

Mr. Speaker, S. 67 designates the headquarters building of the Department of Housing and Urban Development in Washington, D.C. as the Robert C. Weaver Federal Building.

Robert C. Weaver was born on December 23, 1907 in Washington, D.C. He attended Harvard University and earned three degrees, including a doctorate in economics. In the 1930s and 1940s, Dr. Weaver was involved in many government agencies, where he advocated racial equality.

In the early 1960s, President KENNEDY appointed Dr. Weaver administrator of the Housing and Home Financing Agency, the predecessor to the Department of Housing and Urban Development. President JOHNSON designated HUD a Cabinet-level agency. Following service in the Federal Government, Mr. Weaver became a professor of numerous colleges.

Dr. Weaver passed away in July of 1997. This is a fitting designation. I support the bill and urge my colleagues to support it.

Mr. OBERSTAR. Mr. Speaker, further reserving the right to object, I too rise in support of S. 67 to designate the HUD headquarters as the Robert C. Weaver Federal Building.

I have had the privilege, as a member of the staff of my predecessor, to meet Bob Weaver; and I have only the highest respect for his professional accomplishments and for Dr. Weaver as a very decent, warm, caring, energetic, hard working, and visionary human being.

Dr. Robert Clifton Weaver has been one of the most instrumental and influential Americans in directing and administering federal housing policies. Dr. Weaver was a native Washingtonian, a graduate of Dunbar High School, and Harvard University in 1929. In 1931 he received his Masters degree, and in 1934 his Ph.D. in economics from Harvard.

He entered government in 1933, as one of the young professionals who were drawn to Washington because of the "New Deal" programs of President Roosevelt.

He quickly became a leader in promoting opportunities and efforts to increase minority participation in government projects and policy development. During the 1940's and 1950's, Dr. Weaver held a variety of prestigious positions, including Director of the Opportunity Fellowship Program of the John Hay Whitney Foundation, consultant to the Ford Foundation, State of New York Rent Administrator, and in 1960 he became the Vice Chairman of the New York City Housing and Redevelopment Board.

In 1961, President Kennedy named Dr. Weaver as the Administrator of the Housing and Home Finance Agency, then a loose collection of agencies including the mortgage-insuring Federal Housing Administration.

Dr. Weaver worked tirelessly to mold the agency into a single organization with a unified goal. In 1966, when the Department of Housing and Urban Development (HUD) was formed by President Johnson, Dr. Weaver was designated its first Secretary, the first African-American to hold a cabinet-level position.

After his service at HUD, Dr. Weaver returned to academic life and served as the President of Baruch College in New York City.

Dr. Weaver was the recipient of numerous awards and honors, including the NAACP's Springarn Medal, the Albert Einstein Commemorative Award, the New York City Urban League Frederick Douglass Award, and New York University's Robert F. Wagner Public Service Award.

Dr. Weaver led a rich, full life marked by professional accomplishments and excellence. His legacy in public service is a model for all of us. It is fitting and proper to honor Dr. Weaver with this designation and I join with the Gentleman from New York, Mr. RANGEL, the sponsor of the House's companion bill, in supporting S. 67.

Mr. Speaker, I withdraw my reservation of objection.

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

There was no objection.

The Clerk read the Senate bill, as follows:

S. 67

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

SECTION 1. DESIGNATION OF ROBERT C. WEAVER FEDERAL BUILDING.

In honor of the first Secretary of Housing and Urban Development, the headquarters building of the Department of Housing and Urban Development located at 451 Seventh Street, SW., in Washington, District of Columbia, shall be known and designated as the "Robert C. Weaver Federal Building".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the building referred to in section 1 shall be deemed to be a reference to the "Robert C. Weaver Federal Building".

The Senate bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. COOKSEY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on S. 1595 and S. 67, the measures just considered by the House.

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

There was no objection.

MOTOR CARRIER SAFETY IMPROVEMENT ACT OF 1999

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that the Committee on Transportation and Infrastructure be discharged from further consideration of the bill (H.R. 3419) to amend title 49, United States Code, to establish the Federal Motor Carrier Safety Administration, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

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

Mr. OBERSTAR. Mr. Speaker, reserving the right to object, I would ask the

chairman of the committee for an explanation of the bill.

Mr. SHUSTER. Mr. Speaker, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentleman from Pennsylvania.

Mr. SHUSTER. Mr. Speaker, I thank the gentleman for yielding to me.

This bill creates a new Federal Motor Carrier Safety Administration within the Department of Transportation and makes significant safety improvements. It is a good bipartisan bill that will improve safety on our Nation's highways.

Mr. Speaker, this bill will make our roads safer for everyone. We owe it to the driving public to ensure that the trucks with which they share the road are safe.

Without hampering honest operators, this bill will ensure that the authorities will have the resources they need to keep unsafe buses and trucks off the road. It closes loopholes and imposes tough penalties on repeat offenders.

This bill doubles the number of State truck inspectors and puts more inspectors on the Mexican border to ensure that income Mexican trucks meet all U.S. safety standards.

This is a time-sensitive bill because trucking safety currently does not have an organizational home at the Department of Transportation.

It is temporarily housed in the Office of the Secretary.

This bill will create a new Federal Motor Carrier Safety Administration effective January 1, 2000.

If Congress does not enact this bill, truck safety will remain in limbo at the Department.

This is truly a comprehensive bill that reforms Federal motor carrier safety efforts.

This new agency will be dedicated to truck and bus safety. In the past, motor carrier safety oversight was housed in the Federal Highway Administration, where it had to compete with large Federal infrastructure programs for attention.

The complexity and growth of the trucking industry justifies the creation of an agency with a clear, preeminent safety mission focused on truck and bus safety. Truck safety will now have the same status within the Department as aviation safety, automobile safety, pipeline safety, and maritime safety.

When this bill passed last month, some in the media said the bill would overturn NAFTA. Amazingly enough, they were wrong. This bill gives the Secretary the power to shut down unsafe Mexican trucks coming into the U.S.—that is it. To ensure this bill has no effect on NAFTA, we have included language that states that nothing in today's bill will over-ride NAFTA.

This is the most significant motor carrier safety legislation since 1986.

This bill was developed between the House and the Senate.

It is very similar to the truck safety bill passed earlier this year by the House of Representatives by the overwhelming margin of 415 to 5.

It is my hope that if the House passes this bill today that the Senate will pass it before the Congress adjourns.

This bill is a pro-safety bill that will improve highway safety for all Americans.

I urge passage of the bill.