

Our friend Russell Long used to do that from time to time when he was managing a Finance Committee bill on the floor. He would offer a cloture motion, not for the purpose of shutting off debate so much but more so for the purpose of ruling out nongermane amendments. So the distinguished Republican leader has a point there and that may be his goal.

But let me just say, lest the RECORD be left to appear that there is a filibuster going on here, we have been making progress. We will continue to make progress. But it just underscores my concerns that the idea here is to ram things through. Do not take the time to study the bill. Do not take the time to understand what is in the bill. Just get the bill passed.

How poor are they that have not patience!
What wound did ever heal but by degrees?

Mr. President, I will yield the floor. I hope we will have an opportunity before the cloture vote to offer other amendments and I hope the leader will not put us on any other measure until we finish this one, so we will really have 2 days in which to discuss the bill and offer amendments.

I thank the leader for yielding. I yield the floor.

Mr. DOLE addressed the Chair.

The PRESIDING OFFICER. The majority leader.

MORNING BUSINESS

Mr. DOLE. Mr. President, I ask unanimous consent that there now be a period for the transaction of morning business, with Senators permitted to speak therein for not to exceed 5 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

THOUGHTS AND PRAYERS ARE WITH THE PEOPLE OF JAPAN

Mr. DOLE. Mr. President, the thoughts and prayers of all Americans are with the people of Japan today, as they begin the recovery process from this morning's earthquake.

Ironically, this tragedy hit Japan exactly 1 year after the Northridge earthquake that devastated the Los Angeles area.

And as the people of Japan who were affected by this morning's earthquake begin to rebuild their cities and their lives, they can take great inspiration in the courage and cooperation exhibited over the past year in southern California.

Mayor Richard Riordan wrote in today's Los Angeles Times that "It has been said that much can be determined about the character of an individual tested by difficult times. The same is true for our city and the emergency response provided by every level of government."

In the days, weeks, and months following the Northridge quake the people of southern California, humanitarian

organizations like the American Red Cross, and local, State, and Federal governments—under the superb leadership of Pete Wilson—passed every test with flying colors.

Again, Mr. President, I know all Members of the Senate join with me in mourning the loss of life in Japan, and in admiring the courage and resourcefulness exhibited over the past year by the people of southern California.

THE 1-YEAR ANNIVERSARY OF THE NORTHRIDGE EARTHQUAKE

Mr. DOLE. Mr. President, a year ago yesterday, an earthquake measuring 6.8 on the Richter scale wreaked havoc on the southern California counties of Los Angeles, Orange, and Ventura. The Northridge temblor brought about the collapse of apartment buildings, hospitals, and schools, and destroyed major portions of that area's transportation infrastructure.

Within hours of the earthquake, our former Senate colleague Gov. Pete Wilson proclaimed a state of emergency in those counties, and set in motion the implementation of what is now widely viewed as an extraordinary recovery from the earthquake's crippling impact on the movement of people and goods in one of the most populous areas of the country.

In addition to executing the necessary recovery measures to protect public safety and ensure for the food and housing of earthquake victims, Governor Wilson signed a series of innovative Executive orders that cut through the redtape of State bureaucracy and either streamlined or eliminated statutes and regulations governing everything from highway contracts to mobile schools.

As a result, California's recovery from the Northridge earthquake has proceeded at a record pace. Among the most impressive of the recovery efforts was the opening of the world's busiest freeway, the Santa Monica Freeway, in less than 3 months, and 74 days ahead of schedule, after it was destroyed by the quake. Governor Wilson heralded this accomplishment by proclaiming it the most stirring symbol yet of California's endurance. I would add that it is also a symbol of what can happen when government gets out of the way and is willing to break old molds and explore new and innovative approaches to challenges.

There is no doubt as to the resiliency of spirit of the people of California. Over the course of the past 4 years, they have endured more than their fair share as a result of natural disasters, but they continue to emerge victorious time and time again from the ashes of destruction wrought by earthquakes, fires, droughts, and floods. I might add that Governor Wilson is already taking similar steps in the face of the current California floods, using emergency authorities to speed rebuilding in flood areas. Moreover, he has asked the

President to suspend operation of the Endangered Species Act for the purposes of repairing and replacing flood damaged facilities.

It is with respect for this indomitable California spirit, and with admiration for a State and its Governor who together forged a better, smarter avenue to disaster recovery, that I mark the first year anniversary of the Northridge earthquake. I ask unanimous consent that the materials detailing the Northridge disaster and recovery efforts, which have been prepared by Governor Wilson's staff, be reprinted in the RECORD immediately after my remarks.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

THE WILSON ADMINISTRATION'S RESPONSE TO THE NORTHRIDGE EARTHQUAKE

On January 17, 1994, at 4:31 a.m. (PST) southern California experienced a major earthquake (6.8 Richter) in the Northridge area of Los Angeles.

Within hours of the earthquake, Governor Pete Wilson issued a Proclamation directing all agencies of state government to utilize available resources in responding to the emergency.

Jim van Loben Sels, Director of the California Department of Transportation (Caltrans), delegated authority and accountability to the Director of Caltrans, District Seven for all restoration and repair work estimated to cost less than \$4 million.

Seven Caltrans Director's Orders were approved and subsequent force account contracts were let to remove damaged structures, construct detours and install shoring to insure the safety of existing, standing structures.

Within minutes of the tremblor, Caltrans staff began inspecting the freeway system throughout Los Angeles and Ventura counties. More than 1,000 structures were checked—that day alone.

Tuesday, January 18, Director van Loben Sels called together representatives of the Los Angeles County Metropolitan Transportation Authority (LACMTA), Los Angeles Department of Transportation (LADOT), the Federal Highway Administration (FHWA), and Caltrans to discuss emergency response strategies and to identify earthquake-related damage to local transportation facilities.

January 19, Governor Wilson appointed Dean R. Dunphy, Secretary of the Business, Transportation and Housing Agency, as Chairman of the Emergency Transportation Task Force. This group included the California Highway Patrol, Caltrans, Los Angeles County Metropolitan Transportation Authority (LACMTA), Metrolink, Los Angeles Department of Transportation (LADOT), the Federal Highway Administration (FHWA), and eventually numerous other local transportation agencies. The group originally met daily and became a control point of information about damage, detours, cost estimates, and other emergency transportation control measures.

On January 23, Governor Wilson issued a further Proclamation which suspended the operation of all statutes, rules and regulations which apply to Caltrans contracts that would hinder or delay the restoration of facilities and services as a result of the Northridge earthquake.

The Governor's emergency proclamation modified contracting procedures and enabled

Caltrans to respond more effectively and efficiently to the emergency. Innovative emergency contract procedures allowed the Department to put contractors to work immediately. The informal and streamlined bid process initiated by the Governor's emergency proclamation cut the time for advertising, awarding and approving contracts from a standard time frame of four to five months to as little as three days.

On January 24, Governor Wilson issued an emergency proclamation suspending certain limitations on hours that commercial vehicle operators could drive and work. This allowed greater flexibility for commercial truck traffic that was critical for maintaining the economic stability of the region and delivering rebuilding materials.

On January 24, at the behest of Director van Loben Sels, a draft Memo of Understanding (MOU) was finalized between Caltrans and the Federal Highway Administration (FHWA). This MOU outlined the contractual process and established criteria for issuing emergency contracts.

Pursuant to the Governor's executive order and following FHWA approval on critical projects, Caltrans limited the number of contractors bidding on the five major reconstruction projects to firms that were experienced bridge builders with a record of working in Los Angeles and the ability to meet the ambitious minority and disadvantaged business participation goals. At least three bidders were asked to complete for each project. Companies were restricted to receiving the contract for only one of the emergency jobs. Emergency contracting procedures for repair and construction also included a commitment to obtain a 20%-40% goal of participation by Disadvantaged Business Enterprises (DBEs). Governor Wilson challenged Caltrans to meet the 40% participation goal.

Caltrans suggested and obtained FHWA support to utilize the A+B bid process on selected projects. This process combines the contractor's proposal for construction costs (A) with the cost per day of loss in use multiplied by the number of days bid (B). This process empowers the innovative contractor to use a combination of construction costs and construction days to achieve the lowest possible bid. The benefit to the State is a reduction in total cost and the potential of reopening the facility to the public's use in the shortest amount of time.

For the first time in the history of the Department, Caltrans contractual timelines required contractors to work 24 hours a day, seven days a week, without allowances for bad weather or holidays.

Caltrans also initiated incentives and disincentives on selected projects, with FHWA concurrence, to provide bonuses to contractors who completed construction early and to penalize contractors who could not meet their anticipated deadline. These assigned incentives and disincentives ranged from \$8,500 to \$200,000 per day and represent the highest ever used nationwide. Providing bonuses and penalties further encourages contractors to complete their projects early and return the facility to the traveling public in the shortest time possible.

Within days of the earthquake, Caltrans engineers hand-delivered bid packages and contract plans to selected contractors at the nearest airport to their home office.

In the initial week following the earthquake, Caltrans worked with the FHWA to develop an accelerated funding procedure that provided the Department with an initial funding allocation of \$15 million on January 19, 1994. Two additional requests were approved on January 21, and January 27, for \$30 million and \$55 million respectively. Within ten days of the earthquake, Caltrans re-

ceived \$100 million in Emergency Relief funds. Once Congress approved the additional funding and the funds were allocated to FHWA, Caltrans requested that FHWA make an additional \$250 million available for obligation. This \$250 million was based upon Caltrans' estimate for additional funding needed through the end of its current fiscal year.

On January 27, pursuant to Governor Wilson's Emergency Proclamation, Caltrans Director van Loben Sels issued guidelines to suspend usual contracting procedures. These guidelines included provisions to protect the public welfare, for example—ensuring ample competition, compliance with OSHA regulation, licensing, and participation by DBE firms.

Saturday, January 29, the first A+B contract was opened, awarded, executed and approved for Interstate 5. This process was completed in one day instead of the standard five to seven weeks. On January 29, Caltrans also opened a newly paved, four-lane detour for the traffic on Interstate 5. This reopened a vital bypass both to and from Los Angeles.

Sunday, January 30, less than two weeks after the earthquake, construction began on the bridge replacement at Interstate 5.

As of February 17, 1994, 30 days after the earthquake, Caltrans had successfully acted upon the emergency contracting powers that were granted by Governor Wilson's executive orders. With the concurrence of PHWA, Caltrans awarded: 35 Emergency Contracts worth \$9.6 million, (these are Force Account contracts for small demolition and debris clean-up); 5 Informal Bid contracts, worth \$47.3 million, (for major construction and some demolition); and 2 Architectural and Engineering contracts worth \$18.5 million, (for private consultants to assist in design of structural repairs and to manage traffic around the damaged parts of the transportation system).

As of April 7, 1994 Caltrans had approved a total of twenty-two informal Bid contracts worth \$113 million, for the restoration and repair of transportation facilities damaged in the Northridge Earthquake.

Construction was completed on the busiest freeway in the Nation, the I-10 Santa Monica Freeway, on Tuesday, April 12. The I-10 is the busiest roadway in the Nation. This vital artery was reconstructed in 66 days, a total of 74 days prior to the anticipated completion date, resulting in a bonus payment of 13.8 million for the contractor, C.C. Meyers of Rancho Cordova. By opening the I-10 Freeway earlier than anticipated, Caltrans saved the Los Angeles economy approximately \$1 million a day.

Construction was completed on the I-5 Golden State Freeway at Gavin Canyon on May 17, 1994, 33 days ahead of schedule. By opening the I-5 earlier than anticipated Gavin Canyon, Caltrans saved the Los Angeles economy approximately \$400,000 a day.

Construction was completed on the first phase of the I-5/Route 14 Interchange on July 8, 1994, 20 days ahead of schedule. By opening the Interchange earlier than anticipated, Caltrans saved the Los Angeles economy approximately \$1.6 million each day.

The Simi Valley Freeway (State Route 118) in Granada Hills was partially restored to original traffic patterns on September 3, 1994. By September 7, total access to the entire 10-lane facility was complete.

Construction was completed on the second phase of the I-5/Route 14 Interchange (the southbound to northbound connector ramps) on November 4, 1994. This opening of this arterial was the last major project in the Northridge Earthquake response effort. The entire response was amazingly completed in less than 10 months.

CONCLUSION

Governor Wilson's proactive leadership to empower Caltrans with the tools necessary to get Los Angeles moving again has brought great success. Los Angeles recovered in record time. While the initial goal for completing the earthquake recovery was the end of 1994, many of the vital structures damaged or destroyed by the quake were returned to service in less than six months.

The Wilson Administration's emergency response to the Northridge Earthquake not only streamlined, but reinvented the contracting process at Caltrans. This enabled the Department to respond to the restoration and reconstruction efforts of Los Angeles in an unprecedented, accelerated fashion.

By cutting red tape, Governor Wilson moved bureaucracy out of the way and empowered Caltrans, in coordination with the private sector, to respond effectively to the Northridge Earthquake. Now it is our challenge to ensure that the lessons learned from this tragic disaster are implemented into every day business at Caltrans.

Mr. SPECTER addressed the Chair.

The PRESIDING OFFICER. The Senator from Pennsylvania.

A NEW ADMINISTRATION IN PENNSYLVANIA

Mr. SPECTER. Mr. President, earlier today the Commonwealth of Pennsylvania established a new administration with a new Governor, Tom Ridge, and a new Lieutenant Governor, Mark Schweiker, in very ornate and interesting ceremonies at the State capital in Harrisburg, PA. That event is worth a comment for our colleagues for permanency in the Congressional RECORD.

Tom Ridge is a man well known to those of us in the Congress because Congressman Ridge served for 6 terms, 12 years in the House of Representatives, and takes an extraordinarily fine record to the Governor's chair in the Commonwealth of Pennsylvania.

Governor Ridge had served in Vietnam, he had served as a prosecuting attorney in Erie County, PA, and he had served as a distinguished trial lawyer. Today he became the Governor of Pennsylvania.

Pennsylvania is a State which is now in its 314th year, some 100 years-plus more than the United States of America. And Governor Ridge made a very, very profound speech in outlining his aspirations and goals for the Commonwealth of Pennsylvania. He talked about the problems of an expanding economy, talked about the issue of crime, discussed the future of education, talked about environmental control with an appropriate balance for an expanding economy and for job opportunities in what was a profound and distinguished speech.

He said that tomorrow he will call a special session of the legislature of Pennsylvania to deal with the issue of crime. And was eloquent in his determination to hold accountable, as he put it, "those who prey on the weak," and expressed his determination as the new Governor of the Commonwealth that they would be called to account and firm action would be taken. In his