

The city of Inglewood is located in my district. Mr. Speaker and Members, this is a proud little city of 17,750 students. We have 13 elementary schools, six secondary schools, one preschool, and one community adult school in the Inglewood Unified School District. These schools are very, very important to this community.

In 2005, the City of Los Angeles settled a lawsuit with the Inglewood and Lennox School Districts. Under the settlement, the Los Angeles World Airports, known as LAWA, agreed to provide the two cities funding for noise mitigation in local schools; however, Federal Aviation Administration rules have prevented the funds from being paid. S. 996 will allow the 2005 agreement to go forward.

Specifically, S. 996 allows Los Angeles World Airports to use airport passenger facility fees for noise mitigation projects at Lennox and Inglewood schools. The bill permits funding of \$111 million for the Lennox District and \$118.5 million for the Inglewood School District over 10 years.

As you know, Los Angeles International Airport is in my district. And I represent not only Inglewood, but several other communities in this district and this very important economic engine, the Los Angeles International Airport. And there are many issues that we are confronted with.

I belong to a strong coalition in the district working to make sure that we, of course, maintain and support this economic engine, but at the same time, make sure that we attend to the needs of the people and deal with the noise and disruption that is caused by the Los Angeles International Airport.

It is sometimes a challenge, and we cannot always take the side of our international airport. We have to be concerned about the quality of life for all of the people in that area, and particularly our school children. Airplanes arriving at and departing from Los Angeles International Airport cause excessive noise in my district. Deafening noise and rattling windows frequently interfere with the education of school children. Noise causes disruptions in lessons, making it very difficult for students to learn and diminishing the opportunity to study in a stable and calm environment. Noise mitigation funding is essential to allow the school districts to construct permanent sound-proof facilities and help sound-proof existing schools.

This bill was drafted with the assistance of the Federal Aviation Administration and has the support of the Inglewood and Lennox School Districts, the Los Angeles World Airports (LAWA), and the mayor of the City of Los Angeles.

Again, I would like to thank Congresswoman HARMAN for initiating this much-needed solution to the problems of noise and disruption that interferes with our children's ability to learn in a noise-free school environment.

Mr. GRAVES. Mr. Speaker, I urge my colleagues to support S. 996. I do think

it's a good bill. I think it makes sense, obviously. And in light of time, I will urge support.

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

Ms. RICHARDSON. Mr. Speaker, I join my colleague on the other side of the aisle in great support of this bill, S. 996.

As has been stated by the original author, Ms. HARMAN, and the coauthor, Ms. WATERS, this is about children having the ability to hear in the classroom and to learn, which I think is what all Americans are looking for.

We urge all of our colleagues to support S. 996.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of S. 996, which authorizes the Secretary of Transportation to permit passenger facility fees to be used for school sound mitigation in certain school districts in flight paths to the Los Angeles International Airport.

This bill was included as section 113 of H.R. 2881, the "FAA Reauthorization Act of 2007," which passed the House on September 20, 2007. Regrettably, the other body has been unable to complete action on the Federal Aviation Administration ("FAA") reauthorization bill. Given the Senate inaction on the reauthorization bill, the gentlewoman from California (Ms. HARMAN) has asked the Committee on Transportation and Infrastructure to consider S. 996 to allow this time-sensitive legislation to be enacted in advance of the reauthorization bill.

S. 996 will allow the Los Angeles World Airports and the Lennox and Inglewood school districts in southern California to execute a 2005 agreement between the airport and the school districts to allow more than \$200 million of passenger facility fees to be used for noise mitigation in schools in the affected school districts. In some schools, sound insulation and retrofitting of existing buildings may not provide meaningful noise relief, so a new building must be constructed. Pursuant to this legislation, eligible project costs for any new construction are limited to the difference in cost between constructing to ordinary building code standards for schools and the cost of incorporating noise mitigation features in the construction.

Mitigating noise is an important element to expanding capacity in our national air space. This legislation does just that by helping to create an environment where students can learn free from the distraction of jet noise.

I urge my colleagues to join me in supporting S. 996.

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

The SPEAKER pro tempore (Mr. BLUMENAUER). The question is on the motion offered by the gentlewoman from California (Ms. RICHARDSON) that the House suspend the rules and pass the Senate bill, S. 996.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate bill was passed.

A motion to reconsider was laid on the table.

## RECOGNIZING NORTH PLATTE, NEBRASKA, AS "RAIL TOWN USA"

Ms. CORRINE BROWN of Florida. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 408) recognizing North Platte, Nebraska, as "Rail Town USA".

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

### H. CON. RES. 408

Whereas the community of North Platte, Nebraska, in western Nebraska is located at the convergence of the North and South Platte Rivers and possesses a rich and vibrant history;

Whereas the railroad has played a significant role in the history of the community;

Whereas, on January 2, 1867, main line operations officially commenced in North Platte, Nebraska;

Whereas trains were vital during our country's war efforts, transporting troops, equipment, and supplies across the country;

Whereas during World War II hundreds of citizens from North Platte, Nebraska, assembled at the local depot to greet troops passing through town by train and provide soldiers with food, coffee, and gifts;

Whereas for 54 months between 1941 and 1946, millions of troops found a small bit of comfort when their trains stopped in North Platte, Nebraska;

Whereas at the war's peak 3,000 to 5,000 personnel were greeted daily, with North Platte, Nebraska, sometimes hosting up to 20 trains a day;

Whereas Bailey Yard in North Platte, Nebraska, is the largest railroad classification yard in the world;

Whereas Bailey Yard covers 2,850 acres, reaching a total length of 8 miles, and contains 315 miles of track;

Whereas every 24 hours, Bailey Yard handles 10,000 railroad cars; and

Whereas Mid-Plains Community College in North Platte, Nebraska, offers railroad-specific courses in order to enhance student preparation for possible employment in the railroad discipline; Now, therefore, be it

*Resolved by the House of Representatives (the Senate concurring), That Congress recognizes North Platte, Nebraska, as "Rail Town USA".*

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

The Chair recognizes the gentlewoman from Florida.

### GENERAL LEAVE

Ms. CORRINE BROWN of Florida. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include additional materials on House Concurrent Resolution 408.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Florida?

There was no objection.

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

Mr. Speaker, we are seeing a rebirth of the passenger and freight rail industry in this country, and it couldn't come soon enough. This week, Congress

is working on legislation that will help provide solutions to the energy crisis this Nation is facing. One sure way to do this is to increase the use of passenger and freight rail.

The only current mode of transportation that is greener than rail is your sneakers. Freight rail has made major gains in fuel efficiency through training and improved locomotive technology. A single intermodal train can take up to 280 trucks off of the highways. Today, one gallon of diesel fuel can move a ton of freight an average of 414 miles, a 76 percent improvement since 1980.

Passenger rail ability to reduce congestion is well known, with ridership numbers increasing steadily each year. One full passenger train can take up to 250-350 cars off of the road.

Passenger rail also consumes less energy than both automobiles and commercial airlines. Every industrialized country in the world is already using high-speed rail to effectively move citizens in an environmentally friendly way. Sadly, the United States used to be the leader in rail; now we're the caboose, and they don't even use cabooses anymore. Fortunately, we will be changing that with the upcoming passage of the Amtrak Reauthorization bill.

Today, we celebrate the contributions of our Nation's rail once again by recognizing North Platte, Nebraska, as "Rail Town, USA."

North Platte has a long and storied history as a railroad town. During World War II, North Platte hosted up to 20 trains full of soldiers each day, and today is home to the Bailey Yard, which is considered the largest rail classification yard in the world, handling 10,000 railroad cars each day.

From 1941-1946, more than six million service men and women were greeted by North Platte volunteers who provided food, needed supplies and hospitality to the World War II veterans and provided care baskets to wounded soldiers returning home.

I want to commend Congressman SMITH for this legislation and thank the town of North Platte, Nebraska, for the contributions to our brave soldiers during World War II.

I urge Members to support this resolution.

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

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

Mr. Speaker, I support this resolution recognizing North Platte, Nebraska, as "Rail Town USA."

North Platte is home to Bailey Yard, recognized by the Guinness Book of World Records as the world's largest railroad classification yard.

At Bailey Yard, as was pointed out by the gentlelady, an astounding 10,000 rail cars a day are sorted and put together in trains that move freight all across this country. These trains are loaded with commodities that keep our economy going, ranging everywhere

from groceries to building supplies, from coal to new automobiles. The yard is home to over 2,600 hardworking railroad employees. And Bailey Yard covers 2,850,000 acres containing 315 miles of track.

The Union Pacific Railroad, Madam Speaker, has invested heavily in Bailey Yard, over \$100 million in the modern area. This kind of investment in rail infrastructure is exactly what this country needs to keep our economy strong.

Railroads are a very important component of our Nation's transportation infrastructure and we should continue to support the rail industry.

In that spirit, I urge passage of H. Con. Res. 408, honoring North Platte's contribution to our country's economic vitality.

Madam Speaker, I reserve the balance of my time.

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Ms. CORRINE BROWN of Florida. Madam Speaker, I reserve the balance of my time.

Mr. GRAVES. Madam Speaker, I would like to recognize Mr. ADRIAN SMITH who is the original cosponsor, the primary sponsor of this legislation. I yield him as much time as he may consume.

Mr. SMITH of Nebraska. Thank you, I appreciate that.

First I would like to thank Chairman OBERSTAR, Chairwoman BROWN, Ranking Member MICA and Ranking Member SHUSTER for their support of this resolution. As you've heard, this resolution would recognize North Platte, Nebraska, as Rail Town USA. North Platte is a thriving community of over 25,000 people possessing a rich history dating back to before it was organized as a city in 1874.

Today North Platte is home to Bailey Yard, owned and operated by the Union Pacific Railroad. Bailey Yard is the largest rail classification yard in the world. Every 24 hours, Bailey Yard handles 10,000 railroad cars and an average of 135 trains bound for cities as distant as the east, west, and gulf coasts of America, as well as the Canadian and Mexican borders.

In addition to the current importance of the railroad to North Platte, the community and railroad also share a storied past of goodwill during World War II. For 54 months between 1941 and 1946, millions of troops found a small bit of comfort when their trains stopped in North Platte. One December day, word spread that Company D of Nebraska's National Guard was going to travel through North Platte later that morning. As it does in close-knit communities, word traveled rapidly. Though the train was scheduled to arrive mid-morning, no train had arrived by 4:30 p.m. Shortly thereafter, the nearly 500 people who had gathered to show support for their fellow Nebraskans were instead surprised to find the train loaded with troops from Kansas. Though not their expected native sons

and daughters, the Nebraskans gathered would not let these brave young men travel on without knowing they were supported and honored. They were offered food, coffee and gifts, just as if they were Nebraska's own.

Rae Wilson, in fact, a sister to one of the troops from Nebraska, took it upon herself to write a letter to the local paper suggesting that citizens gather for all trains of troops passing through North Platte. On December 22, 1941, a canteen committee was organized, and Rae was chosen as chairwoman. Just 3 days later, the canteen officially opened its doors from 5 a.m. to midnight, all volunteers. During its busiest period, the canteen would be open 24 hours a day, again, all volunteers honoring the troops.

Before Union Pacific switched to diesel-electric power, North Platte was a designated servicing point. While the trains were being serviced, soldiers visited the canteen. At the war's peak, 3,000 to 5,000 personnel were greeted daily with North Platte sometimes hosting up to 20 trains a day. In fact, these volunteers from 125 communities in and around the State contributed with donations of time, money, supplies, food and smiles. More than 6 million service men and women who traveled through Nebraska during World War II were greeted by the North Platte Canteen. A total of \$137,000, and more than that in cash, was contributed to the canteen over its operation.

Today the effort of the North Platte Canteen during World War II is still a source of pride within the community and throughout Nebraska. And the town's relationship with the railroad continues to be recognized as an important part of North Platte's history.

I would like to elaborate, Madam Speaker, that today, as we look at the canteen issues and the railroad in general, we know that North Platte, the railroad and the Bailey Yard contributed significantly to our energy supply, with coal trains coming through from the coal fields of Wyoming. They come through Nebraska and many other places, but this rail yard specifically, and there are thousands of workers, specifically many workers associated with the United Transportation Union, who are employed with good jobs contributing to the energy supply of our Nation.

I only hope that we can come up with a policy that is more friendly to clean coal. And this can help all of us. This provides jobs for those in middle America. But more than that, it provides a stimulus package, if you will, that is through more affordable energy.

Ms. CORRINE BROWN of Florida. Once again I want to add that for better than 4 years, day in and day out, over 50,000 people contributed food, money and efforts to one of the proudest moments in our history during World War II. Day in and day out, from early in the morning until the last train would leave at night, between 2,000 and 5,000 soldiers and sailors

would be fed nearly 200 loaves of bread, 100 pounds of meat, 50 pounds of coffee and over 100 quarts of milk. More than 300 organizations made sandwiches, boiled eggs, fried chicken and baked cakes and pies. The war wounded were provided with razors, canes, toothbrushes and care baskets to make their return home a welcome one. One of the most famous residents of North Platte was Colonel William F. Cody, best known as Buffalo Bill. Buffalo Bill made North Platte his home for more than 30 years.

Today North Platte is the home of Bailey Yard and operated by Union Pacific Railroad. It is considered the largest rail classification yard in the world. Every 24 hours, Bailey Yard handles over 10,000 railroad cars. Bailey Yard handles daily an average of 135 trains bound for cities as far distant as the east, west and gulf coasts of America, as well as the Canadian and Mexican borders.

I really want to be one of the ones to offer congratulations and our thanks as a grateful people to North Platte.

I reserve the balance of my time.

Mr. GRAVES. Madam Speaker, I would yield such time as he may consume to the gentleman from Michigan (Mr. MCCOTTER).

Mr. MCCOTTER. The joys of a segue.

It's right in this time to concede that despite Republicans over the course of August talking about the Democratic majority taking a 5-week paid vacation, that we do recognize when this institution has acted with due alacrity. Today we have before us the opportunity to name North Platte, Nebraska, Rail Town USA. We could not have done so at a better time, because jumping into the competition for the coveted title of Rail Town USA is Washington, D.C.

This week we have seen a bill drafted in the dead of night, sent to this floor and rubber-stamped by the Democratic majority and proclaimed to solve America's energy crisis. This is as unfortunate as it is injurious. America has an energy crisis. It also has representative institutions who seek to deal with this problem, so the processes put forward, so that the voices of our constituents could be heard, so that true compromise could be found.

And yet in Rail Town Washington, what have we seen as a result? A sham energy bill sent to a Democratic Senate by a Democratic House, and a pronouncement from a Democratic Senator herself was that the bill was dead on arrival. What we do today is important to recognize Rail Town USA. But as the gentlelady pointed out, what Americans can do and the challenges they can transcend acting together is what truly makes North Platte, Nebraska, Rail Town USA, because it shows what, in a time of crisis, people coming together for the common good, sincerely and earnestly, putting forth the effort can accomplish. We could well learn and emulate their efforts. And yet we do not.

In this time where Americans are suffering, they should expect no less from their servants in Congress than to do this. Because to do anything else is to diminish not only ourselves as your servants, if that were possible in this Democratic Congress, but it diminishes the institution itself as a beacon of representative democracy for all the world.

Critically, I think we can change this. I think there is still time that we could learn from the people of North Platte, Nebraska, and their worthy history, that we still have time to come together. And if we do not come together before this Congress adjourns, a relatively short period of time, I suggest we make a commitment to each other, like the people of North Platte, Nebraska. Let us tell the American people that until this energy crisis of our time is solved, until their servants in the United States Congress come together on a truly bipartisan bill that can be signed into law and relieve your pain at the pump and guarantee American energy and security, we will stay here. We will serve the full time that you elected us to work in this Chamber on your behalf. Because to leave here and go play politics while the American people suffer is not worthy of this institution, and it is certainly not worthy of the example set forward by the people of North Platte, Nebraska, Rail Town USA.

Ms. CORRINE BROWN of Florida. Madam Speaker, how much time remains on both sides, please?

The SPEAKER pro tempore (Ms. BALDWIN). The gentlewoman from Florida controls 15 remaining minutes, and the gentleman from Missouri controls 10½ remaining minutes.

Ms. CORRINE BROWN of Florida. Madam Speaker, I don't want the people at home to get confused. Today we are honoring the people of North Platte, USA, for their major contribution as far as rail is concerned. But I think that there is no stronger bill more that we can do in this Congress than to pass the Amtrak bill. I want to be clear. I mention that Congress is working on legislation that would provide solutions to the energy crisis. And the solution, in my opinion, is not just drilling. That is one of the comprehensive proposals.

But the major solution to our problem in this country as far as energy is concerned is not just to provide drilling off the Florida coast. It is also to provide rail service. We, in this country, as I say over and over and over again, are the caboose. The caboose. And we don't use cabooses in trains anymore. I went from downtown Paris to downtown Brussels, over 200 miles, 1 hour and 15 minutes, downtown Barcelona to downtown Madrid, 300 miles, in 2½ hours. That is the future of our country. We have to move people, goods and services, if we are going to be competitive with the rest of the world. Our competition is moving. We need to move America and to under-

stand the solution to the problem is not by drilling and drilling alone.

I reserve the balance of my time.

Mr. GRAVES. Madam Speaker, before I close, I want to thank the gentlelady from Florida for pointing out that passing Amtrak or Amtrak rail service is very important. It is extremely important to be able to move people around in a much more efficient way. And I might remind the gentlelady that Amtrak depends on one thing, and that is diesel fuel. And you can't have diesel fuel if you don't have drilling. As long as we are dependent on nations such as Saudi Arabia and such as Venezuela, we're going to be continually at their mercy when it comes to getting those resources. But we have to have drilling to have diesel fuels to have trains on the track. It is all interconnected, and it's all very important.

The gentlelady is exactly right. Rail service in this country can do a whole lot toward taking vehicles off the road. And bringing our rail service back in this country I think is a very worthy goal for the United States. Moving as much goods and people by rail, I think, just makes it more efficient.

I mentioned before that every single thing in this country moves. It's either by train or by plane or by ship or by barge or by pipeline or by truck or by car. But every single thing in this country moves. And every person in this country moves. And when we get more efficient and put them on a train, we need diesel fuel. And the only way we are going to get diesel fuel is to have more oil production in the United States and be able to refine it.

I appreciate what the gentlelady has done today, particularly with North Platte. North Platte is one big rail facility, a big rail facility out in Nebraska. Obviously ADRIAN is doing a fantastic job for his area. I want to thank the gentlelady. She has a lot of heart, and she is one of my favorite people in Congress.

I yield back the balance of my time.

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Ms. CORRINE BROWN of Florida. In closing, once again let's thank the people of North Platte for what they have done during World War II. Also, as we move forward in discussing energy, we need comprehensive energy. One thing that was missing was coal. We have enough coal in this country for 600 years. I know that burning coal sometimes pollutes the air, but any country that can go to the moon, we can come up with a way to burn coal and not be dependent.

So we need a comprehensive approach to energy. The answer is not just drilling. We need comprehensive approaches to dealing with our moving people, goods and services so we can be competitive with our competition.

Mr. OBERSTAR. Madam Speaker, I rise in support of H. Con. Res. 408, recognizing North Platte, Nebraska, as "Rail Town USA."

North Platte has a rich tradition of railroading. The Union Pacific Railroad first entered North Platte on December 3, 1866, as

railroads were building into the West and just one month later, on January 2, 1867, main line operations began through the city of North Platte.

During World War II, the city was best known for the North Platte Canteen, which served as a major rest point for soldiers heading across the country by rail to fight in the war. The people of North Platte famously brought food, water, and other necessities to more than 6 million members of the armed forces passing through the city.

Today, North Platte is served only by freight trains, but it is home to one of the most important rail yards in the world. The Bailey Yard, named after former Union Pacific President Ed Bailey, is now recognized by the Guinness Book of Records as the world's largest classification yard. It sits on 2,850 acres of land in North Platte, is 8 miles long, and is home to 315 miles of track.

Bailey Yard prepares approximately 135 trains, or 10,000 individual rail cars, each day, shipping home products, food, coal, lumber, and many other necessary goods destined for every corner of the country.

North Platte's contribution to the rail industry increased in the 1990s when Bailey Yard added east- and west-bound locomotive fueling and servicing centers that now handle more than 8,500 locomotives per month.

Railroads are often considered a barometer of the American economy. When trains are moving—America is moving. To watch cars pass through Bailey Yard is to see America moving forward, and the people of North Platte are at the center of Bailey Yard's success: more than 2,600 residents of North Platte work at Bailey Yard, which makes up more than 10 percent of North Platte's population of 23,878.

This weekend, North Platte is celebrating its railroading heritage at Rail Fest, where attendees will get the chance to see historic rail cars and locomotives, tour Bailey Yard, learn about each job in the rail yard through actual hands-on training, learn about railroad safety, and learn more about the history of railroading in North Platte.

Madam Speaker, I congratulate North Platte for their successes and urge my colleagues to join me in agreeing to H. Con. Res. 480, recognizing North Platte, Nebraska, as "Rail Town USA".

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 408.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES. Madam Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

## JOHN F. KENNEDY CENTER REAUTHORIZATION ACT OF 2008

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 3986) to amend the John F. Kennedy Center Act to authorize appropriations for the John F. Kennedy Center for the Performing Arts, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

In the Senate of the United States, June 26, 2008.

*Resolved*, That the bill from the House of Representatives (H.R. 3986) entitled "An Act to amend the John F. Kennedy Center Act to authorize appropriations for the John F. Kennedy Center for the Performing Arts, and for other purposes," do pass with the following amendment:

Strike out all after the enacting clause and insert:

### SECTION 1. SHORT TITLE.

*This Act may be cited as the "John F. Kennedy Center Reauthorization Act of 2008".*

### SEC. 2. TECHNICAL AMENDMENT.

*Section 2(a)(2)(J)(ii) of the John F. Kennedy Center Act (20 U.S.C. 76h(a)(2)(J)(ii)) is amended by striking "Public Works and Transportation" and inserting "Transportation and Infrastructure".*

### SEC. 3. PHOTOVOLTAIC SYSTEM.

*The John F. Kennedy Center Act is amended by inserting after section 6 (20 U.S.C. 76l) the following:*

#### "SEC. 7. PHOTOVOLTAIC SYSTEM.

*"(a) IN GENERAL.—The Board may study, plan, design, engineer, and construct a photovoltaic system for the main roof of the John F. Kennedy Center for the Performing Arts.*

*"(b) REPORT.—Not later than 60 days before beginning construction of the photovoltaic system pursuant to subsection (a), the Board shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report on the feasibility and design of the project."*

### SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

*Section 13 of the John F. Kennedy Center Act (20 U.S.C. 76r) is amended—*

*(1) by striking subsections (a) and (b) and inserting the following:*

*"(a) MAINTENANCE, REPAIR, AND SECURITY.—There are authorized to be appropriated to the Board to carry out section 4(a)(1)(H)—*

*"(1) \$20,200,000 for fiscal year 2008;*

*"(2) \$21,800,000 for fiscal year 2009;*

*"(3) \$22,500,000 for fiscal year 2010;*

*"(4) \$23,500,000 for fiscal year 2011; and*

*"(5) \$24,500,000 for fiscal year 2012.*

*"(b) CAPITAL PROJECTS.—There are authorized to be appropriated to the Board to carry out subparagraphs (F) and (G) of section 4(a)(1)—*

*"(1) \$23,150,000 for fiscal year 2008;*

*"(2) \$16,000,000 for fiscal year 2009;*

*"(3) \$17,000,000 for fiscal year 2010;*

*"(4) \$17,000,000 for fiscal year 2011; and*

*"(5) \$18,500,000 for fiscal year 2012.";*

*(2) by redesignating subsection (d) as subsection (e); and*

*(3) by inserting after subsection (c) the following:*

*"(d) PHOTOVOLTAIC SYSTEM.—There are authorized to be appropriated to the Board such sums as are necessary to carry out section 7, to remain available until expended."*

### SEC. 5. EXISTING AUTHORITIES.

*Nothing in this Act limits or otherwise affects the authority or responsibility of the National*

*Capital Planning Commission or the Commission of Fine Arts.*

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) and the gentleman from Missouri (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentlewoman from Texas.

#### GENERAL LEAVE

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 3986.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Texas?

There was no objection.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of the Senate amendment to H.R. 3986. The bill will authorize the John F. Kennedy Center for the Performing Arts for 5 years, from fiscal year 2008 through fiscal year 2012. The House passed this bill on December 7, 2007, and the Senate amended the bill to extend the authorization period from 3 years to 5 years. I support the amendment.

The building's 1.5 million square feet on 17 acres have been upgraded, refigured and transformed to more easily and graciously accommodate the center's 2 million annual visitors and patrons. The center is to be commended for giving a commitment not only to the center's programmatic side, but also the more mundane bricks and mortar side that makes up the presidential memorial. The fact is that, first and foremost, this building is a memorial to President John F. Kennedy.

I am pleased to support the amended bill, and urge the passage of H.R. 3986 with the Senate amendment.

Madam Speaker, I reserve the balance of my time.

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

Madam Speaker, H.R. 3986, the John F. Kennedy Center Reauthorization Act, will authorize much-needed funds for the continued operation of the John F. Kennedy Center, which was established to celebrate the arts and honor of the memory of President John F. Kennedy.

H.R. 3986, as amended by the Senate, authorizes the Kennedy Center for a 5-year period consistent with the center's facilities management plan. The 5-year authorization will allow the Kennedy Center to manage the center in a responsible manner.

The House passed the version of this legislation in December of last year that included a 3-year authorization for the Kennedy Center. The Senate amendment provides a 5-year authorization to allow for a longer-term plan