

materials). The Board has also issued more than 1,100 safety recommendations—many of which have been adopted by Congress, federal, state and local governments, and the affected industries.

The NTSB's tireless efforts in investigating accidents and issuing recommendations have led to innovative safety enhancements, such as manual cutoff switches for airbags, measures to prevent runway incursions, and countermeasures against operator fatigue in all modes of transportation. The NTSB has promoted the installation of more sophisticated voice recorders to enhance its ability to investigate aircraft accidents. In addition, the NTSB recently held a General Aviation Accident Prevention Symposium, which brought together all sectors of the growing general aviation community to proactively address safety issues gleaned from GA accident investigations. In 1999 alone, there were 691 aviation-related fatalities—628 of which occurred in general aviation. Last night's news of the tragic crash that took the life of Missouri Governor Mel Carnahan, his son, and a campaign aide underscores the importance of the NTSB's work, both in investigating and preventing accidents.

Despite a small workforce of approximately 400 full-time employees, the NTSB has provided its investigative expertise in thousands of complex aviation accidents—including its painstaking review of the TWA 800 crash. The NTSB is also frequently called upon to assist in aviation accident investigations of foreign flag carriers—such as Egypt Air Flight 990, and in accident investigations in foreign countries. The demands upon this small agency, with its highly trained, professional staff, will only grow with the aviation market's ever-increasing globalization.

To maintain its position as the world's preeminent investigative agency, it is imperative that the NTSB has the resources necessary to handle the increasingly complex accident investigations. S. 2412 ensures that NTSB has the necessary resources by increasing funding steadily and sensibly over the next three years: \$57 million in FY 2000; \$65 million in FY2001; and \$72 million in FY2002. This funding will be used to permit NTSB to hire more technical experts as well as to provide better training for its current workforce, as was recommended in a recent study by the RAND Corporation. Dramatic changes in technology, such as glass cockpits in aviation, demand such an investment.

However, with this increase in funding also comes the requirement to strengthen the oversight of financial matters at the agency. S. 2412 requires the NTSB to hire a Chief Financial Officer and to improve its internal audit procedures. In addition, S. 2412 vests the DOT Inspector General with the authority to review the financial management and business operations of the NTSB. This will help ensure that money is well spent and the potential for fraud and abuse is reduced. The DOT Inspector General's authority is specifically limited to financial matters, however, so as not to undermine the NTSB's independence.

Equally important, S. 2412 provides the NTSB with the authority to grant appropriate overtime pay to all of its accident investigators while on-scene. These competent individuals are oftentimes called upon to work upwards of 60, 70 or 80 hours per week in extreme conditions—whether in the swamps of the Florida

Everglades or the chilly waters off the Atlantic Ocean—side-by-side with other federal agency investigators who are paid for extra hours worked. Moving to this type of parity is the least that we can do to show our appreciation for the efforts of these dedicated professionals.

As we have learned from the tragic TWA 800 crash, accident scenes can often be chaotic with many local, state, and federal investigative agencies on scene. This is especially true where accidents are not only being investigated for probable cause, but also when criminal activity is suspected. Proper coordination between these various investigative agencies performing very important, albeit very different, functions is of paramount importance. S. 2412 reaffirms NTSB's priority over an accident scene unless the Attorney General, in consultation with the NTSB Chairman, determines that the accident may have been caused by an intentional criminal act. In that case, the NTSB would relinquish its priority over the scene, but such relinquishment will not, in any way, interfere with the Board's authority to continue its probable cause investigation.

Having a well funded, well-trained NTSB workforce to meet the challenges of the 21st Century is of the utmost importance for the American traveling public. I compliment Chairman SHUSTER, Subcommittee Chairman DUNCAN, and Subcommittee Ranking Member LIPINSKI for their efforts on this bill.

I urge my colleagues to support this critical piece of legislation.

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

Mr. SHUSTER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. PEASE). The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the Senate bill, S. 2412.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the Senate bill was passed.

A motion to reconsider was laid on the table.

GEORGE E. BROWN, JR. UNITED STATES COURTHOUSE

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5110) to designate the United States courthouse located at 3470 12th Street in Riverside, California, as the "George E. Brown, Jr. United States Courthouse".

The Clerk read as follows:

H.R. 5110

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

SECTION 1. DESIGNATION.

The United States courthouse located at 3470 12th Street in Riverside, California, shall be known and designated as the "George E. Brown, Jr. United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the United States court-

house referred to in section 1 shall be deemed to be a reference to the "George E. Brown, Jr. United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Mississippi (Mr. SHOWS) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Speaker, George Brown is one of the most highly regarded Members of this Congress. And for so many years and while on the other side of the aisle, I don't know of a single instance in which he put partisan politics ahead of what he believed to be best for this country. And so it is with a great sense of opportunity that I lay before us today the opportunity to recognize a very distinguished American.

Mr. Speaker, H.R. 5110 designates the United States courthouse in Riverside, California as the "George E. Brown Jr. United States Courthouse." George Edward Brown Jr. was born in Holtville, California on March 6, 1920. He attended public schools in Holtville and graduated from El Centro Junior College and the University of California at Los Angeles.

Congressman Brown spent a lifetime in public service working for the betterment of this country. His life work started in the 1930's fighting color barriers and integrating housing at UCLA, and continued through the 1990's when he was working toward improving the environment and expanding economic opportunity for all citizens.

Although he first registered as a conscientious objector to the war, Congressman Brown went on to serve as a Second Lieutenant in the Army during World War II. He returned from the war and began his career with the civil service department of the City of Los Angeles. In 1954 he was elected mayor of Monterey Park an LA suburb, in 1958 he was elected to the California State Assembly and served in the assembly until 1962. While in the assembly he introduced a bill to ban the use of lead in gasoline.

In 1962 he was elected to the United States House of Representatives. He served for four terms and was an ardent fighter for civil rights legislation in 1964. In 1970 he ran for the U.S. Senate and was defeated. He returned to the House with a successful election in 1972 and served in the House for the next 13 succeeding Congresses.

Having his degree in Industrial Physics, Congressman Brown was a strong advocate for the advancement of sound science and technology policy. He was the Chairman of the Science Committee for the 102nd and 103rd Congresses. He also worked on policies for energy and resource conservation, sustainable agriculture, national information systems, and the integration of technology in education.

Congressman Brown died in his 18th term at the age of 79, on July 14, 1999. This is a fitting tribute to a dedicated public servant. I support this measure, and urge my colleagues to support it as well.

Mr. Speaker, I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 5110, a bill to designate the United

States Courthouse located at 3470, 12th Street, Riverside, California, as the "George E. Brown, Jr. Courthouse."

Mr. Brown was born on March 6, 1920, in Holtville, California. He attended the University of California at Los Angeles, where he helped create some of the first cooperative student housing units. While attending the university, he worked tirelessly to break racial barriers by organizing the first integrated campus housing in the late 1930s.

After graduation in 1940, Brown began his public service in the civil service department of the City of Los Angeles. When World War II began, he publicly opposed incarceration of Japanese Americans, a position that later blocked his career path.

During the war, he served as a second lieutenant in the Army. After the war, he returned to Los Angeles and resumed his career with the city and began to organize city workers and veterans' housing projects.

In 1954, Brown won his first election to the Los Angeles City Council; and in 1955, he was elected mayor. From 1958 to 1962, he served in the California Assembly. In 1962, he was elected to Congress.

While in Congress, George Brown was a champion of the landmark 1964 civil rights legislation. Brown was an outspoken critic of the Vietnam War and voted against every defense-spending bill during the Vietnam era.

In 1970, Congressman Brown made a run for the U.S. Senate against the more moderate Congressman, John Tunney. Although he lost the primary race, the current California political party is replete with people who worked on Brown's primary campaign.

In 1972, George Brown returned to the House and represented the 42nd district until the time of his death. As the chairman of the Committee on Science, he became recognized as the architect in forming the institutional framework for science and technology in the Federal Government. He vigorously supported the National Science Foundation, and he was instrumental in forming the permanent science advisory committee in the Executive Office of the President.

George Brown led the early warnings on the dangers of burning fossil fuels and the dangerous effects of freon.

He worked hard for his 42nd district, ensuring his local schools had the benefit of new educational technology and scientific advances. He was instrumental in the Norton Air Base conversion in San Bernardino.

George Brown truly believed in the powers of persuasion to settle differences and developed a polite and courtly style of argument. He was a gentleman with impeccable manners and was always known as a straight shooter. He was the longest serving Member from California.

It is both fitting and proper to honor the great, significant contributions of our former colleague, George E. Brown,

with this designation. I urge support for H.R. 5110.

I thank the gentleman from California (Mr. CALVERT) for introducing this legislation. I also would like to recognize the gentleman from California (Mr. BACA) for his steadfast support of this bill.

Mr. Speaker, I reserve the balance of my time.

Mr. SHUSTER. Mr. Speaker, I am pleased to yield such time as he may consume to the distinguished gentleman from California (Mr. CALVERT), the driving force behind this legislation.

Mr. CALVERT. Mr. Speaker, I rise to offer H.R. 5110 that would designate the United States courthouse located in Riverside, California, as the "George E. Brown, Jr. United States Courthouse."

I was happy to sponsor this bill along with the gentleman from California (Mr. JERRY LEWIS), the gentleman from California (Mr. PACKARD), the gentleman from California (Mrs. BONO), the gentleman from California (Mr. GARY MILLER), and the gentleman from California (Mr. BACA).

I could not have brought this bill forward as quickly as we have without the help of the gentleman from Pennsylvania (Chairman SHUSTER), and I certainly appreciate his help and consideration in this matter and certainly the gentleman from Minnesota (Mr. OBERSTAR), the ranking member, for working to help our former colleague, Mr. George Brown, in his memory today.

I met George Brown with my father when I was 12 years old. From the start and throughout his career in Congress, George was really known as one of the last honest liberals, always voting his convictions and conscious.

In the House of Representatives, George served 18 terms as an unselfish public servant. He was the longest serving Member of the House or Senate in the history of California. I should know, he was my member of Congress when I was in high school.

Although George and I have may have disagreed on some things, on differing political philosophies and governing philosophy, my respects and admiration, as I know everyone here, ran deep. George was someone that really had strong convictions and was very certain to let us know what those convictions were. On many occasions he would do exactly that. We worked very closely together on issues that affected our area, the Inland Empire of California, which now is populated by over 3 million people; and George did that very ably.

So renaming this courthouse in my district, once in George's district by the way, he represented it for many years as he represented many years in the State of California as his district was moved around California, is more than deserving.

It is a small recognition for his leadership and his lifetime quest for social justice in our society. It will ensure that George will be remembered in the

community that he loved and he worked for for so long.

So I know his widow, Marta, I am sure will be watching today and is grateful that this recognition is taking place. I am certainly grateful to my colleagues. And I know that my colleagues throughout the House today will stand with me in honor and remember George's work for the Inland Empire of California and the whole Nation.

Mr. SHOWS. Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR).

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding me the time.

Mr. Speaker, it says as much about the gentleman from California (Mr. CALVERT) as it does about the gentleman we honor today that this bill comes forward to the House floor. It is an extraordinary reaching across the political aisles and across the generations for the gentleman to not only sponsor this legislation but actually vigorously advocate for it and to ensure that it made its way through the committee process and to the House floor, and of course to the chairman of our full committee, the gentleman from Pennsylvania (Mr. SHUSTER), who has been very forthright and vigorous in urging us to move this legislation forward.

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As I look back over the Members of this body that I have known over the years I have served as staff and as a Member, George Brown is one of my favorites. Avuncular comes to mind, a kindly, gentle smile, thoughtful, quizical look on his face at times; withholding words until just the right ones came forward to fit the situation, whether he was speaking on the floor or in our Democratic Caucus; and principled also comes to mind to characterize George Brown. Whether it was as a young person in the 1930s on housing and fighting segregation or as a Member of Congress supporting the Civil Rights Act, opposing the Vietnam War, standing up for the space flight program, which he thought was important not only for the future of America but for the future of basic science research, he was a true advocate for the science community and for that which is so difficult to do in this body: to invest in basic research, which does not have an immediate outlet. We do not see its results today; but if we do not do the research today, a decade from now we will be in deficit.

George understood that and was an advocate for it, and that advocacy characterizes his whole service in this body. He has done all of us a great service. We honor his memory, perpetrate his integrity, his honesty, his vision, his love of public service and his view that public service should do some good for all people when we designate this courthouse.

I would also like to take this opportunity, while the gentleman from Tennessee (Mr. DUNCAN) is still on the floor, to offer my tribute and great appreciation for the work that the gentleman from Tennessee (Mr. DUNCAN) has done as chair of the Subcommittee on Aviation.

When the organizational work was underway for the 104th Congress, and it was clear the majority had shifted, the gentleman from Tennessee (Mr. DUNCAN) and I had a very long breakfast session, about 2½ hours, to discuss aviation. It was his intention to bid for the chairmanship of that subcommittee. I was impressed by the student in the gentleman from Tennessee (Mr. DUNCAN) asking good questions, taking notes, making mental notes, wanting to do the best thing and the right thing, asking questions, what are the tough policy issues; and he has addressed those issues during his tenure.

There are many subcommittees on the Committee on Transportation and Infrastructure, but I confess to loving aviation a little more than the others. For that, I have true affection, as well as great professional respect and admiration, for the gentleman from Tennessee (Mr. DUNCAN), for keeping the aviation agenda on a very high note of integrity, professionalism, looking to the future, dealing with the present, addressing the fundamental issues of aviation, assuring always that we do the right thing for America's leadership in the world in the field of aviation.

The tenure of the gentleman from Tennessee (Mr. DUNCAN) will long stand as a tribute to aviation, a tribute to his judicial bearing, to his equanimity, his fairness and his concern for safety, security, sound investment, airport expansion, international trade in passengers and cargo, and for keeping America the leader that it is in aviation. That will be his mark of service as chair of the Subcommittee on Aviation.

Mr. SHOWS. Mr. Speaker, I yield back the balance of my time.

Mr. SHUSTER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. PEASE). The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 5110.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

SOUTHEAST FEDERAL CENTER PUBLIC-PRIVATE DEVELOPMENT ACT OF 2000

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and concur in the Senate amendments to the bill (H.R. 3069) to authorize the Administrator of General Services to provide for redevelop-

ment of the Southeast Federal Center in the District of Columbia.

The Clerk read as follows:

Senate amendments:

Page 5, line 11, strike out "Capitol" and insert "Capital".

Page 5, line 21, after "trator" insert, ", in consultation with the National Capital Planning Commission".

Page 7, line 1, strike out "Environment and Public Works" and insert "Governmental Affairs".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Mississippi (Mr. SHOWS) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

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

Mr. Speaker, the Southeast Federal Center Public-Private Development Act of 2000 authorizes the administrator of GSA to enter into agreements with regard to that activity. The original legislation was reported out of the Committee on Transportation and Infrastructure on March 23 of this year, passed the House on May 8. The Senate Committee on Government Affairs reported theirs and passed the Senate with amendments on October 11. Their amendments are technical in nature and have the support of both sides of the aisle.

This action will simply concur with those amendments, clear the measure to be sent to the President. I support the measure and encourage my colleagues to support it as well.

Mr. Speaker, I reserve the balance of my time.

Mr. SHOWS. Mr. Speaker, I yield such time as she may consume to the gentlewoman from the District of Columbia (Ms. NORTON), the sponsor of this bill.

Ms. NORTON. Mr. Speaker, I thank the gentleman from Mississippi (Mr. SHOWS) for yielding time to me.

Mr. Speaker, I recognize the bill is here for the second time only because of technical amendments that occurred in the Senate. I wanted to come to the floor to express my deep appreciation, however, for the bipartisan leadership this bill has received, especially from the chair of our full committee, the gentleman from Pennsylvania (Mr. SHUSTER), as well as from our ranking member, the gentleman from Minnesota (Mr. OBERSTAR), and from our subcommittee chair, the gentleman from New Jersey (Mr. FRANKS), and the ranking member, the gentleman from West Virginia (Mr. WISE).

The bill is unique. It is the first time that private development will occur on Federal land. In doing so, of course, we make use of land for which the government was receiving no revenue, and at no cost to the government. The bill represents an extraordinary breakthrough of bipartisan work. Precisely because it is unique, the bill typifies the out-of-the-box, nonstereotypic, nonbureaucratic thinking that is typical of the members of this subcommittee.

It took extraordinary collaboration and cooperation for this bill to pass both Houses because we had to think of a way to get some use out of land that had been lying there, very valuable land, for decades, producing no revenue for the Federal Government, even though we are talking about 55 acres of prime land, and some of the most valuable land on the East Coast.

I must say I am also grateful for the quality of leadership the bill received in the Senate, especially from Chairman FRED THOMPSON; from ranking member, JOSEPH LIEBERMAN; from subcommittee chairman, GEORGE VOINOVICH; and from ranking member, RICHARD DURBIN, the subcommittee chairman of the District Committee and the full committee chairman of the Government Affairs Committee.

The magnitude of the waste in not developing these 55 acres for decades is incalculable. Now we have found a way not only to develop it but to develop it at no cost; to get productive use out of it with revenue for the Federal Government and some revenue may even go to District taxpayers for whatever private development occurs.

The land had been a terribly large brownfield that had produced slums in everything it touched surrounding it, it is so huge. The reason that it had not been developed is because it turned out not to be, in today's economy, developable as a traditional government-owned site, and we had limited tools to make use of it. It took legislation. This legislation is applicable to this parcel alone. The land was too valuable to sell and indeed we do not sell Federal land. We have so little of it in the District of Columbia, we had to think of something to do with it.

Working together, we have thought of something that is unique to do with it but in keeping with public-private partnerships of the type this Congress has long endorsed and with the reinventing government and public-private ideas of the administration. For that reason, I am virtually certain that the President will sign this bill.

I wanted to express my profound appreciation, especially since I knew that the chairman and the ranking member, who are so central to this bill, would be on the floor today.

Mr. SHUSTER. Mr. Speaker, I reserve the balance of my time.

Mr. SHOWS. Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR), the ranking member of the Committee on Transportation and Infrastructure.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman from Mississippi (Mr. SHOWS) for yielding me this time.

Mr. Speaker, as the gentlewoman from the District of Columbia (Ms. NORTON) has already expressed, this is a very unique initiative we undertake here. The gentleman from New Jersey (Mr. FRANKS), the Chair of the subcommittee, and the gentlewoman from the District of Columbia (Ms. NORTON)