

headed equity trading, sales, and systems development. During his tenure at Salomon Brothers, Michael created the company's first computerized information system. As Michael has said, "There might be better traders than me, and there might be people who know more about computers, but there's nobody who knows more about both."

At 39 years of age, Michael created the Bloomberg, would become the largest computerized information resource in the financial world. During the last 15 years, The Bloomberg Corp. has grown to include an internationally syndicated radio station, a direct broadcast television network, the Bloomberg monthly magazine, and of course, the Bloomberg on-line service. As Michael's company has grown, so have his revenues. Annual revenues rose from \$100 million in 1989, to \$2 billion in 1995.

Perhaps more important than his successes are his philanthropic endeavors. Among numerous other distinctions, he is a trustee of the Jewish Museum, the N.Y. Police & Fire Widows' and Children's Benefit Fund, the New York Academy of Medicine, and the Lincoln Center for the Performing Arts. He is also chairman of the board of trustees of Johns Hopkins University.

Michael Bloomberg has not only exerted tremendous influence on Wall Street; he has literally transformed the way the world does business. Traders now have instant access to a tremendous repository of information, not only real-time financial data, but also historical trends, corporate analysis, and new developments as well. Business transactions are now more efficient and more profitable because of Michael Bloomberg. For this, and many other reasons, Michael truly deserves the American Jewish Committee's Herbert H. Lehman Award.

TRIBUTE TO LYMAN BROWNFIELD
ON THE OCCASION OF HIS
RETIREMENT

HON. PAUL E. GILLMOR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Mr. GILLMOR. Mr. Speaker, I rise today to pay tribute to an outstanding citizen of Ohio. Lyman Brownfield is retiring after decades of outstanding service as an attorney and community leader.

As Lyman retires, he can have the satisfaction of knowing that his career will stand as a hallmark for others to emulate. Over the years, both his clients and the citizens of the community have depended on him for assistance in solving problems and providing sound judgment on many issues in the region.

Lyman has always put forth a great amount of time and energy in vigorous support of his clients' causes and in community service. Long recognized as one of Ohio's most brilliant attorneys, he also took the time to train and help young lawyers to learn the skills of their profession. He served in many capacities in professional organizations and Government including exemplary service as general counsel of the U.S. Department of Housing and Urban Development.

Mr. Speaker, we have often heard that America works because of the unselfish con-

tributions of her citizens. I know that Ohio is a much better place to live because of the dedication and countless hours of effort given by Lyman Brownfield. While Lyman may be retiring he has left an indelible stamp on those who know him and on Ohio.

I ask my colleagues to join me in paying a special tribute to Lyman Brownfield's record of personal accomplishments and wishing him all the best in the years ahead.

MILESTONES 10TH ANNIVERSARY

HON. ROBERT A. BORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Mr. BORSKI. Mr. Speaker, I rise to recognize the monthly publication Milestones as it marks its 10th anniversary as the premier publication for senior citizens in the Philadelphia region.

It is hard to believe that 10 years have passed since I first applauded the Milestones staff for having the vision to launch the first newspaper in the Philadelphia region which addresses the special needs, concerns, and interests of older Americans.

I was a junior Congressman, watching and learning from my esteemed colleague, the late Claude Pepper of Florida. As a staunch senior advocate, Congressman Pepper recognized the rights of retirees and senior citizens, and their need to have those rights protected and defended.

In many ways, Milestones became one of Congressman Pepper's early pioneers by heightening our awareness of senior citizens' issues. By seeing the needs of seniors, hearing their concerns and providing the outlet for them to share their ideas and opinions with other seniors, Milestones became the eyes, ears, and voice of the senior community.

Ten years later, Milestones maintains its unique position as a valuable information and communications source to this large and powerful segment of people in the Philadelphia area.

As the second oldest State, by population, in the country, Pennsylvania's senior citizen voice is powerful and strong. The Philadelphia region alone has one of the highest concentrations of older Americans in the country. One out of every five constituents in my congressional district is over the age of 65. This constituency is active, articulate, and passionately vocal about the issues affecting their lives.

Milestones has not only been their outlet for expressing opinions on issues like Medicare, Social Security, and health and long-term care concerns, but Milestones serves as a monitor of elected officials, informing readers about our positions and voting record with regard to seniors issues.

As a result, Milestones plays an important role in accurately portraying the senior community as the intelligent, active, unified, and legislatively powerful group it is. In doing so, Milestone helps dispel the stereotypes of older Americans—a positive and healthy reminder to people of all ages.

Mr. Speaker, it is my privilege to represent in Congress a large number of men and women who read and contribute to this paper which is so valuable to the entire senior community. I ask you and my colleagues to sup-

port this commendation and congratulate Milestone on achieving its own 10-year milestone.

A SALUTE TO OUR NATION'S LAW
ENFORCEMENT OFFICERS

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today to join others in the Nation who this week are recognizing our law enforcement officers for their role in protecting their respective communities. I would like to particularly recognize those officers of the sheriff's and police departments of Texas' district 30 which I represent, for I personally know of the distinction and valor with which they carry out their daily duties. Over the years, we have witnessed many of our communities—particularly in urban areas—undergo drastic change. With the scourges of crack, poverty and family dysfunction fraying the social fabric of our communities, law enforcement officers have been called upon to assume a greater responsibility for the safety of our neighborhoods.

Much has been said about the tensions that exist between law enforcement agencies and the communities they serve; however, I know that in communities such as Dallas and Irving, TX, the police departments are reaching out to neighborhood residents to establish partnerships in fighting crime and increasing community safety. Many of these policemen and policewomen are unsung heroes, who daily climb into their police cruisers, walk their neighborhood beats or ride their bicycles on patrol, each day knowing that they risk death or serious injury. While communities may be able to function without hostile corporate takeover specialists or sitcom stars, no community could function without a dedicated force of law enforcement personnel. It says something about our priorities as a society that—in spite of its indispensability—law enforcement is among the lowest paid professions.

I would also be remiss if I did not also recognize the husbands, wives and children of our law enforcement officers, the ones who stay home each day not knowing if their loved ones will be facing a life-threatening situation. Should anyone doubt the dangers of the job, they need only visit the National Peace Officers' Memorial in Washington, DC and read the names of those who have given their lives in service to their communities. The families of our peace officers deserve recognition for their steadfast support of their spouse or parent who is often under-appreciated and underpaid. We all should take the opportunity to let our law enforcement officers and their families know that their service and sacrifices are appreciated. As a Member of Congress, I pledge to continue work to enact legislation that aids our peace officers and law enforcement agencies in the performance of their duties. Mr. Speaker, in conclusion, I offer my heartfelt salute to our Nation's police officers, sheriff's deputies and highway patrol officers.

THE INTRODUCTION OF THE
FERRY INTERMODAL TRANSPORTATION ACT

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Mr. MENENDEZ. Mr. Speaker, I am introducing the Ferry Intermodal Transportation Act. The ferry program in the Intermodal Surface Transportation Efficiency Act [ISTEA] is a small but vital program that has benefited 38 States. Ferries are an essential component in many communities, providing vital transportation services for passengers, automobiles, buses and trucks in locations where there are no alternatives. Since ferries do not require costly infrastructure such as roads, bridges, or tunnels, there are great savings in time, capital, and environmental resources. Ferries are effective because they use nature's own highways, rivers, lakes, and bays.

Looking around the Nation, ferries are quietly and efficiently serving their communities. In the northeast, ferries are used in Maine, Massachusetts' Martha's Vineyard and Nantucket Islands, and New Jersey's Cape May. In the South, you will find ferries in Florida, Texas, Louisiana, and North Carolina, which has the most extensive commitment to the ISTEA ferry program. The Great Lakes have entire communities which are wholly dependent on ferries in places like Mackinaw Island, Beaver Island, and Washington Island. The West has the famous Catalina ferry in southern California and extensive fleets in the San Francisco Bay. The City of Seattle heavily depends on the Nation's largest capacity ferries to move citizens from Whitby Island and around the Puget Sound. The name, Alaskan Marine Highway System, underscores the importance of ferries to this huge State's transportation needs. Many cities like Boston, Baltimore, and Fort Lauderdale have found water taxis are an effective way to reduce congestion in heavily frequented tourist attractions. The transportation flexibility that ferries provide to communities has been proven time and again. In the most recent San Francisco earthquake, the combined ferry fleets completely took over the functions of the Bay Bridge and kept the Bay Area functioning. During the historic, massive flooding of the Mississippi River, the State of Missouri brought in ferries to replace bridges which had washed away. Time and again, in their quiet way ferries have shown themselves to be an economical, efficient, and effective means of transportation which deserve to be considered in transportation planning.

Let me illustrate what commuter ferry service in the New York Harbor means in my region. Since 1771, there has been a long history and great demand for inter-harbor ferry service. Alexander Hamilton and Aaron Burr ferried themselves here to Weehawken to fight their duel. John Stevens of New Jersey and Robert Fulton of New York competed in developing the steamboat in their efforts to dominate the ferry market and ultimately revolutionized the maritime industry. We have been through many transportation trends since that time: railroads, streetcars, subway, super-highways, and the era of great bridges and tunnels. Everything old is new again. Ferries, one of our oldest forms of transit in our region, is, when combined with the urban core mass

transit project on the New Jersey side and the vast New York transit system, a seamless web of transportation options to get our people to their places of work and recreation.

The traffic congestion in our streets and on our bridges can only be reduced by the creative use of alternatives. The New York Harbor is now home to the largest and fastest growing network of commuter ferry services. Ferries connect two locations in Weehawken, three locations in Jersey City, Highlands and Atlantic Highlands in New Jersey with the Manhattan Central Business District, Staten Island, Brooklyn, Hunter's Point and Laggard airport in New York. Ferry ridership now exceeds 2.5 million passengers every year. By 2005, 8.5 million passengers will be using ferries annually.

Building on the vision that began in the Intermodal Surface Transportation Efficiency Act [ISTEA], I am proposing new legislative flexibility to help finance comprehensive ferry programs for the nation. We are reauthorizing the original ISTEA ferry program and creating new options for creative entrepreneurship for the financing and construction of ferry systems. This legislation would establish alternative financing for both public and private resources similar to those now used for mass transit. It directs transportation planners to incorporate ferry service in their regional transportation plans. It encourages public private partnerships, joint ventures and flexible options to maximize low cost efficient service.

ISTEA can be proud of the achievements that have been initiated. In the New York Harbor, the ISTEA ferry program was the source for grants of \$1.7 million in loan guarantees for the construction of a new 399-passenger ferry; a total of \$9.2 million in grants and loan guarantees provided by the Clinton administration through the ISTEA ferry program to improve commuter transportation in the New York/northern New Jersey metropolitan area. We must build on this legacy. The Ferry Intermodal Transportation Act is the renewal of this commitment. I urge its passage.

IN RECOGNITION OF NATIONAL
PEACE OFFICERS' DAY

HON. KAY GRANGER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Ms. GRANGER. Mr. Speaker, as we honor our Nations' peace officers today, I rise today to honor an outstanding officer in my hometown of Fort Worth. This week, Brad Patterson was recognized as Fort Worth's Officer of the Year at the 45th annual Police Appreciation Dinner.

Brad is an example of an ordinary person doing extraordinary things. A 20-year veteran of the Fort Worth police force, Brad is a forensic crime-scene investigator who has expertise in fingerprint identification and in homicide investigation.

His selection for the award was unanimous. Fort Worth Chief of Police Thomas Windham praised Brad at the ceremony, echoing the strong sense of appreciation for Brad that we all have.

I came to know Brad during my years in the Fort Worth city government, first on the city council and then as mayor. And I can say

from personal knowledge that Brad is a wonderful person, and I can't think of anyone more deserving of this award than he. Brad is an officer of courage and commitment, and man of conviction and character.

Brad Patterson, we in Congress salute you today, and peace officers from around the Nation, as we recognize your accomplishments on National Peace Officers' Day.

STATEMENT IN SUPPORT OF
EMERGENCY BROADCAST FREQUENCY ASSIGNMENT BILL

HON. JANE HARMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Ms. HARMAN. Mr. Speaker, my colleague, JULIAN DIXON, and I are frustrated by the failure of the Federal Communications Commission to act on applications from emergency broadcasters to use several unused common carrier frequencies. Because we are persuaded that the allocation of these frequencies is critical to protect the safety of our constituents and our police, we are introducing legislation establishing standards to assign them to emergency broadcasters in Southern California and the State of New Hampshire. In the absence of FCC action or the prospect for any action in the near future, this avenue seems to be the only way left for us to proceed.

The South Bay Regional Communications Authority [SBRCA], one of the petitioners to the FCC, is comprised of law enforcement and public safety agencies in the cities of El Segundo, Gardena, Hawthorne, and Manhattan Beach. Three of these cities are in my Congressional district.

In June 1995, the Authority filed an application with the FCC requesting assignment and authority to use four vacant Public Land Mobile Service [PLMS] channels for critical public safety communications needs.

In an order released April 24, 1996, the Commission denied the application. The Commission cited as its reason an ongoing "refarming" proceeding that will presumably benefit the Authority by increasing the number of frequencies devoted to emergency broadcast requirements. SBRCA appealed the decision and filed an application for reconsideration. That application is still pending.

What is disturbing about the decision is the reference to the "refarming" proceeding. "Refarming" may not be completed for several more years and, once announced, may require emergency broadcasters to purchase new equipment in order to avail themselves of the increased number of frequencies. In the meantime, public safety agencies, including the South Bay Authority, have a critical need for new frequencies. At present, there are no common police and fire voice channels available for interoperability among these agencies and neighboring jurisdictions in the South Bay. According to the police chiefs in my District, interoperability and greater capacity are among the most critical problems facing the Authority now.

Because the public safety cannot wait for the Commission to finalize its "refarming" proceeding, on at least two occasions, Mr. Dixon and other members of the LA County Congressional Delegation joined me in requesting