 17 locks and dams.

Madam Speaker, lock and dam No. 5, which this legislation would name after Colonel Charles Maynard, became operational in 1968. This is a vital piece of infrastructure where almost 9 million tons of commodities pass through it annually.

Prior to his work as district engineer in Little Rock, Arkansas, Colonel Maynard served in the Army in New Guinea and the Philippines during World War II and later supported the Berlin airlift as an engineer in charge of construction at Keflavik Field in Iceland.

Madam Speaker, Colonel Maynard oversaw many of the Army Corps of Engineers construction projects along the Arkansas River. Under his watch, Colonel Maynard directed the construction of 13 of the 17 locks along the river.

Due to his military education, management skills and World War II experience, he was uniquely qualified for his assignment as the Little Rock district engineer. This designation is an appropriate honor for Colonel Maynard's achievements and contributions.

I urge all Members to support H.R. 781.

Madam Speaker, I reserve the balance of my time.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I yield such time as he may consume to Mr. ROSS of Arkansas.

Mr. ROSS. Madam Speaker, I rise today in support of H.R. 781. This legislation honors and recognizes the life and work of Colonel Charles D. Maynard by redesignating lock and dam No. 5 of the McClellan-Kerr Arkansas River Navigation System as the Colonel Charles D. Maynard Lock and Dam.

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I would like to first thank Chairman OBERSTAR and subcommittee Chairman JOHNSON, along with Ranking Member MICA and subcommittee Ranking Member BAKER and Mr. WESTMORELAND of Georgia for their support and assistance in moving this bill from the Transportation Committee to the floor

of the U.S. House of Representatives in a bipartisan manner.

I am also pleased that this legislation has received the support and co-sponsorship of the entire Arkansas congressional delegation. I would like to personally thank Congressman JOHN BOOZMAN, a Republican; Congressmen VIC SNYDER and MARION BERRY, Democrats. The entire Arkansas delegation in a bipartisan manner have come together in this legislation.

Colonel Charles D. Maynard served our Nation with distinction as an engineer officer in World War II. Following the war, Colonel Maynard oversaw the Arkansas River Project in the early 1960s, which at the time was the most substantial and largest civil works project ever undertaken, ever undertaken, by Corps of Engineers. At the same time Colonel Maynard also oversaw the construction of Greers Ferry and Beaver Dams on the White River in Arkansas.

Colonel Maynard was also the Little Rock Corps District Engineer in charge of construction of all locks and dams in Arkansas from 1962 to 1965. During that time he directed planning, design, and construction of 13, 13, locks and dams of the McClellan-Kerr Arkansas River Navigation Project.

In addition to his work with the Corps, Colonel Maynard actively promoted the development of waterborne transportation in Arkansas and was appointed by three Governors to a prestigious position on the Arkansas Waterways Commission, where he served for 21 years. He also served as Chairman and President of the Water Resources Association of America, President of the Arkansas Basin Association, and he was a member of the Arkansas Basin Coordinating Committee.

As a member of the Arkansas River Hall of Fame, Colonel Maynard provided congressional testimony in support of the McClellan-Kerr Arkansas River Navigation System, the Fourche Creek Flood Control Project, and the Montgomery Point Lock and Dam on behalf of various Arkansas associations and committees.

In addition to his numerous accomplishments in waterways, Colonel Maynard was also a dedicated citizen who served in a variety of community and civic roles in the State of Arkansas. These included his service as the United States Savings Bond Coordinator for Arkansas for 10 years, the Campaign Chairman for the United Way of Pulaski County, the Chairman of Central Arkansas Radiation Treatment Center, and President of the Little Rock, Arkansas Chamber of Commerce.

Finally, Colonel Maynard's steadfast service on numerous boards and councils at the State and local level will never be forgotten. These include the Arkansas Arts Center, the Arkansas Symphony, and the Foundation Board of the University of Arkansas for Medical Sciences.

The life and work of Colonel Charles D. Maynard were immensely important

to not only the State of Arkansas but to the entire Nation. This resolution will write into history Colonel Maynard's countless contributions. As such, I am proud to sponsor a resolution that commemorates his life's work and achievements by redesignating Lock and Dam No. 5 of the McClellan-Kerr Arkansas River Navigation System as the Colonel Charles D. Maynard Lock and Dam. I urge my fellow colleagues to vote in favor of this worthwhile legislation today.

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

Ms. EDDIE BERNICE JOHNSON of Texas. 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 gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) that the House suspend the rules and pass the bill, H.R. 781.

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

A motion to reconsider was laid on the table.

HONORING UNITED PARCEL SERVICE

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 375) honoring United Parcel Service and its 100 years of commitment and leadership in the United States, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 375

Whereas United Parcel Service (in this resolution referred to as "UPS") provides solutions that connect the flow of goods, funds, and information in the United States to more than 200 countries, including delivery service to every address in North America and Europe, through its expansive transportation network, thus truly synchronizing global commerce;

Whereas UPS was founded in 1907 as the American Messenger Company by James E. "Jim" Casey in Seattle, Washington, with \$100 borrowed from a friend and has grown from a 2-person message delivery firm into a 427,000-plus employee global transportation and logistics corporation that moves nearly 15,000,000 packages through its network each business day;

Whereas Jim and his partner, Claude Ryan, focused on providing the best service and lowest rates to launch what would become the world's largest package delivery service;

Whereas the American Messenger Company acquired its first delivery car, a Model T Ford, in 1913 and operates today a vehicle fleet of almost 92,000 vehicles;

Whereas, in 1913, the American Messenger Company merged with competitor Evert "Mac" McCabe and selected the name Merchants Parcel Delivery;

Whereas, in 1919, Merchants Parcel Delivery made its first expansion beyond Seattle to Oakland, California, and adopted its present name, United Parcel Service;

Whereas, in 1929, UPS became the first package delivery company to provide air service and operates today the world's eighth largest airline;

Whereas, during the Second World War, UPS still continued to grow by expanding employment opportunities to, and capitalizing on the talents of, women in the workforce;

Whereas, in 1975, UPS forged the "Golden Link", becoming the first package delivery company to serve every address in the continental United States and began its first operations outside the United States in Ontario, Canada;

Whereas UPS continues to expand its role as a provider of transportation-based and supply chain services;

Whereas UPS has earned numerous awards for its outstanding business practices, recognizing the company's values and commitment to social responsibility and diversity;

Whereas the Environmental Protection Agency awarded UPS the Clean Air Excellence Award, citing UPS's alternative fuel program under which the UPS "Green Fleet" recently passed the 100,000,000 mile mark;

Whereas UPS plays a major philanthropic leadership role in the United States and has made significant contributions to numerous charitable organizations around the world;

Whereas, over the past 100 years, UPS has gone through many transformations, growing from a small messenger company to a leading provider of air, ocean, ground, and electronic services, while remaining true to its modest origins and commitment to customer service; and

Whereas UPS maintains its reputation for integrity, reliability, employee ownership, and customer service: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes United Parcel Service's role in the global transportation system as the world's largest package delivery company; and

(2) celebrates United Parcel Service's 100th anniversary.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) and the gentleman from Georgia (Mr. WESTMORELAND) each will control 20 minutes.

The Chair recognizes the gentlewoman from Texas.

GENERAL LEAVE

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H. Res. 375.

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

There was no objection.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I yield myself such time as I may consume.

I rise today in strong support of H. Res. 375, honoring United Parcel Service and its 100 years of commitment and leadership in the United States.

This resolution, as introduced by the gentleman from Georgia (Mr. WESTMORELAND), honors the 100th anniversary of the United Parcel Service and recognizes its role in our global transportation system.

Since its founding in 1907 by James E. "Jim" Casey and Claude Ryan in Seattle, Washington, with \$100 borrowed from a friend, United Parcel Service has grown from a two-person foot and

bike messenger service into a worldwide transportation and logistics corporation. Today UPS is the world's largest package delivery company, employing over 427,000 workers, utilizing approximately 92,000 vehicles and operating the world's eighth largest airline. UPS plays an integral role in the movement of goods in the constantly changing global economy, moving over 15 million packages through its network each business day. It is an important spoke in the global transportation wheel, connecting the flow of goods and information in the United States to more than 200 countries.

In 1929, UPS became the first package delivery company to provide air service. In 1975, it became the first package delivery company to serve every address in the continental USA.

UPS's contributions to our Nation go beyond simply transporting goods or providing logistics to our businesses. It has maintained its role as a leader in good business practices, with a commitment to social responsibility and diversity. It has also made a significant dedication to environmental stewardship through the UPS "Green Fleet," which recently passed the 100 million mark. The company also plays an important philanthropic role in the United States and has made sizable contributions to numerous charitable organizations around the world.

I encourage my colleagues to join me in supporting House Resolution 375.

Madam Speaker, I reserve the balance of my time.

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

Madam Speaker, I rise in strong support of H. Res. 375, honoring the United Parcel Service and its 100 years of commitment and leadership in the United States, and all across this world.

It is increasingly difficult for businesses to survive in today's global economy, and I am proud to offer this resolution honoring UPS as a company that has not only survived but one that has continued to grow and prosper for 100 years not only in this country but all over the world.

In 1907, when Mr. James E. Casey borrowed \$100 from a friend to start a delivery company, I am sure that it was impossible for him to envision what his hard work would become.

Whether it was purchasing his first delivery car in 1913, becoming the first package delivery company to provide air service in 1929, or using alternative fuels to power its fleet, UPS has continued to embrace technological advancements in order to better serve its customers.

Now, 100 years after its inception, UPS is a 427,000-employee global transportation corporation that moves nearly 15 million packages through its network each business day. While UPS is headquartered in my home State of Georgia, its presence is felt in every congressional district and all around the globe.

Madam Speaker, I believe it is fitting that we honor this tremendous achievement, and I urge all Members to support this resolution and recognize what brown has done for us.

Madam Speaker, I yield back the balance of my time.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I simply wanted to add that UPS also is very environmentally sensitive and uses natural gas in metropolitan areas.

I would move that we support this resolution.

Mr. GARRETT of New Jersey. Madam Speaker, I rise in strong support of House Resolution 375, which honors the United Parcel Service, UPS, and its 100 years of commitment and leadership in the United States. Of the 425,000 jobs that UPS provides to hard-working people across the globe, 16,000 of them are in my home State of New Jersey. Included in that number are the employees that work at the Ramapo Ridge Data Center in Mahwah, NJ, in my District, one of two data centers supporting UPS worldwide computer operations.

UPS has made it a priority to integrate itself into the local community and has been a magnet for jobs in a variety of positions; from the high-tech workers at the Mahwah Data Center to the uniformed delivery people we meet on a daily basis in offices across the country. UPS continues to actively recruit from the local colleges and universities in my district, with internship and co-op opportunities for students who are studying Computer Science, Information Systems, Industrial Engineering, and Mathematics.

UPS has also been recognized for its commitment to diversity. Twenty-nine percent of UPS's IT population is female, far higher than the IT population as a whole. In 2006, UPS was recognized as one of America's most supportive companies of both black and Hispanic engineering students by two independent surveys. Truly this is a company that has made a commitment to reach out to populations traditionally underrepresented in high-tech fields, and has continued to excel while doing so.

With more and more American jobs being created in the services industry, it is companies such as UPS that serve as a great example of how U.S. businesses are adapting to our changing economy. When the American Messenger Company acquired its first delivery car, a Ford Model T, in 1913, perhaps the founders could have envisioned the nearly 100,000 cars, vans, trucks, and motorcycles that today comprise the delivery fleet of UPS. But surely they could not have envisioned the 14.5 million page views that www.ups.com averages per day or the nearly 5,500 technology employees currently employed by UPS. As companies continue to adapt to the changing global economy, it is entirely appropriate that this House of Representatives recognize one such company that has not only adapted, but also stayed ahead of the curve for 100 years, while at the same time staying true to its original mission of delivering parcels from one to another.

Mrs. MCCARTHY of New York. Madam Speaker, this year we recognize the 100th Anniversary of the United Parcel Service, or UPS. UPS was founded in 1907 as the American Messenger Company by James E. Casey

in Seattle, Washington, with \$100 borrowed from a friend. Since then, they have grown from a 2-person message delivery firm into a 427,000-plus employee global transportation and logistics corporation that moves nearly 15,000,000 packages through its network each business day.

The 4th Congressional District is home to the Oak Street Processing facility. This facility employs hundreds of hard-working individuals and is critical to UPS' Long Island operations. I am proud to have such an instrumental facility in my district. I want to thank the UPS employees from the Oak Street Facility and throughout the nation, for their continued service and dedication to our country".

Mr. GENE GREEN of Texas. Madam Speaker, I rise today in strong support of H. Res. 375, Honoring United Parcel Service and its 100 years of commitment and leadership in the United States.

I have a UPS facility in my district on Sweetwater Lane in Houston and I have visited the facility many times to speak with management and the employees who are represented by the International Brotherhood of Teamsters. I even delivered packages with the UPS employees a few years ago on the Beltway 8 and Intercontinental Airport Route. Many of my constituents work at this UPS location and I am pleased that UPS continues to be a responsible employer and corporate citizen.

Many businesses have difficulties surviving over time, but UPS has stayed strong for 100 years. We appreciate their strong relationship with the local communities and the services they provide worldwide. I am pleased to honor UPS for their 100 years of service and I urge my colleagues to do the same.

Mr. SMITH of Nebraska. Madam Speaker, I rise today in support of H. Res. 375—Honoring United Parcel Service and its 100 years of commitment and leadership in the United States—and the more than 1000 UPS drivers, managers and other employees in the Third District of Nebraska.

Founded in 1907, UPS has become an everyday sight for many of us. In Washington, DC it is not remarkable to see one of the big, brown trucks every day.

But for people in rural Nebraska, UPS is an invaluable resource. Rural delivery service—for many—is a life-line for homes far away from the local post office. UPS prides itself on delivery service to every address in North America and Europe, including areas where neighbors can be separated by miles of ranch and farmland.

I have had the honor of meeting with some UPS drivers, and I look forward to doing so again in the near future. Until then, I say "thank you" to all UPS employees and to "keep up the great work."

Ms. EDDIE BERNICE JOHNSON of Texas. 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 gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) that the House suspend the rules and agree to the resolution, H. Res. 375, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

A motion to reconsider was laid on the table.

APPALACHIAN REGIONAL DEVELOPMENT ACT AMENDMENTS OF 2007

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 799) to reauthorize and improve the program authorized by the Appalachian Regional Development Act of 1965, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 799

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 "Appalachian Regional Development Act Amendments of 2007".

SEC. 2. LIMITATION ON AVAILABLE AMOUNTS; MAXIMUM COMMISSION CONTRIBUTION.

(a) GRANTS AND OTHER ASSISTANCE.—Section 14321(a) of title 40, United States Code, is amended—

(1) by striking paragraph (1)(A)(i) and inserting the following:

"(i) the amount of the grant shall not exceed—

"(I) 50 percent of administrative expenses;

"(II) at the discretion of the Commission, if the grant is to a local development district that has a charter or authority that includes the economic development of a county or a part of a county for which a distressed county designation is in effect under section 14526, 75 percent of administrative expenses; or

"(III) at the discretion of the Commission, if the grant is to a local development district that has a charter or authority that includes the economic development of a county or a part of a county for which an at-risk county designation is in effect under section 14526, 70 percent of administrative expenses;" and

(2) by striking paragraph (2)(A) and inserting the following:

"(A) IN GENERAL.—Except as provided in subparagraph (B), of the cost of any activity eligible for financial assistance under this section, not more than—

"(i) 50 percent may be provided from amounts appropriated to carry out this subtitle;

"(ii) in the case of a project to be carried out in a county for which a distressed county designation is in effect under section 14526, 80 percent may be provided from amounts appropriated to carry out this subtitle; or

"(iii) in the case of a project to be carried out in a county for which an at-risk county designation is in effect under section 14526, 70 percent may be provided from amounts appropriated to carry out this subtitle."

(b) DEMONSTRATION HEALTH PROJECTS.—Section 14502 of title 40, United States Code, is amended—

(1) by striking subsection (d)(2) and inserting the following:

"(2) LIMITATION ON AVAILABLE AMOUNTS.—Grants under this section for the operation (including initial operating amounts and operating deficits, which include the cost of attracting, training, and retaining qualified personnel) of a demonstration health project, whether or not constructed with amounts authorized by this section, may be made for up to—

"(A) 50 percent of the cost of that operation;

"(B) in the case of a project to be carried out in a county for which a distressed county designation is in effect under section 14526, 80 percent of the cost of that operation; or

"(C) in the case of a project to be carried out for a county for which an at-risk county designation is in effect under section 14526, 70 percent of the cost of that operation.";

and

(2) in subsection (f)—

(A) in paragraph (1) by striking "paragraph (2)" and inserting "paragraphs (2) and (3)"; and

(B) by adding at the end the following:

"(3) AT-RISK COUNTIES.—The maximum Commission contribution for a project to be carried out in a county for which an at-risk county designation is in effect under section 14526 may be increased to the lesser of—

"(A) 70 percent; or

"(B) the maximum Federal contribution percentage authorized by this section."

(c) ASSISTANCE FOR PROPOSED LOW- AND MIDDLE-INCOME HOUSING PROJECTS.—Section 14503 of title 40, United States Code, is amended—

(1) by striking subsection (d)(1) and inserting the following:

"(1) LIMITATION ON AVAILABLE AMOUNTS.—A loan under subsection (b) for the cost of planning and obtaining financing (including the cost of preliminary surveys and analyses of market needs, preliminary site engineering and architectural fees, site options, application and mortgage commitment fees, legal fees, and construction loan fees and discounts) of a project described in that subsection may be made for up to—

"(A) 50 percent of that cost;

"(B) in the case of a project to be carried out in a county for which a distressed county designation is in effect under section 14526, 80 percent of that cost; or

"(C) in the case of a project to be carried out for a county for which an at-risk county designation is in effect under section 14526, 70 percent of that cost."; and

(2) by striking subsection (e)(1) and inserting the following:

"(1) IN GENERAL.—A grant under this section for expenses incidental to planning and obtaining financing for a project under this section that the Secretary considers to be unrecoverable from the proceeds of a permanent loan made to finance the project shall—

"(A) not be made to an organization established for profit; and

"(B) except as provided in paragraph (2), not exceed—

"(i) 50 percent of those expenses;

"(ii) in the case of a project to be carried out in a county for which a distressed county designation is in effect under section 14526, 80 percent of those expenses; or

"(iii) in the case of a project to be carried out in a county for which an at-risk county designation is in effect under section 14526, 70 percent of those expenses."

(d) TELECOMMUNICATIONS AND TECHNOLOGY INITIATIVE.—Section 14504 of title 40, United States Code, is amended by striking subsection (b) and inserting the following:

"(b) LIMITATION ON AVAILABLE AMOUNTS.—Of the cost of any activity eligible for a grant under this section, not more than—

"(1) 50 percent may be provided from amounts appropriated to carry out this section;

"(2) in the case of a project to be carried out in a county for which a distressed county designation is in effect under section 14526, 80 percent may be provided from amounts appropriated to carry out this section; or

"(3) in the case of a project to be carried out in a county for which an at-risk county designation is in effect under section 14526, 70 percent may be provided from amounts appropriated to carry out this section."