Amtrak’s Northeast Corridor needs $20 billion to upgrade the southern portion of the Northeast Corridor alone. Meanwhile, on September 12, U.S. Rail News reported that Virginia and North Carolina estimate that it will take more than $2.5 billion just to build high-speed rail infrastructure from Washington, D.C., to Charlotte, North Carolina. Proposals such as these and similar projects in Florida and in the Midwest would far surpass the funding level provided in competing bills.

TOO LITTLE FLEXIBILITY FOR STATES
Under competing proposals, Amtrak has too much control over the approval and funding of high-speed systems. Amtrak’s financial condition is in serious jeopardy, and I am concerned about its ability to perform the tasks assigned to it under these bills, such as issuing bonds, managing a fund to repay the bonds, managing the proceeds from the bonds, and repaying the bonds. I also have doubts that Amtrak could even raise the intended $12 billion. As the Congressional Budget Office noted in a report on H.R. 2329 issued yesterday, bond buyers would be very reluctant to pay the face value of the bonds in later years because of the high risk that Amtrak could not repay the bonds. Moreover, Amtrak should concentrate on its core business of operating passenger trains and carrying mail and express and premium traffic.

RIDE–21 puts the federal and state governments in control of the development of high-speed passenger rail and balances their roles. On the one hand, it places the federal government, through the Department of Transportation, in control over approving the basic design of the high-speed rail network in the United States. Among its roles, the DOT must determine whether a corridor is a comprehensive and viable high-speed corridor. The DOT must determine whether the proposal makes a significant step toward achieving speeds of at least 125 miles per hour on the corridor. The DOT must determine whether all at-grade rail crossings are eliminated.

On the other hand, RIDE–21 puts states and compacts of states in the conductor’s seat by giving them flexibility to address their transportation needs. States are free to develop the high-speed rail proposals that the DOT will review. States can choose which technology to employ and which routes make the most sense. States can take their project proposals directly to the DOT, without having to go through Amtrak as an intermediary. States, not Amtrak, control the bond proceeds, how they are managed, and how they are spent.

RIDE–21 does not leave states holding the bag, though. In fact, the cost of RIDE–21 to the states is about the same as the cost to the states of H.R. 2329. H.R. 2329 requires states to provide Amtrak with a minimum of 20 percent of the project cost. The states’ contributions are then intended to grow over time so that Amtrak can use that money to pay off the bonds. If the states use a similar “sinking-fund structure,” they will need to put up about the same amount of money so that it will grow into enough to pay off the bonds in supporting rescue efforts throughout the United States. The Unit was one of the first Urban Search and Rescue teams mobilized after the Oklahoma City bombing, arriving thirteen hours after the blast. The Unit also played an instrumental role in the rescue and relief efforts in the 1996 Atlanta Olympics bombing, the 1996 Yosemite Rock Slide, and the 1996/1997 California Floods.

The Sacramento Search and Rescue Unit is comprised of sixty-four highly qualified and dedicated specialists divided into four groups: Search, Rescue, Technical, and Medical. Team members include specialists in structural engineering, hazardous materials, heavy rigging, search and rescue, canine response, logistics, and medical response, which includes four medical specialists and two physicians. By design, there are two personnel assigned to each position for the rotation and relief. This allows for round-the-clock task force operations. A comprehensive equipment cache totaling 60,000 pounds supports the task force.

For ten days, the members of the California Task Force 7 worked tirelessly and selflessly in search of survivors in the rubble of the World Trade Center towers in New York City. These outstanding search and rescue specialists courageously answered our nation’s call for their assistance and compassion during this hour of need. Their bravery, valor, and patriotism in the face of such tragic events is inspiring to all Sacramentans and to all Americans, and deserves our most heartfelt gratitude.

Mr. Speaker, as the exceptional people of the Sacramento Urban Search and Rescue Unit return home, we are honored to pay tribute to some of our area’s most heroic and dedicated citizens. The California Task Force 7 serves as an invaluable resource to the Sacramento Region, the State of California, and the United States of America. We ask all of our colleagues to join us in thanking the men and women of the Sacramento Urban Search and Rescue Unit for their fearless dedication and service to our country during this national tragedy.

CONCLUSION

Finally, Amtrak benefits from RIDE–21. As the only operator of high-speed passenger trains in the United States, Amtrak will be a partner with the states in many projects. And, it will have a clear competitive advantage when the time to bid on contracts to operate trains on this new rail network. As owner of the Northeast Corridor, Amtrak can also benefit from infrastructure improvements there, financed by the states under this bill. Amtrak can focus on operating trains more efficiently while the DOT and states worry about the improvement of passenger rail infrastructure. Therefore, if it demonstrates its ability to seriously compete for operation of new high-speed corridors, Amtrak will actually benefit under RIDE–21.

MORE BANG FOR THE BUCK
RIDE–21 is fiscally responsible. The $71 billion investment in infrastructure through RIDE–21 will cost the federal government about $6 billion. The other bills, which provide for only a $12 billion investment, will cost the treasury about $7.4 billion, according to CBO. Any taxpayer can tell that RIDE–21 is a better value.

Finally, RIDE–21 creates jobs. $71 billion to construct high-speed passenger rail infrastructure means good jobs for hard-working Americans.

I encourage Members to study RIDE–21 carefully and to become cosponsors of this bill.

TRIBUTE TO CALIFORNIA TASK FORCE 7
HON. ROBERT T. MATSUI
OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES
Tuesday, September 25, 2001
Mr. Matsu. Mr. Speaker, I rise in tribute to the California Task Force 7, Sacramento Urban Search and Rescue Unit. On September 11, 2001, just hours after the monstrous attacks on the World Trade Center and the Pentagon, sixty-four members of the Sacramento Urban Search and Rescue Team departed for New York City to assist with the recovery efforts. As their family and friends gathered to welcome them home, I ask all my colleagues to join me in saluting one of America’s finest search and rescue teams.

The California Task Force 7, Sacramento Urban Search and Rescue Team, is comprised of members from Sacramento Metropolitan Fire District, Sacramento Fire Department, West Sacramento Fire, and El Dorado County Fire Protection District.

The Sacramento Urban Search and Rescue Unit is considered a multi-hazard discipline, as it may be needed for a variety of emergencies or disasters, including earthquakes, hurricanes, typhoons, storms, tornadoes, floods, dam failures, technological accidents, terrorist activities, and hazardous material releases.

The California Task Force 7 has always been a leader in supporting rescue efforts throughout the United States. The Unit was one of the first Urban Search and Rescue teams mobilized after the Oklahoma City bombing, arriving thirteen hours after the blast. The Unit also played an instrumental role in the rescue and relief efforts in the 1996 Atlanta Olympics bombing, the 1996 Yosemite Rock Slide, and the 1996/1997 California Floods.

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EDITORS IN THE JEFFERSON CITY NEWS TRIBUNE
HON. IKE SKELTON
OF MISSOURI
IN THE HOUSE OF REPRESENTATIVES
Tuesday, September 25, 2001
Mr. Skelton. Mr. Speaker, I am proud to share with the Members of the House the excellent editorial in the Jefferson City News Tribune following Tuesday’s horrific events. The fine statement is set forth as follows:

AMERICANS UNDER ATTACK
Abject honor does not begin to describe the reaction to this morning’s attack on New York City and Washington, D.C. Much remains unknown. What is certain, however, is that the attack was an act of war on American people on American soil.

At this juncture, we know that shortly before 9 a.m. EDT today an American Airlines jet hijacked after take-off from Boston,

17977
struck one of the twin towers at the World Trade Center in lower Manhattan.

Within minutes, a second airplane, also believed hijacked from American Airlines, struck the trade center's second tower.

Both towers caught fire and subsequently collapsed in a massive implosion of burning debris.

Later this morning a commercial jetliner, also believed to have been hijacked, crashed into the Pentagon in Washington D.C. That was followed by a car bomb exploding outside the State Department.

In addition, another jetliner, possibly hijacked from United Airlines, crashed outside Pittsburgh, PA.

The death toll, although yet unknown, will be staggering. The World Trade Center itself houses an estimated 50,000 employees, exceeding the population of Jefferson City.

Passengers on the hijacked jet and other people on the ground also have perished. In reaction, all flights in the nation have been cancelled, key buildings have been evacuated and the military has been placed on alert.

The miscreants, presumably terrorists, who perpetrated these malevolent attacks also remain unknown.

They must be identified, and they and their ilk must be exterminated like the vermin they have shown themselves to be.

America has been attacked mercilessly. To serve notice that this must never happen again, our response must be equally merciless.

TRIBUTE TO TIM MCCALLION

HON. JOE BACA OF CALIFORNIA IN THE HOUSE OF REPRESENTATIVES Tuesday, September 25, 2001

Mr. BACA. Mr. Speaker, it is with great pleasure that I rise to pay tribute to my friend, Tim McCallion, who will be inducted into the Independent Telephone Pioneer Association’s Hall of Fame on September 29, 2001 in recognition of his distinguished career with GTE.

Mr. McCallion is an individual of great distinction, and we join with his colleagues, family and friends in honoring his remarkable achievements in the telecommunications industry and his service to his community.

Tim’s long career with Verizon, formerly GTE, began in 1976 when he joined the accounting department in Erie, Pennsylvania, as he was finishing up his MBA at Gannon University. Over the next two decades, Tim’s career with GTE took him all around the country from Pennsylvania, to Indiana, Connecticut, Hawaii and finally to California.

Though Tim’s career began in the accounting field, he quickly moved into public policy. Tim currently serves as the Pacific Regional President responsible for Regulatory, Government Affairs, Public Affairs and corporate interests in Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington and Wyoming.

Tim’s colleagues refer to him as the “go to guy.” A man who applies initiative and creativity to his service, Tim never fails to take on daunting tasks. When the ITPA needed to have their books audited, and incredibly demanding job with Verizon, Tim volunteered. His colleagues remark that in the fast paced and ever changing telecommunications market it is nice to know that there are people like Tim willing to help.

I personally know this to be true. As a member of the California State Assembly and Senate, I worked closely with Tim over the years on several pieces of telecommunications legislation. I could always count on Tim for his tenacity and his expertise in telecom regulation and policy. He worked to spearhead telecom legislation in California that greatly benefited my constituents and the rest of the state. It was always a pleasure and an honor to work with Tim.

Tim has continued to be a valued informational resource to me here in Congress. America leads the world in the Telecommunications Revolution, but there are still many goals to accomplish. I salute Verizon for its efforts to end the Digital Divide. Verizon has been a key supporter of HR 1542, the Tauzin-Dingell Bill, which will stimulate competition in the high speed internet market, giving consumers more choices, lower prices and more services. Tim’s hard work supporting this important legislation has been critical in the two-year struggle that I have been involved with since I came to Congress to bring this bill to fruition.

Tim is not only being recognized for his career achievements with Verizon. A man committed to his community, Tim serves on the boards of several civic and charitable organizations. He is very involved in his local Catholic Church in Thousand Oaks, California and remains highly dedicated to the United Way of Ventura County having served on the Executive Board as co-chair, vice-chair and campaign chair. He has also acted as Verizon’s Executive chair on annual United Way campaigns.

Tim has displayed his civic leadership on the boards of the Los Angeles Urban League, the California Telephone Association, Los Angeles Children’s Museum, and the Ventura County YMCA, and as a member of the California Chamber of Commerce, and the California Business Roundtable. It is precisely this commitment to his community that makes him such a vital asset in public policy.

I have personally seen how Tim brings community service to Verizon. Tim facilitated Verizon’s support of young students from my district who came to the Nation’s Capitol to perform Mariachi music during Cinco de Mayo. It is employees like Tim McCallion that make Verizon a leader in community and charitable events.

And so, Mr. Speaker, I join Tim’s loving family, wife, Anne, sons, Brian and Keith, and daughter in law, Melinda, numerous friends and colleagues at Verizon in admiration of Tim McCallion’s long and distinguished career in telecommunications and public policy, and we express admiration that he has received this wonderful and well-deserved honor from the ITPA.

RECOGNIZING BILL IVEY, CHAIRMAN OF THE NATIONAL ENDOWMENT FOR THE ARTS

HON. STEPHEN HORN OF CALIFORNIA IN THE HOUSE OF REPRESENTATIVES Tuesday, September 25, 2001

Mr. HORNE. Mr. Speaker, as the chair of the National Endowment for the Arts, Bill Ivey’s contribution to the benefit and growth of American culture and arts education is undeniable. Since his chairmanship began in 1998, Bill Ivey’s determined outreach has given more people in more places in our country the opportunity to learn about America’s arts and cultural heritage. Under his leadership, the National Endowment for the Arts received bipartisan support for the critical need to adequately fund our national cultural agencies. While I am sad to see him leave, I wish Bill well in his future at Vanderbilt University and have no doubt that he will continue to contribute to the arts community and public service as he has for the past 30 years.

TRIBUTE TO OFIELD DUKE

HON. JAMES E. CLYBURN OF SOUTH CAROLINA IN THE HOUSE OF REPRESENTATIVES Tuesday, September 25, 2001

Mr. CLYBURN. Mr. Speaker, I rise today to pay tribute to Ofield Dukes of Washington, D.C., who is a recent recipient of the Public Relations Society of America’s 2001 Gold Anvil Award.

First awarded in 1948, the Gold Anvil Award is the PRSA’s most prestigious individual honor and is presented to the public relations professional whose contributions to the field have advanced the profession. Ofield Duke’s accomplishments as a journalist, public relations executive, and as a public relations educator speak for his recognition as a reputable leader in his field and in the community.

After receiving three national Newspapers Publishers Association awards for editorial, column and feature writing published in the Michigan Chronicle in Detroit, Mr. Dukes became a member of the Johnson-Humphrey administration in 1964. Later, he would go on to serve an additional 3 years on the staff of Vice President Humphrey.

He opened his first public relations firm in 1969, with Motown as his first client and Lever Brothers as his second. In 1975, he was the recipient of the Silver Anvil Award. As noted by the Washington Post Mr. Dukes is “one of the top public relations persuaders in the city.”

Mr. Dukes assisted in the organization of the Inaugural Congressional Black Caucus Annual Legislative Conference. He has served on the boards of the Congressional Black Caucus Foundation and the Martin Luther King Jr. Center for Nonviolent Social Change. Mr. Dukes became a communications consultant for the Democratic presidential campaign in 1972 and has been a consultant for every