

I applaud the 2001 Columbus Day Committee and Dr. Bellanca for their leadership, commitment, and service, and I urge my colleagues to join me in saluting them for their exemplary years, of leadership and service.

CONFERENCE REPORT ON H.R. 2299,  
DEPARTMENT OF TRANSPORTATION  
AND RELATED AGENCIES  
APPROPRIATIONS ACT, 2002

SPEECH OF

**HON. DOUG BEREUTER**

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

*Friday, November 30, 2001*

Mr. BEREUTER. Mr. Speaker, this Member rises in support of the conference report for H.R. 2299, the Transportation appropriations bill for fiscal year 2002.

This Member would like to commend the distinguished gentleman from Kentucky (Mr. ROGERS), the Chairman of the Transportation Appropriations Subcommittee, and the distinguished gentleman from Minnesota (Mr. SABO), the ranking member of the Subcommittee for their hard work in bringing this conference report to the Floor.

Mr. Speaker, this Member certainly recognizes the severe budget constraints under which the full Appropriations Committee and the Transportation Appropriations Subcommittee operated. In light of these constraints, this Member is grateful and pleased that this legislation includes funding for several important projects of interest to the State of Nebraska.

This Member is particularly pleased that this appropriations bill includes \$1.5 million for preliminary work leading to the construction of bridges in Plattsmouth and Sarpy County to replace two obsolete and deteriorating bridges. The request for these funds was made by this Member as well as the distinguished gentleman from Nebraska (Mr. TERRY) and the distinguished gentlemen from Iowa (Mr. GANSKE and Mr. BOSWELL).

The agreement leading to the funding was the result of intensive discussions and represents the consensus of city, county and state officials as well as the affected Members of Congress. The construction of these replacement bridges (a Plattsmouth U.S. 34 bridge and State Highway 370 bridge in Bellevue) will result in increased safety and improved economic development in the area. Clearly, the bridge projects would benefit both counties and the surrounding region.

This Member is also pleased that the conference report includes \$4 million for Nebraska's Intelligent Transportation System (ITS). This funding, which was requested by this Member and the distinguished gentleman from Nebraska (Mr. OSBORNE), is to be used to facilitate travel efficiencies and increased safety within the state.

The Nebraska Department of Roads has identified numerous opportunities where ITS could be used to assist urban and rural transportation. For instance, the proposed Statewide Joint Operations Center would provide a unifying element allowing ITS components to share information and function as an intermodal transportation system. Among its many functions, the Joint Operations Center will facilitate rural and statewide maintenance vehi-

cle fleet management, roadway management and roadway maintenance conditions. Overall, the practical effect will be to save lives, time and money.

This Member is also pleased that the conference report includes \$1 million for a Highway 66 bypass south of Louisville, Nebraska. This project, which has the support of the Louisville mayor and city council as well as the Cass County commissioners, would provide significant safety and economic development benefits for the area.

The conference report also includes \$325,000 requested by this Member for the construction of the 1.7-mile Lewis & Clark bicycle and pedestrian trail on State Spur 26E right-of-way, which connects Ponca State Park and the Missouri National Recreational River Corridor to the City of Ponca. This trail will play an especially important role as the area prepares for the bicentennial of the Lewis and Clark Corps of Discovery expedition and the significant increase in tourism which it will help generate. The approaching bicentennial represents a significant national opportunity and it is crucial that communities such as Ponca have the resources necessary to prepare for this significant commemoration.

The trail will provide the infrastructure necessary to improve the quality of life by providing pedestrian and bicycle access between Ponca and the Ponca State Park and increases the potential for economic benefits in the surrounding region. The trail addresses serious safety issues by providing a separate off-road facility for bicyclists and pedestrians.

It is certainly important to note that this conference report includes \$1.6 million for the Antelope Valley Overpass in Lincoln, Nebraska. This bridge is an integral piece of a comprehensive plan to revitalize downtown Lincoln that has emerged from a partnership between the City, the State of Nebraska, and the University of Nebraska-Lincoln. The funds would assist with the design and right-of-way phase of a bridge that would span railroad tracks. This funding will supplement the \$5,625,000 which this Member had successfully sought in the 1998 TEA-21 legislation.

In addition, the conference report includes \$200,000 to study the feasibility and fiscal impact of the passenger rail project between Lincoln and Omaha, Nebraska. The metropolitan areas of Omaha and Lincoln are becoming increasingly integrated. The fringes get closer together every year and the inter-city highway commuter traffic is increasing significantly. The growing congestion will only get worse in the coming years. A far-sighted approach is necessary to address the needs of commuters and others using the corridor. The proposed study is a necessary component in this process. It would examine such important issues as travel patterns, ridership potential for rail service and cost evaluations.

Adequate funding is clearly needed to make this study and the overall project a reality. A feasible transportation alternative for the corridor would hold the promise of increased economic development, improved air quality and safety and decreased congestion.

The conference report also includes \$1 million for preliminary engineering for the replacement of U.S. Highway 81 bridge at Yankton between Nebraska and South Dakota. This funding will be helpful in replacing an important bridge across the Missouri River. This funding supplements the \$1.125 million this

Member successfully sought in the 1998 TEA-21 legislation.

Finally, this conference includes \$1.1 million for rail research to be performed jointly by UN-L and Marshall University in West Virginia. The funding will be used for safety research projects in the areas of human factors, equipment defects, and train control methods.

The University of Nebraska-Lincoln is well qualified to conduct this research. It has the necessary expertise in the area of transportation safety to provide meaningful research which will improve railroad safety. In addition, the nation's two largest railroads have a significant presence in Nebraska (one has its corporate and working headquarters in Omaha) and the state currently is traversed by the busiest railroad corridor in the world which move vast amounts of western coal to much of the rest of the nation. This funding will greatly contribute to safer rail operations throughout the country.

Mr. Speaker, in conclusion, this Member supports the conference report for H.R. 2299 and urges his colleagues to approve it.

THE INTRODUCTION OF THE NEW  
YORK RECOVERY FROM TERRORISM  
ACT

**HON. CHARLES B. RANGEL**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, December 4, 2001*

Mr. RANGEL. Mr. Speaker, today I introduce legislation to provide tax incentives for the revitalization of New York City, and in particular, Lower Manhattan.

We all know of the terrible events of September 11, 2001, the awful loss of life, the heroism in the face of adversity, and the physical devastation. This was an attack not solely on New York, but on America. In the weeks following the tragedy, Lower Manhattan has suffered greatly and the economy of New York City has been struck hard, it really is America that has been struck.

I cannot begin to say how much New Yorkers are grateful for the heartfelt response of their fellow Americans and people from all over the world. The prayers, the charity, and the promises of government support have all made an enormous difference in the ability of New York to begin to respond to and recover from the crisis. As one America we have responded to this dastardly attack in Afghanistan; across America; and, in New York.

Through this unity I believe that Congress should provide the tools necessary for New York to fully recover from the attacks and assure that the vitality of Lower Manhattan be sustained.

Lower Manhattan in 1624 was the first part of then New Amsterdam settled by Europeans. It has always been the heart of New York. It has been the entry point for millions of immigrants. Beginning in the 18th century and into the 21st century it has been the heart of finance in America and today the financial center of the world.

Unfortunately, the impact of the attack on the World Trade Center has altered the character of Lower Manhattan. Many businesses have had to temporarily move out of the area. It is unclear if they will return. Many businesses depending on the traffic in the area