

This legislation allows student loan borrowers to receive more timely assistance from their lenders when they are seeking forbearance of loan payments. It allows a lender to accept a request for assistance over the telephone as long as a confirmation notice of the agreement reached is provided to the borrower and the borrower's file is updated. This eliminates the need for borrowers to sign paper documents requesting help and agreeing in writing to what they already have agreed to verbally. This language also aligns a rehabilitation provision within the Perkins Loan Program with the Federal Family Education Loan Program.

The FED UP Technical Amendments Act corrects an administrative issue in the payment of insurance to lenders and reinsurance to guaranty agencies on borrower default claims when the borrower failed to establish eligibility for that loan. This change reinstates long-standing policy of the Department of Education in the payment of these specific claims, which was altered by a new reporting process put in place via a forms change.

This legislation allows Hispanic Serving Institutions (HSIs) to apply for HSI grants without having to wait two years in between applications. It also clarifies allowable uses of grant funds within the Thurgood Marshall Legal Educational Opportunity Program. It also provides clarification within the Federal TRIO programs that institutions with more than one campus may apply for separate grants to serve different populations at different campuses.

This legislation also provides clarification as to what items must be included within the annual report of the Department of Education's Performance Based Organization (PBO). Finally, the bill corrects the names of the authorizing committees throughout the HEA and corrects a citation to a section of the law that had been changed several years ago.

The FED UP Higher Education Technical Amendments Act of 2002 will take us one step closer to reducing burdensome rules and allowing financial aid administrators and others in the higher education community to do their jobs more efficiently and effectively. Program integrity and service to students remain the priority and this legislation accomplishes both.

FEDUP has accomplished its goal of streamlining the current regulatory system to the extent possible, while maintaining or improving program integrity and I urge my colleagues to support this legislation.

A TRIBUTE TO JOHN Z. SHEARER,
ROBERT KOENIG, ALMA COLLINS
AND MARGE ROSSITER

HON. BILL SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 5, 2002

Mr. SHUSTER. Mr. Speaker, I rise today to recognize four residents in my district, John Z. Shearer, Robert Koenig, Alma Collins, and Marge Rossiter for each being named a volunteer of the year by four member organizations of the South Central Directors of Volunteers Association. Each of these individuals have given their communities a great service by giving of themselves and their time. Their service is a tremendous gift to the many people they help.

John Z. Shearer was recognized by the Franklin County Volunteer Transportation Network for driving more than 1,000 miles since November and donating 43 hours to provide transportation to people in need of medical services outside Franklin County. In addition to this work, Mr. Shearer also volunteers for the Toy Mission, Kiwanis, Meals on Wheels, and directs/manages the chorus of AARP Fall-ing Spring Chapter 280.

Robert Koenig was recognized by the Franklin County Literacy Council for being a volunteer tutor and assisting with fund-raising and special projects. In addition to his work at the council, Mr. Koenig also volunteers at the Ragged Edge Library and with the Scotland School for Veterans Children football team.

Alma Collins was recognized by the Shook Home and The Quarters At Shook for her positive attitude, reliability, and willingness to help.

Marge Rossiter was recognized by the Volunteer Association of South Mountain Restoration Center for being a volunteer since 1977, serving her third term as president of the association and serving as chairperson for another of the association's volunteer groups, International Party Givers.

The services these volunteers provide do not come with a price, but the dividends of their work are precious and valuable. They have given their time unselfishly and have asked for nothing in return. Through their example we learn that a smile, a thank you, or just the knowledge that you have done a good deed can provide a personal reward that fills the corners of your heart in ways that a paycheck will never be big enough to do.

Mr. Speaker, I ask my colleagues to join me in thanking all volunteers for their noble work and congratulating John Z. Shearer, Robert Koenig, Alma Collins, and Marge Rossiter for receiving the recognition of volunteer of the year. I would also like to put forth a challenge to young people, in my district as well as other parts of the country, to follow in the footsteps of these individuals. President George W. Bush, in his last State of the Union Address, challenged all of us to give two years or 4,000 hours of service over our lifetimes. If the President were here today I am positive he would shake these four volunteers' hands and hold them up as examples for others to follow. Our communities are in need of volunteers, people that are willing to provide a helping hand and give from their hearts. This country has a generous spirit of goodwill and kindness, I urge others to use this as their motivation to become as involved in bettering their communities as the four volunteers we have recognized today.

NATIONAL TRANSPORTATION SAFETY BOARD REAUTHORIZA- TION ACT OF 2002

SPEECH OF

HON. SHEILA JACKSON-LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 4, 2002

Ms. JACKSON-LEE of Texas. Mr. Speaker, the primary function of the National Transportation Safety Board primary function is to promote safety in transportation. The Board is responsible for the investigation, determination

of facts, conditions, and circumstances and the cause or probable cause or causes of. The Board makes transportation safety recommendations to Federal, State, and local agencies and private organizations to reduce the likelihood of recurrences of transportation accidents. The Board issues reports and orders pursuant to its duties to determine the cause of transportation accidents and to report the facts, conditions and circumstances relating to such accidents.

Since its last reauthorization in 2000, the Board has investigated over 6,500 accidents. The NTSB has issued over 650 safety recommendations. To maintain its position as the world's preeminent investigative agency, the NTSB must have the resources necessary to handle the increasingly complex accident investigations. The NTSB has recently broken ground for its new training academy that will teach state of the art investigative techniques for transportation accidents.

Although it has no regulatory or enforcement powers, its reputation for impartiality and thoroughness has enabled the NTSB to achieve such success in shaping transportation safety improvements that more than 80 percent of its recommendations have been adopted by those in a position to effect change.

Many safety features currently incorporated into airplanes, automobiles, trains, pipelines and marine vessels had their genesis in NTSB recommendations. At an annual cost of less than 23 cents a citizen, the NTSB is one of the best bargains in the government.

H.R. 4466, National Transportation Safety Board Reauthorization Act authorizes increased funding over the next three years: \$73 million in FY 2003; \$85 million in FY 2004; and \$89.7 million in FY 2005. The bill also authorizes approximately \$4 million per year for the training academy. This funding is critical to ensure that the Agency has the necessary resources to hire additional technical experts as well as to provide better training for its current workforce.

H.R. 4466 also addresses another matter of great importance; that is, the DOT's notoriously slow response to NTSB's safety recommendations. The bill requires an annual report from DOT on the regulatory status of all significant safety recommendations (i.e., those on NTSB's "most wanted list") received from the NTSB. This will enable the Committee to keep tabs on the progress of these very important recommendations.

One of the NTSB's core functions is to assist families of passengers that have been in an aviation accident. H.R. 4466 also extends the NTSB's family assistance responsibility to families of victims of rail accidents. In addition, Congress, in 2000, authorized the transfer of investigative priority from the NTSB to the Federal Bureau of Investigation in the event of an accident caused by an intentional criminal act. H.R. 4466 provides for the transfer of the family affairs responsibility to the FBI from the NTSB when investigative authority has been relinquished in both aviation and rail accidents.

Having a well funded, well-trained NTSB workforce is of the utmost importance for the American traveling public. Accordingly, I urge my fellow members to strongly support the bill.