

civilians, and the territory that he once patrolled alone is now served by as many as 12 deputies.

Cal Henderson worked his way through the ranks of the Sheriff's office, and he was able to do it while adapting to colossal changes in the needs of our community. Following the September 11 tragedies, Sheriff Henderson recognized the need to coordinate the efforts of our region's first responders, and he spearheaded the Tampa Bay Regional Domestic Security Task Force. A model for communities nationwide, the task force brings together fire fighters, EMS, hospital, port, police and sheriff and other officers to streamline efforts to keep our region safe.

Fortunately for the people of Hillsborough County, Sheriff Henderson is leaving us well equipped for the transition to new leadership under incoming Sheriff David Gee. And while Cal may be hanging up his Sheriff's badge, we can rest assured that he will continue his service to our community. Cal has already indicated that while taking advantage of some well deserved rest in retirement, he is also planning to assist the U.S. Department of Justice's Office of Juvenile Justice and Delinquency Prevention on issues pertaining to missing and exploited children.

Hillsborough County has truly been blessed to have Sheriff Cal Henderson as a faithful public servant. Cal has served with honor and integrity and has always shown the highest respect for those he serves. On behalf of our community, I would like to extend my deepest appreciation for his commitment and my best wishes for his retirement.

INTRODUCTION OF THE RAIL AND PUBLIC TRANSPORTATION SECURITY ACT

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 4, 2005

Mr. MENENDEZ. Mr. Speaker, today I am pleased to introduce the Rail and Public Transportation Security Act, which would force the federal government to finally get serious about protecting our nation's transit and intercity rail passengers.

This bill addresses the tremendous disparity between what we spend on security for each airline passenger and what we spend for each bus and train passenger, who are no less vulnerable than those who fly. In fact, data from the National Memorial Institute for the Prevention of Terrorism shows that public transportation passengers are in far more danger worldwide than airline passengers. Since 9/11, there have been over five times as many attacks on public transportation targets around the world than on aviation targets, with nearly ten times the number of fatalities.

The recent attacks in Spain, and intelligence that terrorists may strike the rail and transit systems here in America, dictate that we now broaden our attention to also include rail and transit security. Each year, approximately 24 million intercity rail passengers ride Amtrak, and 9.6 billion people travel by transit. Every day, 32 million commuters, students, and tour-

ists depend on our public transportation system. One of the ripple effects of 9/11 was that the aviation industry was shut down for several days. Imagine the social and economic dislocation that would occur if a major attack destroyed people's confidence in our transit system, or made it grind to a halt. The economic impact would be far greater than 9/11.

Our nation's rail and transit systems are highly vulnerable, and require at least \$5.2 billion in capital equipment and \$800 million in annual operating expenses to adequately meet security needs, according to the American Public Transportation Association. This legislation provides that funding, and just as importantly, it allows operating expense grant money to be used for the best security device of all: more police officers.

Giving our transit agencies money for fences, cameras and explosive detection equipment is necessary, but only a half-measure unless we also give them money for the cops and security officers that make all that equipment work. This bill allows money to be used for hiring new cops and security officers, pay them overtime when necessary, deploy additional K-9 units, conduct helicopter patrols, and more. In short, it unties the hands of our transit agencies and lets them spend the money where they need it.

This legislation also provides badly needed security and safety funding for Amtrak, including \$670 million for safety upgrades to the tunnels that run underneath New York, Baltimore, and Washington, DC. These tunnels are simply not properly equipped for rescue operations or evacuation should either be necessary. An additional \$62 million for Amtrak to put towards security expenses, including the hiring of additional police officers, is also provided.

Mr. Speaker, this bill would authorize new research and development grants to help develop new technologies for both passenger and freight rail that can help reduce the threat of terrorist attacks. And since rail security involves more than just deterring terrorist attacks, the legislation would establish new inspection procedures for rail track, and set new standards for tank cars, to make sure their hazardous cargo isn't released in the event of an accident.

I believe this bill is already long overdue. I urge my colleagues to imagine what we would have done, what action we would have taken, if the Madrid train bombings had occurred in our homeland, on our soil. What immediate investments would we have been ready to make? What urgent action would we have been willing to take?

Well, we can do it now. Let's make that investment and take those actions now. Let's take what steps we can to reduce the risk to our nation's transit. We don't need commissions and studies after a tragedy in order to act, so let's not get mired in that now. Nearly three years of needs assessment and analysis have occurred, and we have the data to put a program in place. All it takes is Congress having the gumption to act before a tragedy on the rails takes place in this country.

HONORING METROPOLITAN ANTHONY

HON. MICHAEL BILIRAKIS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 4, 2005

Mr. BILIRAKIS. Mr. Speaker, I rise today to pay tribute to the spiritual leader of the Greek Orthodox Metropolis of San Francisco, Metropolitan Anthony, who recently passed away.

Metropolitan Anthony ascended to great heights from very modest beginnings. He was born on the Greek island of Crete, one of six children struggling to grow up under the brutal Nazi occupation of the island. He became the first member of his family to leave his village, ultimately graduating in 1960 from the prestigious Halki Theological School of the Ecumenical Patriarchate of Constantinople. He came to the United States after his ordination to the priesthood to serve the Church in this country.

Metropolitan Anthony was elected Bishop of San Francisco in 1979. He served as Bishop and later Metropolitan of the Diocese of San Francisco, which covers seven western states, for more than 25 years. He was responsible for a significant expansion of ministries and programs during his tenure. He oversaw the founding of more than 25 new parishes and missions, as well as the establishment of three monasteries. He also developed the annual Metropolis Folk Dance Festival, the largest exhibition of authentic Greek folk dance, costume, and music in the world. In addition, he established a multi-million dollar endowment fund to provide scholarships for seminarians and theological students to attend holy school.

Mr. Speaker, Metropolitan Anthony inspired many because he was a great leader and devout man of faith. He challenged the faithful not only to dream great dreams but to make them a reality. I hope our colleagues will join me in expressing our heartfelt condolences to his family, his followers, and to future generations who will be enriched by his legacy.

HONORING RITA CANNING

HON. RAHM EMANUEL

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 4, 2005

Mr. EMANUEL. Mr. Speaker, I rise today to honor a distinguished Chicago resident, Rita Canning. Rita has worked tirelessly for the rights of women and families in Chicago. Her advocacy and contribution to public service deserve the recognition and thanks of this Congress.

Rita currently serves as President of WINGS, Women In Need of Growing Stronger. This transitional shelter offers support to homeless and abused women and children in Chicago through training programs as well as job placement services to women in need. Under Rita's leadership, WINGS helps marginalized women re-enter the workforce with greater job skills and with the resources necessary to achieve economic self-sufficiency.