

Federal laboratories, especially the Department of Energy's national laboratories, with their high concentrations of scientists and engineers, are uniquely positioned to aid surrounding communities in improving the learning experience of their students. Currently, NREL conducts some science education activities using funds provided by private sources, including funds from companies that operate the lab—the midwest Research Institute, Battelle, and Bechtel. But enabling NREL to use licensing revenues would give the lab greater flexibility.

Even without the expansion of permitted uses of licensing revenues that this bill would enable, NREL has conducted a number of science education programs with private funds and some funds from the Department of Energy and other federal agencies.

For instance, NREL initiated the Coalition for Learning Opportunities and United Tutors (CLOUT) program in 1998. CLOUT began as a pilot program matching 200 volunteers with fourth graders in 17 Denver public schools who needed help with reading. The program has grown to be a great success.

Another example is NREL's Junior Solar Sprint, which celebrated its twelfth year in 2002. This annual event gives students the chance to design, build, and race vehicles whose only energy source is sunlight. Each team starts with a motor and a silicon solar cell, and teams are awarded design trophies based on technology, craftsmanship, and innovation.

A third example is NREL's Columbine Spirit Scholarship at the Colorado School of Mines. It was established in 1999 by the contractors that operate NREL, MRI, Battelle and Bechtel. The three companies gave an initial \$25,000 to endow the fund, which is used to award scholarships to graduates of Columbine and other Jefferson County high schools through the Colorado School of Mines Foundation. The scholarship is offered first to Columbine graduates who are pursuing degrees in disciplines related to the laboratory's research and development mission.

These three examples help us understand the importance of science education activities associated with federal laboratories and what they can mean for their surrounding communities. But because of the narrowness of current provisions in law, NREL and other labs are not able to utilize licensing revenues to support any of the activities outlined above or any other science education programs. As a result, NREL and other labs must depend on private funds for the bulk of its science education activities, which unnecessarily restricts what these labs can do in this area. My bill would expand the law to allow greater flexibility.

Licensing revenues have grown markedly over the years as the technologies NREL has created have gained wide acceptance. It makes sense to me that we should give the labs a bit more freedom to spend these funds, especially on pursuits as worthwhile as science education which can expose young people to the excitement and relevance of careers in science and technology.

Research is an investment in the future. I believe the integration of research and science education to take advantage of the unique resources and facilities of the Department of Energy's national laboratories and research facilities should be a high priority.

PAYING TRIBUTE TO WILLIAM
PRESCOTT ALLEN, JR.

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to pay tribute to the memory of an accomplished Colorado publisher, William Prescott Allen, Jr., of Montrose. Mr. Allen recently passed away, leaving behind a legacy of business and community leadership. As his family mourns his loss, I would like to take this time to highlight his life before this body of Congress and this nation.

Raised in Texas, William and his wife, Grace, relocated to Montrose, Colorado after he returned home from the Army during World War II. In 1944, the Allen family bought the local paper, the Montrose Daily Press. After gaining experience as a reporter and working at other family-owned newspapers, William became publisher of the Daily Press in 1948, a position he would hold for 38 years. Then, in 1997, William sold the paper after 53 years of Allen family ownership.

William remained active in the community during his lifetime. He served as a charter member in several local organizations, including the Montrose Industrial Development Corporation, the Montrose Kiwanis Club, the Ute Indian Museum, and the Uncompahgre Knife and Fork Club. William will be remembered for his contributions in the community and his leadership of the Daily Press.

Mr. Speaker, I stand today to honor William Allen Jr.'s memory before this body of Congress and this nation. I extend my sincere condolences to his wife and family. William Allen was a great contributor to the state of Colorado and the community of Montrose and he will be greatly missed.

HONORING BOB DURAND, FORMER
MASSACHUSETTS SECRETARY
OF THE EXECUTIVE OFFICE OF
ENVIRONMENTAL AFFAIRS

HON. JAMES P. McGOVERN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Mr. McGOVERN. Mr. Speaker, I rise today to join the citizens of Massachusetts in honoring Mr. Bob Durand, former Secretary of the Executive Office of Environmental Affairs for the Commonwealth of Massachusetts.

Mr. Durand has been an environment lover his entire life. He has proven his love of the environment as a member of the Massachusetts Legislature and as the Secretary of Environmental Affairs. Before, during, and after his appointment to the Executive Office of Environmental Affairs by long time friend and former Governor Paul Cellucci, Mr. Durand worked on a myriad of environmental improvements solutions.

Mr. Durand has worked closely with groups like MassPIRG, the Audubon Society, and the Environmental League of Massachusetts. He was a powerful environmental advocate during his tenure as a member of the Massachusetts State Senate. His accomplishments are vast in number. The two that I find most important are

the "open space bond bill" and the "brownfields bill." Mr. Durand was also the author of the Community Preservation Act. After only two years as Secretary of Environmental Affairs, Mr. Durand used the limited financial resources at hand with unprecedented innovation to protect more than 100,000 acres of open space. He introduced a biodiversity program to help protect both open space and the Commonwealth's animal and plant species. Mr. Durand also initiated an environmental education program in elementary and secondary schools throughout Massachusetts, while taking the time to visit many of the schools himself.

One of Mr. Durand's more famous accomplishments was the River Protection Act, which protects over 9,000 miles of rivers and streams. After working on this extensive protective measure for seven years, Mr. Durand saw his bill signed into law in 1996. As a celebration, Mr. Durand and then Governor William F. Weld jumped into the Charles River, a delightful moment not soon forgotten.

Mr. Speaker, I commend Mr. Durand for the many years he has spent preserving the environment of Massachusetts. I have enjoyed working with Mr. Durand on environmental issues throughout the years, and look forward to working with him in the future, as we seek ways to further protect Massachusetts' environment. I am sure that the entire House of Representatives joins me in thanking Mr. Durand for many years of hard work in protecting our environment.

HONORING THE 10TH ANNIVERSARY OF THE EAST BAY CONVERSION AND REINVESTMENT COMMISSION

HON. BARBARA LEE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Ms. LEE. Mr. Speaker, I rise today to honor the East Bay Conversion and Reversion Commission for its great contributions to Alameda County for the past 10 years.

In 1993, Congress authorized four pilot projects charged with seeking ways to improve the defense conversion process. Then-Congressman Ronald V. Dellums of California's Ninth District convened the EBCRC to manage one project in Alameda County, California. Members included elected officials, as well as representatives of public agencies, community groups, labor unions, educational institutions, business organizations, environmental advocacy groups and the military.

Since its inception, the EBCRC has had an impressive track record in assisting base closure communities locally and nationally. It has developed sound economic strategies to replace lost jobs and reuse dormant facilities. Under contract with the Department of Defense, the EBCRC has conducted two national studies examining the challenges and difficulties that accompany the base closure process and have published two internationally acclaimed reports, *Defense Conversion: A Road Map for Communities*, and *The Upside of Base Closure: Tools for Reinvesting in Communities*.

The East Bay Conversion and Reinvestment Commission has helped bring over \$50 million

of Federal support into Alameda County since 1993. These monies have gone to successfully close the bases and spur economic redevelopment on these former military facilities. In this vein, the EBCRC launched a small business development and assistance program to aid former base employees start their own businesses. The Workers to Business Owners National Demonstration Project has generated millions of dollars in economic activity and created hundreds of new jobs.

To further assist small businesses, The EBCRC established the Defense Conversion Revolving Loan Fund to provide access to capital to businesses unable to secure loans from traditional lenders. With \$1 million currently in the fund and expected growth to \$20 million, the fund targets financially disadvantaged businesses and provides pre- and post-loan technical assistance to help its customers. As a result of these efforts, the EBCRC has made loans to eight small businesses totaling \$1,046,000. These eight companies will precipitate \$24 million in business activity, create more than 75 new jobs, and support several hundred direct and indirect jobs.

To date, the EBCRC has introduced new economic activity and jobs to six former military bases in Alameda County. It has reached out to nearly 250 businesses and provided support to more than half of those. Reporting businesses indicated nearly \$9 million in new contracts, millions in lease revenues for the cities of Alameda and Oakland, and nearly \$7 million in Local, State/Federal taxes. Redevelopment at these bases is accelerating and more than 2700 units of new housing is being built, 25 percent of which will be affordable units. Soon, the EBCRC will begin making First Time Home Buyer Home Mortgages to low- and moderate-income-families.

I ask Congress to join me and the constituents of the 9th Congressional District in celebrating the 10th Anniversary of the East Bay Conversion and Reinvestment Commission and wishing them many more years of success and affirmative developments.

REINTRODUCTION OF THE AERONAUTICS RESEARCH AND DEVELOPMENT REVITALIZATION ACT

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Mr. LARSON of Connecticut. Mr. Speaker, today the Distinguished Gentleman from Virginia Mr. J. RANDY FORBES and I reintroduced bi-partisan legislation designed to revitalize an industry that is essential to maintaining this country's economic growth, technological superiority, and military preeminence.

Since Orville and Wilbur Wright pioneering flight almost 100 years ago, aviation technology in the United States has reached a level of success and development unparalleled in world history. According to a recent report on "The National Economic Impact of Civil Aviation," the total economic impact of civil aviation exceeded more than \$900 billion and 11 million jobs to the U.S. economy in the year 2000, roughly 9 percent of the total U.S. gross domestic product. However, despite the historical strength of this industry, it is clear

that the United States is involved in a difficult struggle to maintain our preeminence in the aerospace field, both commercially and militarily.

In January of 2001, the European Union unveiled its plan for gaining dominance in the global aerospace market entitled, "European Aeronautics: A Vision for 2020." This plan lays out an ambitious, \$93 billion, 20-year agenda for winning global leadership in aeronautics and aviation. In stark contrast to the vision set by the Europeans, the U.S. has cut by half its expenditures on aeronautics research & development (R&D) over the past two decades. This downward trend has coincided with a similar trend in the U.S. share of the world aerospace market, which declined from about 70 percent of the global market to less than 50 percent now. In fact, the recently completed report of the Presidential Commission on the Future of the Aerospace Industry echoed these concerns and stated that "The United States must maintain its preeminence in aerospace research and innovation to be a global aerospace leader in the 21st century," and that "government policies and investments in long-term research have not kept pace with the changing world." In fact, the Commission recommended that "the federal government significantly increase its investment in basic aerospace research, which enhances U.S. national security, enables breakthrough capabilities, and fosters an efficient, secure and safe aerospace transportation system".

It was as a result of these negative trends and the importance for the long-term economic and security interest of the United States, that Mr. FORBES and I joined with a bi-partisan group of my colleagues to introduce the Aeronautics Research and Development Revitalization Act of 2003. This bill, which last year received strong support in the other body as well as in the House, establishes a broad-based agenda to reinvigorate America's aeronautics and aviation R&D enterprise and maintain America's competitive leadership in aviation by:

Reversing the trend of declining Federal investments in aeronautics and aviation R&D by doubling funding over five years. Funding is increased to \$900 million in 2006 (approximately the level they were in 1998), and \$1.15 billion in 2008.

Following the recommendations of the FAA's Research, Engineering and Development Advisory Committee, doubling funding over 5 years to \$550 million in 2008.

Establishing a focal point for aeronautics R&D by re-establishing an Office of Aeronautics reporting directly to the NASA Administrator.

Establishing an R&D initiative to develop technologies within a decade to build commercial no-noise, low-emissions, and be highly-energy efficient.

Establishing an R&D initiative directed at reinvigorating the nation's rotorcraft R&D that will address the nation's civil and military needs for decades to come.

Addressing the need for a long-term Federal R&D effort to develop technologies for an environmentally-friendly, commercially-viable supersonic transport capable of flight over land.

Including independent review mechanisms to ensure that the agency is pursuing technology concepts in a cost-effective manner.

Authorizing the establishment of one or more university-based centers for research in aviation training for flight crews and air

traffic controllers as new technology and procedures are added to the nation's infrastructures.

Establishing a program of scholarships to help replenish the nation's pool of aeronautical engineers.

Tackling the problem of delays in and unreliability of the air transportations system directly by authorizing funds for NASA to work with NOAA on research to improve significantly the reliability of 2 to 6 hour aviation weather forecasts.

Providing a significant funding to allow increased attention to environment and energy-related projects and for research on increasing the capacity, efficiency and safety of the air traffic system.

The basic premise of the legislation is that the U.S. can best meet the R&D challenge mounted by the Europeans and others through focused R&D investments that will enable future aircraft and rotorcraft technologies that are extremely quiet, fuel-efficient, and low in emissions of carbon dioxide and nitrogen oxides. The development of such aircraft will enable the U.S. aviation industry to dominate anticipated aviation markets, as well as create new markets in cities and regions whose airports have been underutilized because of perceived negative environmental impacts. In addition, the new aviation capabilities could allow innovative approaches to meeting the future demand for travel by the American public, open up new possibilities for the future national air traffic management system, and make aerospace technologies more environmentally friendly.

This year marks the 100th anniversary of Ohio's own Wilbur and Orville Wright achieving the world's first successful powered flight, thus leading the way for 100 years of American domination in aviation. But now, facing new and serious challenges, leadership will be required to sustain our aerospace industry to make it as vibrant a symbol of America's might in the 21st century as it was in the 20th. This legislation is an opportunity for the country to signal its commitment to a strong and robust aviation sector and its intent to revitalize it in the face of new global challenges. America has long recognized that its long-term strength and security, and its ability to reach and sustain high levels of economic growth, depends on maintaining its edge in scientific achievement and technological innovation. If we lose our edge in the areas where we are most vibrant, as it is happening now, our economic prospects will be dimmed and our security will be threatened. Aviation was born in America nearly 100 years ago; it is not slipping to number 2 on our watch.

PAYING TRIBUTE TO JOSEPH
HANNIGAN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Mr. McINNIS. Mr. Speaker, I would like to take this moment to pay tribute to an outstanding Coloradan who has given countless volunteer hours in support of the National Weather Service Cooperative Weather Observer Program. Joseph Hannigan of Norwood, Colorado has consistently contributed his time and efforts to his country by carefully collecting and reporting weather data for his area. It is with great respect that I stand to