

centers, health services for the mentally ill and elderly, and a senior citizen service center.

Dr. Carey's motto, "being a good neighbor," is emulated by the extended families of employees at Neighborhood House and reaches from the Mexican border to the northern reaches of San Diego County. His legacy is one of excellence. A professional in the best sense of this word, he is a man of honor, strength and determination. He is dedicated to service and to making life better for his neighbors who are in need.

Dr. Carey is a native of Lexington, Mississippi, a graduate of Atlanta's Morehouse College, and holds graduate degrees from Atlanta University and United States International University. He became enchanted with San Diego during his 4 years of military service with the United States Navy and returned with his wife, the former Yvonne Arnold of Newnan, Georgia, a graduate of Spelman College. Dr. Carey and his wife are the parents of two adult children who are themselves graduates of Morehouse and Spelman. One would think that his service to the community through his work at the Neighborhood House would fill his days entirely but Dr. Carey's service extends to leadership and participation in many community organizations and local activities.

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He is chairman of the board of Neighborhood National Bank, a San Diego-based community bank which spurs development in inner city neighborhoods. He was a founding member of Union Bank of California's Community Advisory Board to advise bank managers on the financial needs of low-income and underserved communities. He has held policy-making and advisory positions at the Neighborhood Development Bank, San Diego Unified School District, United Way, the Minority Relations Committee, the Black Leadership Council, former San Diego Mayor Maureen O'Connor's Black Advisory Committee, a Congressional Black Affairs Subcommittee, the Black-Jewish Dialogue, the National Conference of Christians and Jews, the Coalition for Equity and San Diego County's Child Care Task Force.

Professionally he has contributed as a professor at San Diego State University, as a lecturer at the University of California, San Diego, and at National University of San Diego and as instructor for Wooster College in Ohio and at San Diego Community College. His further professional associations include charter membership in LEAD, the National Association of Social Workers, the National Association of Black Social Workers; a founding member of the San Diego Chapter of Alpha Pi Phi Fraternity, Sigma Pi Phi Fraternity, Alpha Kappa Delta, Morehouse College

Alumni Association, San Diego Dialogue and the National Conference of Social Welfare.

As impressive as this list is, it does not do justice to Dr. Carey. It is his passion for service that leads him into these activities. He knows that extraordinary measures are sometimes needed to strengthen communities and families, and he is always willing to go that extra mile. Because Dr. Carey and the work of Neighborhood House reaches deep into the hearts and minds of his neighbors and changes lives, his contributions to our community are far-reaching, long-lasting and immeasurable. I sincerely appreciate this opportunity to honor Dr. Carey and his many contributions to San Diego during the past 3 decades.

ANNOUNCEMENT REGARDING AMENDMENT PROCESS FOR H.R. 1501, ADDRESSING YOUTH VIOLENCE AND CHILDREN'S SAFETY; AND H.R. 1000, AVIATION INVESTMENT AND REFORM ACT FOR THE 21ST CENTURY

Mr. DREIER. Mr. Speaker, the Committee on Rules is planning to meet the week of June 14 to grant a rule which may limit the amendment process for floor consideration of H.R. 1501, a bill addressing youth violence and children's safety. Any Member wishing to offer an amendment should submit 55 copies and a brief explanation of the amendment to the Committee on Rules in Room H-312 in the Capitol by noon this Friday, June 11. Amendments should be drafted to H.R. 1501 as introduced. Members should know that the Committee on Rules may consider amendments relating to the causes of and solutions to youth violence and certain firearms proposals.

Mr. Speaker, the Committee on Rules is also planning to meet the week of June 14 to grant a rule which may limit the amendment process on H.R. 1000, the Aviation Investment Reform Act for the 21st century, the so-called Air 21 bill. Any Member who wishes to offer an amendment should submit, again, 55 copies and a brief explanation of the amendment by noon this coming Monday, June 14, to the Committee on Rules, once again, upstairs in Room 312 here in the Capitol. Amendments should be drafted to the text of the bill as reported by the Committee on Transportation and Infrastructure on May 27. The committee filed this report on H.R. 1000 on May 28. Members should use the Office of Legislative Counsel to assure that their amendments are properly drafted and should check with the Office of the Parliamentarian to be certain their amendments comply with the rules of the House.

INTRODUCTION OF THE RAILWAY SAFETY AND FUNDING EQUITY ACT OF 1999

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise today to speak about the Railroad Safety and Funding Equity Act of 1999, legislation that I have introduced today along with my friend and colleague, the gentleman from Alabama (Mr. CRAMER). Also known as RSAFE, this bill will increase funding for a far-too-long-overlooked aspect of highway and railroad safety grade crossings.

With record levels of motorists on our Nation's roads and highways and with a record amount of freight being moved by rail, the lack of our nation's commitment to funding safety programs is nearing dangerous levels. RSAFE will bolster our Nation's commitment by almost doubling the current Federal grade crossing improvement program.

As two recent train crashes in Illinois showed, one a fatal crash in Bourbonnais and the other in my district in LaGrange, much more can and should be done to upgrade safety at railroad to highway grade crossings. For too long policymakers have accepted it as fact that grade crossings are dangerous, and they have left it at that. RSAFE will take the 4.3 cents per gallon diesel fuel tax that railroads currently pay towards deficit reduction and transfer it into the Department of Transportation Section 130 Grade Crossing Safety program. This money will then be distributed to the States on a formula basis.

Based on estimates of railroads' tax receipts, RSAFE will add approximately \$125 million or more to the current \$150 million in the Section 130 program. Therefore, among other things, RSAFE will give States much more ability to construct gates at grade crossings, develop and acquire new technology that could serve as alternatives to whistle-blowing and generally remove hazards at grade crossings.

RSAFE also mandates that 5 percent of the new funding will be spent for education and awareness campaigns, such as Operation Lifesaver. Operation Lifesaver works with local law enforcement officials and others to make pedestrians and motorists aware of the dangers at grade crossings. RSAFE also puts 10 percent of the new funding towards upgrading rail-to-rail crossings. The danger posed when two freight trains collide or when a commuter train collides with a freight train are immeasurable in lives and environmental costs.

Since railroad crossing safety is often a local and State issue, RSAFE mandates that the States pay at least a 20 percent share of any project financed with funds under this bill. I