

for each month in the calendar year. If the amount of the individual's annuity has changed during the calendar year, any payment of annuities which become payable solely by reason of the limitations in the preceding three sentences shall be made first with respect to the month or months for which the annuity is larger. For purposes of this subdivision, 'the monthly allowable earnings' shall be \$700, except that for each year after 2007, 'the monthly allowable earnings' amount shall be the larger of the amount for the previous year or the amount calculated by multiplying \$700 by the ratio of the national average wage index for the year 2 calendar years before the year for which the amount is being calculated to the national average wage index for the year 2005. The amount so computed will be rounded to the next higher multiple of \$10 where such amount is a multiple of \$5 but not of \$10 and to the nearest multiple of \$10 in any other case.'".

(b) EFFECTIVE DATE.—The amendments made by this section take effect January 1, 2007.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentlewoman from Florida (Ms. CORRINE BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. LATOURETTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5483.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. LATOURETTE. Mr. Speaker, I yield myself such time as I may consume. I strongly support this bipartisan legislation.

H.R. 5483 is a bill to help disabled railroad employees. Under our current system, a permanently disabled railroad worker is given a monthly stipend by the Railroad Retirement Board. The average stipend is about \$1,911 a month, which is often too little to support a family. This has led disabled workers to seek a supplemental source of income.

If a disabled railroad worker is well enough to work at another job, current law limits his or her earnings to only \$400 a month, a limit which has remained unchanged for years.

Mr. Speaker, in my own district, the mayor of Mentor, Ohio, is a disabled railroad worker, and he can only accept \$400 as his monthly pay for being the mayor of Mentor.

This legislation that we are considering today, H.R. 5483, the Railroad Retirement Disability Earnings Act, will increase that amount to only \$700 per month, with no decrease in retirement benefits. The \$700 figure will also be indexed to inflation.

The cost of this legislation is estimated to be at less than \$500,000 a year. To put things in perspective, the National Railroad Retirement Trust is currently valued at over \$29 billion and

has been so well managed that railroad payroll taxes are actually going down.

H.R. 5483, the Railroad Retirement Disability Earnings Act, is important to disabled railroad employees and their families and is one of the most important pieces of railroad legislation that we will consider this year.

I urge your support for this bill and wish to commend our committee chairman, Mr. YOUNG of Alaska; the ranking minority member, Mr. OBERSTAR; and the subcommittee's ranking minority member, Ms. BROWN, for her outstanding leadership on this issue.

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

Ms. CORRINE BROWN of Florida. Mr. Speaker, I yield myself such time as I may consume.

I want to thank Chairman YOUNG and Chairman LATOURETTE and Ranking Member OBERSTAR for their work in bringing this important bill to the House floor for a vote.

It has been nearly 20 years since we have passed a bill to help out our Nation's rail workers who were injured on the job and unable to continue working in the railroad industry. I am pleased to see that everyone has agreed to support an increase in their allowed monthly earnings limit so that these hardworking men and women can work freely in jobs that are not as physically demanding as those in the railroad industry.

H.R. 5483 will increase the outside earnings limits for disabled workers from \$400 to \$700 per month, which will then increase yearly based on the Social Security index.

We all know that the cost of living in this country is skyrocketing. Whether it is the cost of needed medicines, increased insurance premiums, or the high price of gasoline, this small increase will make a major impact on the ability of these individuals to provide for their families.

I stand in strong support of this legislation, and I am happy to see everyone has come together today and that the views of all interested groups, not just a select few, were included in this legislation.

I encourage all of my colleagues to support this important legislation.

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

Mr. LATOURETTE. Mr. Speaker, I yield myself such time as I may consume. Very shortly, I would advise my distinguished ranking member that I have no additional speakers, but I do want to make this comment.

This is my first session of Congress to serve as the chairman of the Railroad Subcommittee, and it has been my distinct pleasure to serve with the gentlewoman from Florida, and I want to thank her for the kind and bipartisan way in which she has treated all of the issues that have come before the subcommittee these last 2 years.

I do not know where our forces are going to take us in the next couple of years, but I very much look forward to

working with you, and with that, when the gentlewoman yields back, I will do the same.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H.R. 5483. This bill increases the outside earnings limit for disabled workers from \$400 to \$700 per month, and indexes their outside earnings annually after 2007 to increases in the national average wage index—consistent with the indexing mechanism for determining substantial gainful employment under the Social Security Act.

Currently, the Railroad Retirement Act withholds monthly annuities for disabled workers who earn more than \$400 in outside income. At the end of each year, the withheld annuities are reimbursed to disabled workers whose total annual earnings are less than \$5,000. Otherwise, the annuity is subject to a deduction of 1 month's benefit for each multiple of \$400 earned over \$5,000. H.R. 5483 increases that threshold to \$8,750.

With ever-increasing costs for health care and prescription drugs, an extra \$300 in earnings per month could make a real difference for disabled persons, who are all too often denied affordable, comprehensive healthcare, and guaranteed coverage of prescription drugs.

The Railroad Retirement Board's chief actuary estimates that these increases would not have a substantial impact on the Railroad Retirement Trust Fund. According to the actuary, the cost of raising the disability work deduction limit would be less than \$1 million per year. That is a small price to pay for helping meet the needs of many disabled persons and their families.

I urge my colleagues to join me in supporting H.R. 5483.

Ms. CORRINE BROWN of Florida. Mr. Speaker, I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I urge passage of the bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 5483.

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.

DAM SAFETY ACT OF 2006

Mr. KUHLMAN of New York. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4981) to amend the National Dam Safety Program Act, as amended.

The Clerk read as follows:

H.R. 4981

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 "Dam Safety Act of 2006".

SEC. 2. NATIONAL DAM INVENTORY.

Section 6 of the National Dam Safety Program Act (33 U.S.C. 467d) is amended to read as follows:

SEC. 6. NATIONAL DAM INVENTORY.

“The Secretary of the Army, acting through the Chief of Engineers, shall maintain and update information on the inventory of dams in the United States. Such inventory of dams shall include an assessment of each dam based on inspections completed by either a Federal agency or a State dam safety agency.”

SEC. 3. NATIONAL DAM SAFETY PROGRAM.

Section 8(b)(1) of the National Dam Safety Program Act (33 U.S.C. 467f(b)(1)) is amended by striking “and target dates to” and inserting “performance measures, and target dates toward effectively administering this Act in order to”.

SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

Section 13 of the National Dam Safety Program Act (33 U.S.C. 467j) is amended to read as follows:

“SEC. 13. AUTHORIZATION OF APPROPRIATIONS.

“(a) NATIONAL DAM SAFETY PROGRAM.—

“(1) ANNUAL AMOUNTS.—There are authorized to be appropriated to FEMA to carry out sections 7, 8, and 11 (in addition to any amounts made available for similar purposes included in any other Act and amounts made available under subsections (b) through (e)) \$6,500,000 for fiscal year 2007, \$7,100,000 for fiscal year 2008, \$7,600,000 for fiscal year 2009, \$8,300,000 for fiscal year 2010, and \$9,200,000 for fiscal year 2011. Such sums shall remain available until expended.

“(2) ALLOCATION.—

“(A) IN GENERAL.—Subject to subparagraphs (B) and (C), for each fiscal year, amounts made available under this subsection to carry out section 8 shall be allocated among the States as follows:

“(i) One-third among States that qualify for assistance under section 8(e).

“(ii) Two-thirds among States that qualify for assistance under section 8(e), to each State in proportion to—

“(I) the number of dams in the State that are listed as State-regulated dams on the inventory of dams maintained under section 6; as compared to

“(II) the number of dams in all States that are listed as State-regulated dams on the inventory of dams maintained under section 6.

“(B) MAXIMUM AMOUNT OF ALLOCATION.—The amount of funds allocated to a State under this paragraph may not exceed 50 percent of the reasonable cost of implementing the State dam safety program.

“(C) DETERMINATION.—The Director and the Board shall determine the amount allocated to States.

“(b) NATIONAL DAM INVENTORY.—There is authorized to be appropriated to carry out section 6 \$650,000 for fiscal year 2007, \$700,000 for fiscal year 2008, \$750,000 for fiscal year 2009, \$800,000 for fiscal year 2010, and \$850,000 for fiscal year 2011.

“(c) RESEARCH.—There is authorized to be appropriated to carry out section 9 \$1,600,000 for fiscal year 2007, \$1,700,000 for fiscal year 2008, \$1,800,000 for fiscal year 2009, \$1,900,000 for fiscal year 2010, and \$2,000,000 for fiscal year 2011. Such sums shall remain available until expended.

“(d) DAM SAFETY TRAINING.—There is authorized to be appropriated to carry out section 10 \$550,000 for fiscal year 2007, \$600,000 for fiscal year 2008, \$650,000 for fiscal year 2009, \$700,000 for fiscal year 2010, and \$750,000 for fiscal year 2011.

“(e) STAFF.—There is authorized to be appropriated to FEMA for the employment of such additional staff personnel as are necessary to carry out sections 8 through 10 \$700,000 for fiscal year 2007, \$800,000 for fiscal year 2008, \$900,000 for fiscal year 2009, \$1,000,000 for fiscal year 2010, and \$1,100,000 for fiscal year 2011.

“(f) LIMITATION ON USE OF AMOUNTS.—Amounts made available under this Act may

not be used to construct or repair any Federal or non-Federal dam.”

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KUHLMAN) and the gentleman from Florida (Ms. CORRINE BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

Mr. KUHLMAN of New York. Mr. Speaker, I yield myself such time as I may consume.

H.R. 4981, as amended, reauthorizes the National Dam Safety Program for 5 years through fiscal year 2011. It makes minor improvements to the national inventory of dams. The existing program authorization expires in just 3 days at the end of September.

The National Dam Safety Program is administered by the Federal Emergency Management Agency, commonly known as FEMA, and was established to improve safety and security around dams. The program provides assistance grants to State dam safety agencies to assist them in improving their regulatory programs, training and research, and to create a national inventory of dams.

According to the U.S. Army Corps of Engineers' National Inventory of Dams, there are nearly 2,000 dams in New York State, of which 133 are in my congressional district alone. Some of these high-hazard dams include the Almond Dam in Steuben County; the Canadice Lake Dam in Ontario County; the Cuba Lake Dam in Allegany County; and the Keuka Lake Outlet Dam in Yates County.

Of those 133 dams, 30 of them are considered to be high hazard and 41 are significant hazard. That means if there is a failure, and I underline, there is a high risk of death and destruction, high risk of death and destruction, according to the American Society of Civil Engineers.

Reauthorization of this program is necessary to continue the program and benefit the research, development of information technology, and the training of State dam safety officials who are considered the Nation's first line of defense from dam failures.

I support this bill and encourage my colleagues to do the same.

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

Ms. CORRINE BROWN of Florida. Mr. Speaker, I yield myself as much time as I may consume.

Mr. Speaker, I rise in support of H.R. 4981, the Dam Safety Act of 2006, which reauthorizes and amends the National Dam Safety program. The program's goal is to reduce the risks to life and property by establishing an effective national dam safety maintenance program that utilizes the resources and expertise of the Federal and non-Federal communities to achieve the reduction of dam safety hazards. In other words, one of the primary purposes of the National Dam Safety program is to provide financial assistance to the States for strengthening their dam safety program.

Since the passage of the National Dam Safety Program Act in 1996, the program has improved the Nation's dam safety. Dam safety inspections have increased; State training programs have been enhanced; and research in the area of improving dam safety has increased.

Additionally, in light of our Nation's need to protect our infrastructure from possible terrorist attacks, the National Dam Safety Review Board has established the Dam Safety Security Task Force to facilitate dialogue and offer technical assistance and support on security-related policy and guidance, and there has been an increase in the development of dam safety and security emergency action plans.

H.R. 4981, the Dam Safety Act of 2006, seeks to build upon these achievements made over the past several years and enhance them. The bill strengthens the act by improving the national dam inventory, and encourages States to improve State dam safety programs and increase reauthorization levels of the various components of the act.

Mr. Speaker, many people are not aware that there are approximately 80,000 dams in the United States. Of these, approximately 10,000 dams are considered to have high hazard potential, meaning their failure could result in loss of life or severe property damage. It is critical that we help to ensure the safety and security of these dams.

H.R. 4981, the Dam Safety Act of 2006, is a good bill, has bipartisan support, and I urge its passage.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H.R. 4981, the Dam Safety Act of 2006, as amended, which reauthorizes and amends the National Dam Safety Program. The National Dam Safety Program is a partnership of the States, Federal agencies, and other stakeholders to encourage individual and community responsibility for dam safety.

The purpose of the National Dam Safety Program is to “reduce the risks to life and property from dam failure in the United States through the establishment and maintenance of an effective national dam safety program to bring together the expertise and resources of the federal and non-federal communities in achieving national dam safety hazard reduction.”

H.R. 4981 reauthorizes the National Dam Safety Program through fiscal year 2011. The dam safety program, administered by the Federal Emergency Management Agency—FEMA—provides grants to State regulatory agencies, funds research projects aimed at improving dam safety, and trains safety officials and dam operators.

Of the 79,777 public and private dams in the United States, there are currently 11,811 high hazard dams across the country. If one of these dams fails, it could cost lives and damage the economy and the environment. From 2000 to 2006, the number of high hazard dams increased by almost 20 percent.

These dams can pose a significant threat. Between 1999 and 2004, States reported 1,090 dam safety incidents, including 125 failures. Deficient or unsafe dams mean that these dams have been identified as having hydrologic or structural deficiencies that make

them susceptible to a failure triggered by a large storm event, an earthquake, progressive deterioration, or inadequate maintenance. Currently, States have identified approximately 3,400 dams as being deficient or unsafe—an increase of 33 percent since 1998.

Since the creation of the National Dam Safety Program in 1996, dam safety inspections have increased significantly. In addition, the program has provided funding to increase the amount and the quality of dam safety research and has increased the amount of direct assistance for training State officials and providing technical seminars and workshops.

Presently, many States lack the financial resources to effectively carry out the program and many State regulatory programs lack the support they require at a time when these critical program funds are truly needed. Clearly, there is a need for this program, the funds it provides, and the technical support it offers States.

Mr. Speaker, I support the bill and urge its approval.

Ms. CORRINE BROWN of Florida. Mr. Speaker, I yield back the balance of my time.

Mr. KUHL of New York. Mr. Speaker, I have no other requests for time. I would just like to thank my colleague from the other side of the aisle, Ms. BROWN, for her support of this bill and certainly to my colleagues Mr. MATHE-SON and Mr. ABERCROMBIE for their co-sponsorship of this bill; and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KUHL) that the House suspend the rules and pass the bill, H.R. 4981, as amended.

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

A motion to reconsider was laid on the table.

CARROLL A. CAMPBELL, JR. FEDERAL COURTHOUSE

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5546) to designate the Federal courthouse to be constructed in Greenville, South Carolina, as the "Carroll A. Campbell, Jr. Federal Courthouse," as amended.

The Clerk read as follows:

H.R. 5546

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 to be constructed in Greenville, South Carolina, building number SC0017ZZ, shall be known and designated as the "Carroll A. Campbell, 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 courthouse referred to in section 1 shall be deemed to be a reference to the "Carroll A. Campbell, Jr. United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Pennsylvania (Mr. SHUSTER) and the gentlewoman from Florida (Ms. CORRINE BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

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

H.R. 5546, introduced by Representative BOB INGLIS of South Carolina, designates the United States Courthouse to be constructed in Greenville, South Carolina, as the Carroll A. Campbell, Jr. Federal Courthouse. The bill honors former South Carolina Governor and U.S. Congressman Carroll A. Campbell, Jr.

In 1970, Governor Campbell's political career began with his election to the South Carolina House of Representatives, and later served in the South Carolina Senate. He served in the U.S. House of Representatives from 1979 until his election as Governor in 1986.

As Governor of South Carolina, Campbell coordinated his State's response to Hurricane Hugo and lured large industry to the State. After two terms in office, Governor Campbell was prevented from seeking a third term by term limits.

In 2001, at the relatively young age of 61, Governor Campbell was diagnosed with Alzheimer's disease. Governor Campbell passed away after a severe heart attack on December 7, 2005.

This is a fitting tribute to a dedicated public servant and a former Member of this Chamber. I support this legislation and encourage all my colleagues to do the same.

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

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Ms. CORRINE BROWN of Florida. Mr. Speaker, I yield myself such time as I may consume.

H.R. 5546, as amended, is a bill to designate the United States courthouse located in Greenville, South Carolina, as the Carroll A. Campbell, Jr., United States Courthouse. This bill, introduced by Mr. INGLIS, has bipartisan support from the South Carolina delegation.

Mr. Campbell was born in 1940 in Greenville, South Carolina. He attended public school in Greenville and graduated from the University of South Carolina. From 1970 to 1974, he served in the South Carolina House of Representatives. In 1975, he was appointed as Executive Assistant to Governor Jim Edwards. In 1976, he was elected to the State Senate; and in 1978 he was elected to the 96th Congress as a Republican from South Carolina. He served for three terms in Congress, and in 1987 he ran for Governor of South Carolina and served from 1987 to 1995. Carroll Campbell died in December, 2005, from the effects of Alzheimer's disease.

Mr. Campbell was known as the man who built the Republican Party in South Carolina to a dominant political force. In 1978, when Mr. Campbell head-

ed to Congress, he won assignment on the Appropriations Committee and the Ways and Means Committee. In 1980, he joined forces with Lee Atwater to engineer the primary victory of Ronald Reagan in South Carolina.

As Governor, Mr. Campbell realized that South Carolina had to become a modern State to compete in the world economy; and he revamped the State's tax code to make it more business friendly, which resulted in record economic growth. He was personally involved in bringing the BMW plant to upstate South Carolina. Campbell was continually active in the international arena trying to bring business to South Carolina.

Campbell's greatest challenge was dealing with Hurricane Hugo in 1989. He joined forces with South Carolina Mayor Joe Riley and planned how to deal with the storm. He was a decision leader, and his decisions to prepare and evacuate saved many lives.

Congressman Campbell served the citizens of South Carolina with devotion and energy. It is fitting and proper to honor his civic contributions with this designation.

Mr. OBERSTAR. Mr. Speaker, I rise in support of H.R. 5546, as amended, a bill to designate the United States Courthouse located in Greenville, South Carolina, as the Carroll A. Campbell, Jr. United States Courthouse. This bill, introduced by the gentleman from South Carolina (Mr. INGLIS), has the bipartisan support of the South Carolina delegation.

Carroll Campbell was born in 1940 in Greenville, South Carolina. He attended public schools in Greenville, and graduated from the University of South Carolina. From 1970 to 1974, he served in the South Carolina House of Representatives. In 1976, Governor Campbell was elected to the State Senate and, in 1978, he was elected to the 96th Congress, as a Republican from South Carolina. He served for three succeeding Congresses. In 1987, he ran for Governor of South Carolina and served as Governor from 1987 to 1995. As Governor, Campbell was personally involved in bringing a BMW plant to upstate South Carolina. Carroll Campbell passed away in December 2005.

Perhaps Campbell's greatest challenge as Governor was dealing with Hurricane Hugo in 1989. He joined forces with Charleston Mayor Joe Riley and methodically planned how to deal with the storm. He was a decision leader and his decisions to prepare and evacuate doubtlessly saved lives.

Governor Campbell served the citizens of South Carolina with devotion and boundless energy. It is fitting and proper to honor his civic contributions with this designation.

I urge my colleagues to join me in supporting H.R. 5546, as amended.

Ms. CORRINE BROWN of Florida. 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. 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. 5546, as amended.