

place a statement in the CONGRESSIONAL RECORD prior to a floor vote on a bill that includes earmarks they have requested, describing how the funds will be spent and justifying the use of Federal taxpayer funds.

Requesting Member: Congressman STEVE KING.

Bill Number: H.R. 6599, the Military Construction, Veterans Affairs and Related Agencies Appropriations Act for Fiscal Year 2009.

Account: MilCon, Air National Guard.

Legal Name of Requesting Entity: Iowa Air National Guard.

Address of Requesting Entity: 7700 NW Beaver Drive, Johnston, Iowa, 50131.

Description of Request: Appropriation of \$5.6 million for the construction of a new Vehicle Maintenance Facility and remodeling of the existing Communications Facility located at the 133rd Test Squadron in Fort Dodge, Iowa. Updating facilities at the 133rd Test Squadron is of the utmost importance and highest priority for the Iowa National Guard. This project is approved on the U.S. Air Force Future Year Defense Plan (FYDP), and has been assigned the number HEMT039066. The facility is significantly short of space due to the expansion of the unit's mission, manning and resources. Since it is the only unit designated to test future Command and Control (C2) projects for the U.S. Air Force, the performance of the 133rd Test Squadron is vital to Air Force missions. A detailed financial plan based on form DD 1391 required by the Department of Defense for military construction projects follows.

COST ESTIMATE

ITEM	U/M	Quantity	Unit cost	Cost (\$000)
Vehicle maintenance/comm training facility.	SF	32,369	.....	4,171
Vehicle maintenance area	SF	7,000	210	(1,470)
Age addition to comm area ..	SF	2,600	186	(484)
Upgrade communications area.	SF	22,769	91	(2,072)
Anti-terrorism/force protection measures.	SF	32,369	2	(65)
LEED Certification	LS	.....	.....	( 80)
Supporting facilities .....	.....	.....	.....	864
Pavements	LS	.....	.....	( 115)
Utilities	LS	.....	.....	( 150)
Site improvements/parking ...	LS	.....	.....	( 100)
Communications support	LS	.....	.....	( 100)
Pre-wired work stations	LS	.....	.....	( 130)
Temporary trailers	LS	.....	.....	( 220)
Demolition/asbestos removal	SF	3,270	15	(49)
Subtotal .....	.....	.....	.....	5,035
Contingency (5%) .....	.....	.....	.....	252
Total contract cost .....	.....	.....	.....	5,287
Supervision, inspection and overhead (6%).	.....	.....	.....	317
Total request .....	.....	.....	.....	5,604
Total request (rounded) .....	.....	.....	.....	5,600

10. Description of Proposed Construction: New Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and sloped roof structure. Includes overhead crane/hoist, all utilities, pavements, fire protection, site improvements, and support. All interior wall, ceilings, interior finishes and pre-wired work stations. Alteration: Rearrange and extend interior walls and utilities. Provide anti-terrorism force protection measures. Demolish three buildings (304 SM) and landscape the site. Air conditioning: 60 Tons.

11. Requirement: 32,369 SF Adequate: 0 SF Substandard: 22,769 SF

Project: Vehicle Maintenance and Communications Training Facility (Current Mission).

Requirement: The base requires an adequately sized, properly configured, and environmentally safe vehicle maintenance facility

for operations and training. Vehicles to be repaired and maintained include cars, trucks, sweepers, and snowplows. Functional areas consist of maintenance bays, paint bay, office area, parts/tool storage, battery shop, vehicle dispatch, fuel dispensing facility and wash rack. An adequately sized and properly configured facility is required for the operations, maintenance, and training in support of a 132-personnel combat communications squadron responsible for tactical communications—electronics systems. Functional areas include the command section, communication systems (i.e. satellite, base, and network), communications center, combat support, secure storage, deployment control center, classrooms, physical fitness center, dining area, and medical training.

Current Situation: The vehicle maintenance functions are accomplished in a facility that has reached the end of its useful life. Facility maintenance and repair of the mechanical and electrical systems are no longer cost effective due to the lack of replacement parts. The facility is significantly short of maintenance, office, and training space due to the expansion of the unit's manning and resources over the years. Maintenance and repair operations on larger vehicles must be done outside because they do not fit in the small bays. The facility has numerous safety, health, and environmental hazards. The communications and electronics facility portion of this project will reconfigure and renovate existing spaces while adding to the complex to alleviate facility shortfalls. Mission accomplishment and Status of Readiness and Training System (SORTS) levels are degraded as there is no adequate space to properly store civil engineering equipment, generators, and equipment assets to be deployable within response time criteria given winter conditions. The 133rd is accomplishing part of the test mission requirements in a facility on the other side of the airport driveway. This requires them to take valuable time and manpower to get to the support functions such as medical and supply items. The area is 12 percent short of the required space needed to support the mission. Several Control and Reporting Center (CRC) testing events have been located in building 102, which has been identified to be demolished. This facility requires roof repairs and electrical and mechanical upgrades to meet code requirements. The space is not functionally setup to house a test squadron, which causes interruptions in training/testing requirements. They do not have the space to test, maintain, train and repair equipment that they are required to support. The office space is not properly configured. The Aerospace Ground Equipment (AGE) facility (building 101) is not functionally efficient as an AGE shop with its current layout. Equipment is stored outside due to lack of covered storage space. The administrative area is congested and not properly configured. The existing forced air heat system is inefficient and requires repair. The existing floor drains are not connected to an oil water separator. The majority of the base infrastructure system is over 40 years old and has been upgraded only as part of new construction. Parts of the system that have not been upgraded are deteriorated due to age.

Impact If Not Provided: Operations and training suffer from lack of up-to-date and adequate facilities. The overcrowded and antiquated facility seriously degrades the unit's

capability to maintain a safe, operationally ready fleet, and severely limits the unit's ability to train. Continued safety and environmental problems with possible violations of Federal and State environmental statutes. Quality of life is negatively impacted affecting morale, recruiting, and retention.

Additional: This project meets the criteria/scope specified in Air National Guard Handbook 321084, "Facility Requirements," and is in compliance with the base master plan. These facilities are "inhabited" buildings and meet the standoff distance requirements. There is minimal threat and the level of protection is low so minimum construction standards have been applied. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. The following buildings will be demolished as a result of this project: 101 (214 SM), 104 (45 SM), and 105 (45 SM) for a total of 304 SM.

Vehicle maintenance area: 7,000 SF = 650 SM.

Age addition to comm area: 2,600 SF = 242 SM.

Upgrade communications area: 22,769 SF = 2,115 SM.

Demolition/asbestos removal: 3,270 SF = 304 SM.

EARMARK DECLARATION

HON. JAMES T. WALSH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. WALSH of New York. Madam Speaker, consistent with Republican transparency standards, the following is a disclosure for each of my requested projects in H.R. 6599, the FY 2009 Military Construction—VA Appropriations Bill:

Requesting Member: Rep: JAMES T. WALSH Bill Number: H.R. 6599.

Account: Military Construction—Air National Guard.

Legal Name of Representing Entity: Hancock Field, Air National Guard, Syracuse, NY.

Address of Requesting Entity: 6001 East Malloy Road, Syracuse, NY 13211.

Description of Request: (1) Include \$5 million for Hancock Field—TFI—Predator IOC/FOC Beddown. This is included in the President's FY 2009 Budget Request. Funding will be used for conversion and upgrade of the Squadron Operations Facility to bed down Predator Operations Center (POC), Ground Control Station (GOC) and squadron operation functions. Rearrange and extend interior walls and utilities. Provide secure areas and Sensitive Compartmentalized Information Facility (SCIF) and alarm systems. Provide sustainable design elements and high efficiency energy-saving features/materials. Provide standby power with uninterruptible power capability. Exterior work includes: Utility support, pavements, site improvements, fire protection, and anti-terrorism force protection measures. See DD Form 1391 for project details. (2) Include \$5.4 million for Hancock Field—Upgrade ASOS Facilities (included in FYDP); funding will be used for an addition: Metal framed, masonry slab-on-grade facility with standing seam metal roof, architecturally compatible to

existing facility. Rearrange and extend interior walls and utilities. Provide interior walls, ceilings, and floor coverings and finishes as well as plumbing, electrical, heating, ventilation, air conditioning, alarms, and fire detection and suppression functions. Provide exterior support such as pavements, utilities, site improvements, fire protection and all other necessary work as required. Install utility metering and connect to Direct Digital Control System. See DD Form 1391 for project details.

EARMARK DECLARATION

HON. LAMAR SMITH

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. SMITH of Texas. Madam Speaker, I submit the following:

Requesting Member: Congressman LAMAR SMITH.

Bill Number: H.R. 6599.

Account: Department of the Army, Military Construction.

Legal Name of Requesting Entity: Fort Sam Houston.

Address of Requesting Entity: 1206 Stanley Road, Suite A, Fort Sam Houston, TX 78234-5001.

Description of Request: The funding would be used to construct a Trainee Barracks Complex. This project will provide a 1200 PN barracks, a Battalion Headquarters, Two Company Operation Buildings and a Central Energy Plant.

IN RECOGNITION OF PAUL T. MOBLEY, SR., UPON HIS COMPLETION OF HIS THIRD TOUR OF DUTY IN AFGHANISTAN

HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. MILLER of Florida. Madam Speaker, on behalf of the U.S. Congress, it is an honor for me to rise today in recognition of Paul T. Mobley, Sr., Special Agent with the Naval Criminal Investigative Service.

Paul Mobley, Sr. has spent the last 24 years serving his country as both a Special Agent for the Naval Criminal Investigative Service and a Sergeant for the United States Marine Corps. After graduating from Troy University in 1984, Mr. Mobley began his career as a Patrol Officer with the Dougherty County Police Department. After being promoted to Lieutenant, Mr. Mobley was soon selected to join the prestigious criminal investigative service of the U.S. Navy.

In 1996, Mr. Mobley was assigned to the Computer Crimes Investigation and Operations Unit of the NCIS Gulf Coast Field Office and was instrumental in establishing the unit's first computer forensics lab. Since 2002, he has specialized in cyber-related operations for the counter-terrorism and counter-intelligence communities. For 4 years, Mr. Mobley worked within the U.S. borders making our Nation more secure during the war on terror. While dutifully serving our country as an NCIS Special Agent, he has also faithfully served as

President of the West Florida Home Education Support League and Assistant Scoutmaster of Troop 10 in Pensacola, Florida.

In June of 2006, after completing the High Risk Operations Training Program at the Federal Law Enforcement Training Center in Glynco, GA, Mr. Mobley was called to serve his country yet again as an NCIS Special Agent in Kabul, Afghanistan. Mr. Mobley is now serving his third tour of duty in Afghanistan. The Department of the Army recently presented him with the Commander's Award for Civilian Service for "exceptionally meritorious achievement and outstanding civilian service . . . in support of Operation Enduring Freedom." Upon completion of his second deployment, the Department of the Navy presented Mr. Mobley with the Expeditionary Medal from the U.S. Naval Criminal Investigative Service. Mr. Mobley continues to be a courageous soldier and vital part of the war against terrorism.

Madam Speaker, on behalf of the U.S. Congress, I am proud to honor Mr. Paul T. Mobley, Sr. for his dedicated service to the community of northwest Florida and to the United States of America.

CARIBBEAN CONTEMPLATES SINGLE MARKET ECONOMY

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 2008

Mr. RANGEL. Madam Speaker, I rise today to enter into the RECORD a July 15, 2008 New York Carib News Op-Ed entitled: "CARICOM Summit on Economic Integration."

One issue that was made very clear as a result of the CARICOM Conference in New York is that there is a call for economic and political unity among the CARICOM states. With dozens of small economies that are similar in makeup and have many of the same goals, it is clear that the need for the Caribbean to form a Single Market Economy would eliminate many barriers to growth in the region.

The Op-Ed speaks to the benefits that this Single Market Economy would have for the growth of the Caribbean and that "the sooner the roadblocks are removed the better it would be for the region as a whole." The Caribbean can possibly experience the growth that Europe continues to experience since their unification. But unity will not be easy as we are dealing with issues of sovereignty and especially fear of an influx of unemployed migrants and the free movement of criminal networks.

CARICOM SUMMIT ON ECONOMIC INTEGRATION

When Caribbean leaders met recently in New York and Antigua, the effects which democracy and the free and fair expression of the will of the electorate in various Caricom countries in recent months were quite evident.

Several new faces were around the tables since the advent of the year 2007, with new leaders making their presence felt in one way or another in the council of the Caribbean Community. St. Lucia, the Bahamas, Jamaica and Belize have all changed governments while Trinidad and Tobago and its ruling People's National Movement bucked what appeared to be a trend in the wind of change that swept out governments, some with good records in office.

That change was bound to affect the pace of movement towards the establishment of the Single Economy, a vital step in the process towards regional economic integration. After all, new leaders could be expected to get up to speed on such a vital step.

By any measure, the road to the Caribbean Single Market and Economy is being traveled with less enthusiasm and fanfare than two to three years ago. Part of that hard and regrettable fact of life can be attributed to the departure of two enthusiastic advocates of regional togetherness, P.J. Patterson of Jamaica and Owen Seymour Arthur of Barbados. They served the region well but couldn't be expected to continue forever.

That situation may explain the recent criticism level by Dr. Ralph Gonsalves, Prime Minister of St. Vincent & the Grenadines who complained that the implementation of the CSME was taking a back seat to other things.

So that's why it made sense for the leaders at their meeting in Antigua last week to decide to meet before the end of the year to take stock of the CSME.

"The meeting will review the status of the preparation for the Strategic Plan for Regional Development, Member-States' readiness for the implementation of the Single Economy, as well as the role of stakeholders in the implementation of various elements of the CSME," was the way the leaders put it in their joint communiqué issue after the summit. Although lacking in specifics, that statement spoke volumes about where the region stands when it comes to the CSME. It tells us that quite a lot of unfinished business remains to be resolved and it suggests that some countries may be stalling on going forward with the Single Economy. But the sooner the roadblocks are removed the better it would be for the region as a whole.

One thing is clear: Caricom has fostered a sense of togetherness within the region. But the countries must be prepared to give up some of the things they hold dear for the good of the region. One of them is sovereignty. That's how Europe has achieved such progress. The problem is that far too many leaders and countries want to have their cake and eat it too. Without compromises and concessions we aren't going to move forward. Perhaps, the members of the Organization of Eastern Caribbean States should examine their own attitude to the CSME.

Nevertheless, there were some crucial decisions made at the Antigua summit. One of them was the crucial support given to the creation of the Caribbean Public Health Agency that would help bring the various regional health institutions under a single set of operating procedures. It would boost oversight of the management of regional health programs.

Another was the word on the Caricom passport and the movement of people throughout the region. Both Jamaica and Belize have now decided to begin issuing the Caricom passport by the end of the year. That step should reduce many of the hassles people encounter in moving from one territory to another and that's why it is vital for the member-states to put the machinery in place to ensure that the system is well-oiled so that ease of travel would become a reality and not the exception.

A disappointing note was struck however when Caricom devoted only two lines to the question of the free movement of people within the community. The leaders sidestepped the question when they decided to "review the implementation of the free movement of Caricom skilled nationals with a view to determining its ratification or mediation." That's a sure indication of further delay.