

Description: Continue the evaluation of New Jersey's coastal projects, including the different reaches of beach replenishment projects, as a system to ensure maximum benefits are achieved from the Federal investment and reduce long-term periodic nourishment costs.

Financial Statement: New Jersey Department of Environmental Protection is the non-Federal sponsor and provides their portion of the study costs.

HONORING POLICE CHIEF MICHAEL
J. CARROLL

HON. JIM GERLACH

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 21, 2009

Mr. GERLACH. Madam Speaker, I rise today along with my colleagues representing Chester County, Congressmen JOE PITTS and JOE SESTAK, to congratulate West Goshen Township Police Chief Michael J. Carroll on his induction as President of the International Association of Police Chiefs in Denver, Colorado on October 7, 2009.

The tremendous honor of being selected by his peers to lead the 106-year-old nonprofit organization that promotes professionalism and global policing is just the latest accomplishment in Chief Carroll's distinguished 43-year law enforcement career. He is a Past President of the Pennsylvania Chiefs of Police Association and Chester County Police Chiefs Associations and has been inducted into the International Police Association Hall of Fame.

The lengthy list of accolades is a testament to Chief Carroll's outstanding leadership and commitment to the department he runs and the community he protects. He has earned the respect of his fellow officers for his passion for police work, determination to solve even the most difficult cases and drive to provide the highest-quality training and resources for all officers.

Madam Speaker, I ask that my colleagues join me today in honoring Police Chief Michael J. Carroll for earning this prestigious international post and for his exemplary service to the residents of Chester County, Pennsylvania.

HONORING THE MEMORY OF
JAMES VINCENT MCCONNELL, JR.

HON. JO BONNER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 21, 2009

Mr. BONNER. Madam Speaker, earlier this week the city of Mobile lost a dear friend and a respected leader and I rise today to honor Mr. James Vincent "Jim" McConnell Jr. and pay tribute to his memory. Jim was a successful businessman, an active citizen and a dedicated soldier who years earlier answered his country's call to serve. He will be remembered as a man devoted to his family, his country and his community.

A native of Pensacola, Jim moved to Mobile as a teenager and graduated from Murphy High School. He received a football scholarship to the University of Alabama in 1959 and

played under the legendary Coach Paul "Bear" Bryant. After graduating from the University of Alabama in 1963 with a degree in business administration, Jim entered the U.S. Army and served as a second lieutenant in Germany. He was later promoted to captain after being reassigned to Fort Campbell, Kentucky.

After an honorable discharge, Jim worked for his father at Trail Cadillac-Pontiac before starting on his own dealership, Trail Pontiac on Dauphin Street. Later, Jim acquired the Mercedes-Benz and GMC Truck franchises, which he eventually merged with his brother's Cadillac dealership, forming McConnell Automotive Corporation. Jim was also a partner in the new Mercedes-Benz of Mobile.

Jim served on the General Motors Dealer Advisory Board and as president of the Buick-Pontiac-GMC area marketing group for 20 years. He received numerous awards as a General Motors Master Dealer and Mercedes Benz Diamond Dealer. He was a member of the Red Elephant Club, served on the Senior Bowl committee and was active in a number of other civic and community organizations. In short, Jim McConnell was always giving back to the city he loved and called home.

Madam Speaker, I ask my colleagues to join me in remembering a dedicated and generous community leader and a dear friend to many. Jim McConnell will be deeply missed by his family—his wife, Cynde; his sons, Mitch McConnell, Stan McConnell, Vince McConnell and Baker McConnell; his mother, Mary Louise McConnell; his brother Eddie McConnell; his sister, Mary Lou Layden; and his four grandchildren—as well as his many friends, colleagues, and patrons.

Mobile—and indeed our entire state—lost a true leader for our area and our thoughts and prayers are with this family at this difficult time.

RECOGNIZING JUDGE JUDY
SCHIER HOBBS

HON. JOHN R. CARTER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 21, 2009

Mr. CARTER. Madam Speaker, I would like to recognize the Honorable Judy Schier Hobbs, Justice of the Peace for Precinct 4 in Williamson County, who was awarded "Judge of the Year" by the Texas Justice Court Judges Association (TJCJA) at their annual 2009 Education Conference in Austin, Texas. The state-wide award was presented at the Awards Luncheon during the four-day conference at the Austin Hyatt Regency on Lady Bird Lake.

Texas Justice Court Judges Association is an organization representing Justice Court Judges and Clerks across the State of Texas.

Judge Hobbs was awarded the "Judge of the Year" by the Central Texas Justices of the Peace and Constables Association earlier this year.

Judge Hobbs is a lifelong resident of Precinct Four in Williamson County with a rich history of community service and was appointed and sworn to office May 15, 1982. She is a Lifetime member of the Texas Justice Court Judges Association and Central Texas Justices of the Peace and Constables Association.

Judge Hobbs is married and has two children and seven grandchildren with one on the way and is a member of the Brushy Creek Baptist Church.

SUPPORT THE MOTOR VEHICLE
OWNERS RIGHT TO REPAIR ACT

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 21, 2009

Mr. TOWNS. Madam Speaker, I rise today to discuss a problem that many of us, and many of our constituents, often face, a problem that be easily resolved with legislation that I, joined by Representatives ANNA ESHOO and GEORGE MILLER, have reintroduced. HR 2057, The Motor Vehicle Owners' Right to Repair Act, ensures that motoring consumers have the ability to choose where, how and by whom they have their vehicles repaired and serviced, even those recently out of warranty.

Vehicles that are 1994 and newer are equipped with computers that control most of the vehicles' systems, from air bags and brakes, to tire pressure, oil changes, electronics, ignition systems and keys. In fact, there are more computers on today's vehicles than were on the Apollo 11 moon mission.

Independent repair shops, which comprise a large number of the small businesses in all of our districts, are experiencing a great deal of difficulty in locating and obtaining the information, tools and software needed to completely repair late model vehicles. These shops often must turn away their valued customers, forcing them to return to new car dealerships, which, on average, are 34 percent more expensive. Not only is that a loss of business for the over 200,000 independent repair shops in our nation, but it is a financial burden for our constituents.

I have heard several complaints in my office of problems that independent repair shops have experienced in repairing later model vehicles. One independent aftermarket technician in New York was attempting to diagnose a Subaru and was told that the car company would not sell the independent repair shop the proper tools needed to diagnose and repair a drivability problem.

Another New York repair shop was told they would have to wait up to two days to obtain the software from Ford needed to update the computer on a Ford Escape. The repairer had to pay for towing and then pay the new car dealership a fee.

I have another example from Massachusetts. But you get the point.

82% of car owners and 94% of independent repair shops indicate that they favor the passage of this bill. It allows repair shops to offer their clients better service and doesn't cost the taxpayers or the government any money. Instead, it's a way that we can provide affordable choices to car owners who continue to struggle in this difficult economy.

The car companies have argued that this bill would lead to infringements on their intellectual property. HR 2057 does NOT request or require proprietary information and I have inserted language to ensure that. Similar legislation has been passed in the California state legislature, and there were no breaches of proprietary information; the only result was