June 28, 2001

Nor are respondents acquiring relevant infor-
mation or conducting a study to determine if awarding prime or sub-
contracts to DBEs affects contract costs; 67.5% no study on discrimination against
DBE firms; 94.2% no study of discrimination against DBEs by financial credit, insurance
or bond markets; 79.5% no study of factors making it difficult for DBEs to compete; and
92.8% no study on the impact of the DBE pro-
gram on competition and the creation of
jobs. (pp. 66–68). Only 26.5% of the respond-
ents have developed and implemented use of a bidder list, although the regulations re-
quire such.

The DBE program has been continuously
subject to litigation during its almost two
decades of existence. Overall, the picture of
the DBE program that emerges from the
GAO report is one of essential information
that is missing, or if available, does not sup-
port any finding of a national pattern of dis-
crimination against DBEs.

LOCAL LAW ENFORCEMENT ACT
OF 2001

Mr. SMITH of Oregon. Mr. President, I
rise today to speak about hate crimes legisla-
tion I introduced with Senator KENNE
DY in March of this year. The Local Law Enforce-
ment Act of 2001 would add new categories to current
hate crimes legislation sending a sig-
nal that violence of any kind is unac-
ceptable in our society.

I would like to describe a terrible
crime that occurred April 18, 1998 in
New York City. A man who used anti-
gay epithets allegedly slashed a gay
man in the face with a knife. Eric
Rodriguez, 22, was charged with at-
tempted murder, assault, and criminal
sexual conduct. He is currently
awaiting trial.

I believe that government’s first duty
is to defend its citizens, to defend them
against the harms that come out of hate. The Local Law Enforce-
ment Act of 2001 is now a symbol
that can become substance. I believe
that by passing this legislation, we can
change hearts and minds as well.

RAILROAD CROSSING DELAY
REDUCTION ACT

Mr. DURBIN. Mr. President, earlier
this month I introduced the Railroad Crossing Delay Reduction Act, S. 1015,
with my colleagues, Senators LEVIN
and STABENOW.

This legislation would accelerate ef-
forts at the U.S. Department of Trans-
portation to address the issue of rail safety by requiring the Secretary of
Transportation to issue specific regula-
tions that block auto-
mobile traffic at railroad crossings.

Currenty, there are no Federal limits
on how long trains can block crossings. The Railroad Crossing Delay Reduction Act
would simply minimize automobile traffic delays caused by trains blocking
traffic at railroad grade crossings.

In northeastern Illinois, there are
frequent blockages at rail crossings. These blockages prevent emer-
gency vehicles, such as fire trucks, po-
lice cars, ambulances, and other re-
lated vehicles from getting to their
destinations in the times of need. This is a serious problem and one I
hope to address by passage of this im-
portant legislation.

Blocked rail crossings also delay
drivers by preventing them from get-
ting to their destinations. Motorists,
knowing they will have to wait for a
train to move at blocked crossings,
sometimes try to beat the train or ig-
nore signals completely. This is a
threat to public safety, and one that
must stop. Motorists must act responsi-
ably, but we can reduce the tempta-
tion by reducing delays.

Trains stopped for long periods of
time also tempt pedestrians to cross
between the train cars. I’ve heard from
local mayors in my State that chil-
dren, in an effort to get from school,
cross between the rail cars. This is a
terrible invitation to tragedy.

Trains blocking crossings cause traf-
fic problems, congestion, and delay.
These issues are very real. They are se-
rious. And more importantly, they are
a threat to public safety. To address
these problems, I’ve introduced with
my colleagues the Railroad Crossing Delay Reduction Act. I’m hopeful this
legislation will provide for a safer Illi-
nois and a safer Nation. I urge my col-
leagues to join the effort to reduce
blocked rail-grade crossings by cospon-
soring and supporting S. 1015.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the
close of business yesterday, Wednes-
day, June 27, 2001, the Federal debt stood
at $5,655,167,264,852.88. Five trillion,
hundred sixty-five billion, five billion,
seven hundred sixty-seven million, two
hundred sixty-seven million, two hun-
dred sixty-four thousand, eight hun-
dred sixty-seven million, two hun-
dred sixty-six thousand, eight hun-
dred sixty-three thousand, one hun-
dred eighty-eight cents.

One year ago, June 27, 2000, the Fed-
eral debt stood at $5,650,720,000,000. Five trillion,
hundred fifty billion, seven hundred twenty million.

Five years ago, June 27, 1996, the Fed-
eral debt stood at $5,118,104,000,000. Five trillion,
one hundred eighteen billion, one hun-
dred twenty million.

Ten years ago, June 27, 1991, the Fed-
eral debt stood at $3,502,028,000,000. Three trillion,
hundred two billion, eighty-eight million.

Fifteen years ago, June 27, 1986, the Federal
debt stood at $2,388,503,000,000. Two trillion,
hundred thirty-eight billion, eighty-three million.

Twenty years ago, June 27, 1976, the
Federal debt stood at $1,467,358,000,000. One trillion
seven hundred sixty-eight billion, one hun-
dred forty-six million.

Thirty years ago, June 27, 1956, the
Federal debt stood at $336,199,301,000. Fifty trillion,
hundred thirty-six billion, one hundred ninety-nine million, five hundred
sixty-eight thousand, one hundred twenty million.

In addition to these activities, Dr.
McDowell has dedicated his life, both professionally and personally, to
the service of his community. Dr.
McDowell has served capably and hon-
orably as the President of Schoolcraft College during a period of incredible
growth for this institution. He has pre-
sided over programs and projects that
have reshaped the campus, and en-
hanced its ability to meet the needs
of students at Schoolcraft College.

During his tenure as President, Dr.
McDowell has presided over the con-
struction of numerous structures in-
cluding additions to the Campus
Center, the Child Care Center and the
student center that bears his name. In
addition to enhancing the physical fa-
cilities, he has greatly enhanced the
economic structure of the campus by
forming the Schoolcraft Development
Authority, and by expanding the en-
dowment of the school. These efforts
will secure the ability of the school to
maintain a world-class campus while
providing students with access to an
affordable education.

In addition to these activities, Dr.
McDowell is a leader in his profession
and in numerous civic institutions. His
love of academia and education trans-
lated into his desire to serve the edu-
cational community writ large. Dr.