

enjoyed the chance to attend and compare notes and ideas with farmers and city folks alike. I have always considered myself a token Republican at this Democratic event, but it did me well as my elections have been won with the help of Democrats in western Horry County. John passed away last month and he will be missed by many South Carolinians.

One of the issues that John was very passionate about was the estate tax. Many times he wrote to me urging a change to the law. Two days before he died, he drafted a letter to me on the current estate tax policy in our country. I will let his final words on the subject speak for him.

I submit the following letter for the RECORD:

HOLLIDAY ASSOCIATES, LLC,
Galivants Ferry, SC, October 19, 2000.

Congressman MARK SANFORD,
Longworth Building,
Washington, DC.

DEAR MARK: The Holliday family has faced increased estate taxes on an annual basis for such a long time, and this increase is a result of Congress's failure to adjust the gift and estate tax exclusion by inflation. In 1987 the amount each individual could shelter from estate taxes was \$600,000—in addition to the annual gift tax exclusion for each individual which I believe was \$10,000. Margy and I have constantly taken advantage of the estate gift tax exclusion—in fact each year we were able to give to our daughters a total of \$40,000.

From December 1986 to December 1987, the consumer price inflation rose from 109.6 to 113.3 or a little more than 3.6%. If both the gift and estate exclusions had been adjusted for this 3.6% inflation increase, we could have transferred an additional \$50,840 to our children tax free. This is only a part of the additional benefits our family could have been entitled to. Any of the earnings on the \$50,840 would have been excluded from our estate. If we assume a 10% annual growth rate from 1988 to the present, over \$159,000 would have been excluded.

If we use these same assumptions and recalculate each year the impact that these hidden estate tax increases have on our estate, my family should have been entitled to a total exclusion of more than \$8.8 million. The end result is that the estate will pay over \$4,840,000 more in estate taxes!

The reality is that Congress has intentionally allowed the annual increases to take place under their current theory of "the rich are too rich". To avoid the wrath that they would have faced if the tax increases had been legislated, they have avoided accountability by allowing inflation to do their dirty work.

The failure to adjust exemptions like the estate and gift tax exclusions is nothing but a hidden tax increase! I believe as a result of these increases that it is more than appropriate for Congress to redress this injustice by making significant changes in the estate and gift tax exclusions.

I apologize for this long letter but some adjustments must be made to help this horrible situation.

With warm regards, I am

Yours very truly,

JOHN MONROE J. HOLLIDAY.

HONORING THE SHREWSBURY ROTARY CLUB

HON. JAMES P. MCGOVERN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 14, 2000

Mr. MCGOVERN. Mr. Speaker, I wish today to congratulate the Shrewsbury Rotary Club of Massachusetts, which is being recognized for exemplary involvement in community service. The Shrewsbury Rotary Club has been chosen as the 2000 recipient of The Harry Cutting, Jr. Award. This award is presented annually by Shrewsbury Community Services to an individual or organization that has worked to improve the lives of local families. Harry Cutting was a founding member of Shrewsbury Community Services and was dedicated to helping families in need.

The Shrewsbury Rotary Club exemplifies the meaning of community service and what Harry Cutting stood for as a member of this community. The club is involved on both the international and the local level, helping those in need. They have worked in conjunction with the University of Massachusetts Medical Center to transport medical supplies to Chernobyl and established the first rotary club in Kiev where they have formed a partnership and continue to assist those citizens in need. On the local level, they support the ecumenical council, assist in the local schools, lend a helping hand to senior citizens, and provide college scholarships to help local students pay for college.

I have a great appreciation for what this group has done to benefit the Shrewsbury community and I am especially proud of their accomplishments. Mr. Speaker, I ask that this House join me and the members of Shrewsbury Community Services in congratulating the Shrewsbury Rotary Club on receiving this prestigious award.

IN HONOR OF DR. CLAIRE A. VAN
UMMERSON'S SERVICES TO
CLEVELAND STATE UNIVERSITY

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 14, 2000

Mr. KUCINICH. Mr. Speaker, I rise today to honor of Dr. Claire A. Van Ummerson's outstanding dedication to serving the higher educational needs of the Cleveland area.

Claire A. Van Ummerson, Cleveland State University president since 1993, will leave the school by the end of June to take up a new position on the American Council on Education in Washington, DC. She has a long and prestigious career in the field of higher education. From 1986 through to 1992, Dr. Van Ummerson served as chancellor of the University System of New Hampshire. She has also been associated with the University of Massachusetts in Boston for many years in a variety of roles, including associate vice chancellor for Academic Affairs.

Dr. Van Ummerson's philosophy which is based on partnerships has been instrumental in ensuring progress at Cleveland State University. She advocates working with school systems, other universities, research institutes

and businesses to strengthen academic programs and enhance the school's capacity to respond to the needs of the region. Such a philosophy demonstrates a true understanding of the education system and its interaction with the community as a whole.

Dr. Van Ummerson's contribution to education can be seen in the stature of Cleveland State University in our community. The University, which serves the educational needs of northeast Ohio, offers 65 undergraduate programs and has approximately 15,500 students. Its mission to promote an open and inclusive educational environment for members of the community has been served well under Dr. Van Ummerson's leadership.

My fellow distinguished colleagues, please join me in honoring Dr. Claire Van Ummerson's outstanding work as President of Cleveland State University, and in wishing her all the best for her future career in Washington, DC.

LET THE STATES PLAN TRANSPORTATION PROJECTS

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 14, 2000

Mr. SCHAFFER. Mr. Speaker, as most Americans know, Members of Congress are frequently successful in attaching extraneous pieces of reauthorizing legislation to appropriations bills. These attachments are called "riders." These are last-minute attempts to pass legislative language that typically has not been subject to the standard deliberative process in committee and on the floor of the House. The FY 2001 Labor, Health, and Human Services Appropriations bill is no exception.

This appropriations bill contains a rider that could potentially have a negative impact on many of the 21 counties I represent in the 4th District of Colorado. It could adversely affect safety on Colorado Interstate 25, and would go against a fundamental position the Colorado Department of Transportation has consistently held firm. Termed the "Ports-to-Plains Corridor," this route is part of the national plan to facilitate transportation of goods from Mexico to the central West.

The Ports-to-Plains Corridor was given a designation as a high priority corridor in the Transportation Equity Act for the 21st Century Act of 1998. The language designates, "the Ports-to-Plains Corridor from the Mexican Border via I-27 to Denver, Colorado." It is my understanding Members of Congress and Senators from Texas, New Mexico, and Colorado negotiated a plan to attach language into the Fiscal Year 2001 Labor, Health, and Human Services Appropriations bill designating the Ports-to-Plains Corridor route from Laredo, Texas, to Dumas, Texas. It is also my understanding proponents of this route designation have previously attempted but failed to attach this language to the FY 2001 Transportation Appropriation bill and the FY 2001 District of Columbia Appropriation bill. Unfortunately, there are many problems with this truncated designation.

Mr. Speaker, in Colorado's Fourth Congressional District, city officials, county officials, and constituents in Baca, Prowers, Kiowa, Cheyenne, Lincoln, Kit Carson, Elbert,

Arapahoe, Adams, Washington, Yuma, Morgan, Logan, Phillips, and Sedgwick counties have been in close contact with me since 1998 as we planned, along with state and federal offices, where the Port-to-Plains corridor would run through these eastern plains counties of Colorado. The economy on the eastern plains of Colorado, heavily dependent upon farming, ranching, and businesses associated with agriculture, is struggling as the farm economy across the nation currently is. Obviously, the Ports-to-Plains Trade Corridor would aid in the rejuvenation of this struggling agricultural economy as more commerce would be moving through the area, thereby creating opportunity for new business and jobs on the America's high plains.

Mr. Speaker, I am concerned there is a strong possibility the Ports-to-Plains Corridor could bypass eastern Colorado by proceeding northwest from Dumas, Texas, through New Mexico, and onto Interstate 25. Should proponents of the rider be successful in attaching the language to the FY 2001 Labor, Health, and Human Services Appropriation bill, there is a good chance eastern Colorado would not be included in the Ports-to-Plains Trade Corridor. Obviously, I cannot vote for a bill possibly allowing a tremendous economic plan for so many of the constituents I represent to slip away.

There are other problems with this premature designation. The four affected States, Colorado, Texas, New Mexico, and Oklahoma, are participating in a federally funded highway study entitled the Ports-to-Plains Corridor Feasibility Study. The study is being conducted by independent consulting firm Wilbur Smith Associates. The Texas Department of Transportation initially contracted Wilbur Smith Associates to conduct the study which was funded by the Federal Highway Administration (FHWA). The Colorado, Texas, New Mexico, and Oklahoma departments of transportation sit on the Ports-to-Plains Feasibility Study Steering Committee so as to maximize communication and opportunities between the four states.

According to Wilbur Smith Associates, the purpose of the study is to "to determine the feasibility of highway improvements between Denver, Colorado and the Texas/Mexico border, via existing IH 27 corridor between Amarillo and Lubbock, Texas." Wilbur Smith Associates has diligently kept the public informed by public meetings. "Two series of public meetings will be conducted for this project. . . . The second series of public meetings to be held around mid-January 2001 will present findings of the detailed evaluation of alternatives," according to Wilbur Smith Associates. The Transportation Subcommittee on Appropriations crafted the Ports-to-Plains Corridor project around the dates of this feasibility so as to allow the state departments of transportation ample time to make a recommendation to their elected federal officials.

Wilbur Smith Associates informs me the target completion for the draft report is March 2001, while the target completion date of the final report is April or May 2001. Mr. Speaker, why proceed with route designations before the study to determine the best route is completed? I would encourage the Congress to slow down and allow Wilbur Smith Associates to complete this federally funded highway study before the federal government is allowed to supersede local and state authority, and preclude suitable public input.

Mr. Speaker, this is not the only highway study being conducted regarding the Ports-to-Plains Trade Corridor. The Colorado Department of Transportation (CDOT) will soon conduct its own study entitled "The Eastern Colorado Mobility Study." According to CDOT, the "purpose is to identify the feasibility of improving existing and/or building possible future transportation corridors and inter-modal terminals in eastern Colorado that will enhance the mobility of freight services within and through eastern Colorado." While the Eastern Colorado Mobility Study will be a comprehensive study, it will incorporate the Ports-to-Plains Trade Corridor. According to the Project Manager at CDOT, it has selected a consulting team, but the contract has not even been finalized. Mr. Speaker, again, why designate even a portion of a major trade corridor when the studies designed to plan the corridor have not even begun? For the RECORD, I will submit with these remarks a letter from the Executive Director of the Colorado Department of Transportation requesting no specific highway segments in Colorado be designated. The rider designating the specific route through Texas most likely will have an effect upon Colorado, so in order to uphold the wishes of the State of Colorado, I cannot condone a premature specific designation.

There is another matter at stake which potentially supersedes all others, and this is the issue of safety. The Colorado Department of Transportation has consistently and strongly opposed a route designation which would result in heavier traffic on Interstate 25. CDOT opposes more truck traffic on I-25, particularly between the congested I-25 segment of Pueblo and Fort Collins. Mr. Speaker, I hereby submit Colorado Resolution TC-798 for the RECORD, crafted by the Colorado Department of Transportation, detailing CDOT's specific position on this safety issue. Again, there is no way I can vote for the Fiscal Year 2001 Labor, Health, and Human Services Appropriations bill when it contains a provision that would cause a severe safety hazard along the most congested interstate and contradict the Colorado Department of Transportation's adamant position.

Additionally, Mr. Speaker, I understand there is language regarding the Ports-to-Plains Corridor mandating the Federal Highway Administration (FHWA) submit a route recommendation to the House and Senate Committees on Appropriations, the Senate Environment and Public Works Committee, and the House Transportation and Infrastructure Committee should Colorado, Texas, Oklahoma, and New Mexico not reach a unified consensus by September 30, 2001. While I understand obtaining route consensus between the involved states is an arduous task, I believe the September 30, 2001 deadline will be difficult to achieve considering the magnitude of the Ports-to-Plains Trade Corridor. Furthermore, I am concerned the FHWA's decision might not be the most appropriate one, and possibly would go against the relevant state departments of transportation studies and agreements. Highway planning should be determined by local governments and state departments of transportation, not dictated by a few. Mr. Speaker, it would be most prudent for Congress to withdraw this unwarranted rider included in the FY 2001 Labor, Health and Human Services Appropriation bill.

STATE OF COLORADO,
DEPARTMENT OF TRANSPORTATION,
Denver, CO, May 9, 2000.
Hon. ROBERT SCHAFFER,
U.S. House of Representatives, Cannon House
Office Building, Washington, DC.

DEAR CONGRESSMAN SCHAFFER: CDOT is very interested in the Borders and Corridors Program for Colorado and certainly would like to have a designation. However, there are several north-south corridors in eastern Colorado under consideration. It is difficult to determine at this time which corridor would best serve the interests of the people of Colorado as well as appropriate connections with neighboring states. The Transportation Commission needs to make a policy decision on this issue before proceeding with any official designation. CDOT is initiating a Feasibility Study to determine the best corridor for the state and provide a connecting corridor from the Texas Ports to Plains Transportation Corridor to the Heartland Express Corridor. This effort will be underway later this year.

Therefore, we would request that no specific highway segments in Colorado be designated until the Feasibility Study has been completed.

Sincerely,

THOMAS E. NORTON,
Executive Director.

From: Cavaliere, Dianne
Sent: Friday, January 21, 2000
To: Phillips, Joel
Subject: Ports to Plains Resolution

Resolution Number TC-798

Whereas, Ports to Plains was identified in TEA 21 as a "High Priority Corridor" in the "Borders and Corridors" Program; and

Whereas, CDOT supports this program as a long term corridor optimization program for trade and commerce pursuant to NAFTA; and

Whereas, the Ports to Plains program coincides with the Transportation Commission's policy for Management of the Transportation System by ensuring partnership with local governments, as well as other states, in order to facilitate the movement of people, goods, information and services; and

Whereas, CDOT is committed diverting traffic from congested segments of I-25 through infrastructure improvement in eastern Colorado and views the Ports to Plains program as an opportunity to pursue such goals.

Now, therefore, be it resolved that CDOT supports the Ports to Plains Feasibility Study (sponsored by TxDOT) and the pursuit of Federal discretionary funding for Ports to Plains through the "Borders and Corridors" program.

PERSONAL EXPLANATION

HON. JULIA CARSON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 14, 2000

Ms. CARSON. Mr. Speaker, I was unavoidably absent yesterday, Monday, November 13, 2000, and as a result, missed rollcall votes 595 through 596. Had I been present, I would have voted "nay" on rollcall vote 595, "yea" on rollcall vote 596.