

May 25, 2001

with Bersoff proteges teaching at great Colleges and Universities across the country.

Please join me in applauding the 35 year career of a gifted and generous scholar and practitioner in the fields of Law & Psychology. Donald Bersoff has worked extremely hard to reach this momentous occasion. Again quoting from the Presidential Citation Dr. Bersoff received from the American Psychological Association: "In so many areas of his life, he has challenged individuals to 'try to make what is thinkable, doable.' His life serves as a testament to that challenge."

COMMUNITY RAIL LINE
RELOCATION ASSISTANCE ACT

HON. CHARLES W. "CHIP" PICKERING

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Friday, May 25, 2001

Mr. PICKERING. Mr. Speaker, as you know, there are many components to our transportation infrastructure upon which we all rely heavily. However, in many cities and towns across this great nation, the increased need for transportation infrastructure has caused some of our modes of transportation to conflict with the general function of the other. Throughout history as the United States expanded, much of the growth could be attributed to the rail lines. The railroad was the vital economic link for many communities. Therefore the railroads were often the focal point of many downtowns. Today, with an increased use in automobiles for surface transportation purposes, these rail lines have become quite problematic. However, this is no fault of the railroad. Railroads in this country still meet vital needs for both cargo and passenger transport. Many rail lines have divided downtown areas in half, while providing virtually no service to the downtown area. There are multiple dangers incurred when this happens. Rail disruptions like this have cut off essential services such as police, fire, ambulance and other medical services. Fatal accidents are occurring along improperly marked and located crossings. Also, many areas have been hampered economically by a rail line that has bisected a downtown area.

Mr. Speaker, I want to commend the railroads for their heavy investment in maintaining their lines. Again, these conflicts are no fault of the railroad, but have developed from changes that have erupted more rapidly than the railroads can adjust. In many cases, the road/rail conflict should not be corrected by cutting off or modifying a roadway. The best solution often is to relocate the railroad. My bill, the Community Rail Line Relocation Assistance Act would provide for this relocation. There are many situations in Mississippi where the railroads need to be moved. I am sure that this is true in many of your states, too. Railroads have the right of way and have no legal obligation to move. Therefore, my bill provides for a much needed solution. The railroads want to help solve these problems and foster good community relations with these towns that they serve. The Association of American Railroads and the Short Line and Regional Railroad Association support this legislation.

EXTENSIONS OF REMARKS

Mr. Speaker, my bill would authorize grants to fund rail relocation projects that mitigate the adverse effects of rail traffic on safety, vehicle traffic flow, or economic development; involving the vertical or lateral relocation of the rail line in lieu of the closing of a grade crossing or the relocation of a road; and provide at least as much benefit over the economic life of the project as the cost of the project. The Department of Transportation would fund 90 percent of the cost of these rail line relocation projects out of the general fund of the Treasury. The state or local government would be required to pay the remaining 10 percent, but would be allowed to cover this cost through appropriate in-kind contributions or dedicated private contributions.

Mr. Speaker, I urge my colleagues to evaluate the needs of the communities in their states in relation to the location of rail lines and join me in cosponsoring this legislation.

HONORING NATIONAL STUDENT
BUSINESS CHAMPIONS

HON. ROY BLUNT

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, May 25, 2001

Mr. BLUNT. Mr. Speaker, I rise today to congratulate the thirty five young men and women who comprise the 2001 National Championship Students in Free Enterprise Team from Drury University in Springfield Missouri. This is the first time in SIFE's 27 year history that a team from Missouri has won the national competition sponsored by this international organization headquartered in Springfield, Missouri.

These outstanding young academics achieved their top rating in open competition with teams from 111 other four year U.S. colleges and universities. The team took top honors for their multi-media presentation detailing their year's accomplishments.

Drury's SIFE team devoted more than 7,000 hours to 35 educational and community service projects. All of the projects were designed to develop leadership and communication skills through free enterprise education. Besides receiving excellent practical experience in business skills, the students were also investing themselves in their local and national communities.

Among their almost three dozen projects this year the team continued to develop and expand the Young Entrepreneurs Association, a web-based organization devoted to free enterprise education for middle school teachers and students. Only three years old, the program now serves 510 middle schools, representing 17 countries and all 50 states.

The Team also built on a three year relationship with an "at-risk" middle school in Laredo Texas and this year conducted a three day educational program built around the principles of free enterprise, ethical marketing and entrepreneurship. The project culminated with a "mercado," in which 800 customers purchased products designed and produced by the middle school students.

Their win qualifies them for the first SIFE World Cup, to be held in London on July 11-

13. Teams from 23 nations will compete for the title of SIFE Global Champion.

SIFE is a grassroots student movement active on more than 1,000 college and university campuses in 48 states and 20 foreign countries. Seventy five percent all four year colleges and universities in the United States participate in SIFE and their programs reach some 4 million students annually.

I know my Colleagues, especially those from Missouri, join me in offering their heartiest congratulations to the team members and their advisors—Dr. Charles Taylor and Dr. Robert Wyatt at Drury University. I further offer the best wishes of all the Members of this Congress for a successful competition in London later this summer.

VETERANS OPPORTUNITIES ACT
OF 2001

SPEECH OF

HON. JO ANN DAVIS

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 24, 2001

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I rise today in support of H.R. 801, the Veterans' Opportunities Act of 2001. As a cosponsor of this legislation, I am proud to be able to say that the committee referred a bill that has practical and immediate effects for many veterans and their loved ones. This legislation comprehensively addresses many issues associated with veterans and their dependents.

What I would like to speak about today is one section of this legislation that I believe will have an immediate and practical effect for the surviving families of many of our recently deceased veterans.

As you may know, I recently introduced a bill, H.R. 1015, the SGLI Adjustment Act. The substantive language of this bill was incorporated by the committee directly into H.R. 801. This legislation will directly and immediately help many of the families and beneficiaries of those killed since October 1, 2000.

I am extremely pleased and grateful the Veterans Committee included my legislative language in the final version of H.R. 801.

Mr. Speaker, I know you are aware that our military has recently suffered numerous tragedies: the bombing of the USS *Cole*, the crash of an Osprey, a Blackhawk, a National Guard airplane, and the accidental bombing of our own troops in Kuwait. All of these accidents were unforeseen, and all of these accidents resulted in the tragic loss of life.

Recently, on November 1st of last year, the President signed a bill increasing this maximum benefit to 250,000 dollars. Unfortunately for those recently affected families, this increase in coverage does not take effect until April 1st of this year.

By incorporating the substantive language of my bill, we will retroactively grant this increase to those families who had opted for the maximum benefit and subsequently lost a loved one in the performance of their duty.

Mr. Speaker, I would be remiss if I did not thank the committee and its staff for their hard work and dedication in seeing this bill brought

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