

I applaud the 2001 Columbus Day Committee and Dr. Bellanca for their leadership, commitment, and service, and I urge my colleagues to join me in saluting them for their exemplary years, of leadership and service.

CONFERENCE REPORT ON H.R. 2299,
DEPARTMENT OF TRANSPORTATION
AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

SPEECH OF

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Friday, November 30, 2001

Mr. BEREUTER. Mr. Speaker, this Member rises in support of the conference report for H.R. 2299, the Transportation appropriations bill for fiscal year 2002.

This Member would like to commend the distinguished gentleman from Kentucky (Mr. ROGERS), the Chairman of the Transportation Appropriations Subcommittee, and the distinguished gentleman from Minnesota (Mr. SABO), the ranking member of the Subcommittee for their hard work in bringing this conference report to the Floor.

Mr. Speaker, this Member certainly recognizes the severe budget constraints under which the full Appropriations Committee and the Transportation Appropriations Subcommittee operated. In light of these constraints, this Member is grateful and pleased that this legislation includes funding for several important projects of interest to the State of Nebraska.

This Member is particularly pleased that this appropriations bill includes \$1.5 million for preliminary work leading to the construction of bridges in Plattsmouth and Sarpy County to replace two obsolete and deteriorating bridges. The request for these funds was made by this Member as well as the distinguished gentleman from Nebraska (Mr. TERRY) and the distinguished gentlemen from Iowa (Mr. GANSKE and Mr. BOSWELL).

The agreement leading to the funding was the result of intensive discussions and represents the consensus of city, county and state officials as well as the affected Members of Congress. The construction of these replacement bridges (a Plattsmouth U.S. 34 bridge and State Highway 370 bridge in Bellevue) will result in increased safety and improved economic development in the area. Clearly, the bridge projects would benefit both counties and the surrounding region.

This Member is also pleased that the conference report includes \$4 million for Nebraska's Intelligent Transportation System (ITS). This funding, which was requested by this Member and the distinguished gentleman from Nebraska (Mr. OSBORNE), is to be used to facilitate travel efficiencies and increased safety within the state.

The Nebraska Department of Roads has identified numerous opportunities where ITS could be used to assist urban and rural transportation. For instance, the proposed Statewide Joint Operations Center would provide a unifying element allowing ITS components to share information and function as an intermodal transportation system. Among its many functions, the Joint Operations Center will facilitate rural and statewide maintenance vehi-

cle fleet management, roadway management and roadway maintenance conditions. Overall, the practical effect will be to save lives, time and money.

This Member is also pleased that the conference report includes \$1 million for a Highway 66 bypass south of Louisville, Nebraska. This project, which has the support of the Louisville mayor and city council as well as the Cass County commissioners, would provide significant safety and economic development benefits for the area.

The conference report also includes \$325,000 requested by this Member for the construction of the 1.7-mile Lewis & Clark bicycle and pedestrian trail on State Spur 26E right-of-way, which connects Ponca State Park and the Missouri National Recreational River Corridor to the City of Ponca. This trail will play an especially important role as the area prepares for the bicentennial of the Lewis and Clark Corps of Discovery expedition and the significant increase in tourism which it will help generate. The approaching bicentennial represents a significant national opportunity and it is crucial that communities such as Ponca have the resources necessary to prepare for this significant commemoration.

The trail will provide the infrastructure necessary to improve the quality of life by providing pedestrian and bicycle access between Ponca and the Ponca State Park and increases the potential for economic benefits in the surrounding region. The trail addresses serious safety issues by providing a separate off-road facility for bicyclists and pedestrians.

It is certainly important to note that this conference report includes \$1.6 million for the Antelope Valley Overpass in Lincoln, Nebraska. This bridge is an integral piece of a comprehensive plan to revitalize downtown Lincoln that has emerged from a partnership between the City, the State of Nebraska, and the University of Nebraska-Lincoln. The funds would assist with the design and right-of-way phase of a bridge that would span railroad tracks. This funding will supplement the \$5,625,000 which this Member had successfully sought in the 1998 TEA-21 legislation.

In addition, the conference report includes \$200,000 to study the feasibility and fiscal impact of the passenger rail project between Lincoln and Omaha, Nebraska. The metropolitan areas of Omaha and Lincoln are becoming increasingly integrated. The fringes get closer together every year and the inter-city highway commuter traffic is increasing significantly. The growing congestion will only get worse in the coming years. A far-sighted approach is necessary to address the needs of commuters and others using the corridor. The proposed study is a necessary component in this process. It would examine such important issues as travel patterns, ridership potential for rail service and cost evaluations.

Adequate funding is clearly needed to make this study and the overall project a reality. A feasible transportation alternative for the corridor would hold the promise of increased economic development, improved air quality and safety and decreased congestion.

The conference report also includes \$1 million for preliminary engineering for the replacement of U.S. Highway 81 bridge at Yankton between Nebraska and South Dakota. This funding will be helpful in replacing an important bridge across the Missouri River. This funding supplements the \$1.125 million this

Member successfully sought in the 1998 TEA-21 legislation.

Finally, this conference includes \$1.1 million for rail research to be performed jointly by UN-L and Marshall University in West Virginia. The funding will be used for safety research projects in the areas of human factors, equipment defects, and train control methods.

The University of Nebraska-Lincoln is well qualified to conduct this research. It has the necessary expertise in the area of transportation safety to provide meaningful research which will improve railroad safety. In addition, the nation's two largest railroads have a significant presence in Nebraska (one has its corporate and working headquarters in Omaha) and the state currently is traversed by the busiest railroad corridor in the world which move vast amounts of western coal to much of the rest of the nation. This funding will greatly contribute to safer rail operations throughout the country.

Mr. Speaker, in conclusion, this Member supports the conference report for H.R. 2299 and urges his colleagues to approve it.

THE INTRODUCTION OF THE NEW
YORK RECOVERY FROM TERRORISM ACT

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 4, 2001

Mr. RANGEL. Mr. Speaker, today I introduce legislation to provide tax incentives for the revitalization of New York City, and in particular, Lower Manhattan.

We all know of the terrible events of September 11, 2001, the awful loss of life, the heroism in the face of adversity, and the physical devastation. This was an attack not solely on New York, but on America. In the weeks following the tragedy, Lower Manhattan has suffered greatly and the economy of New York City has been struck hard, it really is America that has been struck.

I cannot begin to say how much New Yorkers are grateful for the heartfelt response of their fellow Americans and people from all over the world. The prayers, the charity, and the promises of government support have all made an enormous difference in the ability of New York to begin to respond to and recover from the crisis. As one America we have responded to this dastardly attack in Afghanistan; across America; and, in New York.

Through this unity I believe that Congress should provide the tools necessary for New York to fully recover from the attacks and assure that the vitality of Lower Manhattan be sustained.

Lower Manhattan in 1624 was the first part of then New Amsterdam settled by Europeans. It has always been the heart of New York. It has been the entry point for millions of immigrants. Beginning in the 18th century and into the 21st century it has been the heart of finance in America and today the financial center of the world.

Unfortunately, the impact of the attack on the World Trade Center has altered the character of Lower Manhattan. Many businesses have had to temporarily move out of the area. It is unclear if they will return. Many businesses depending on the traffic in the area

are suffering. Many other businesses are contemplating a move out of Lower Manhattan.

The City across the five boroughs has suffered as well. Revenues for the city and state governments are down significantly. Public institutions such as hospitals are suffering financially. Projects once thought possible are now on hold.

Funds provided through FEMA will help considerably. The appropriations Congress will provide in the supplemental bill enacted after the attacks will also help. Nevertheless, there are still unmet needs and uncertainty that must be resolved.

That is why I have introduced this legislation to provide tax incentives for New York's recovery. I am very pleased that my colleague from New York, Mr. HOUGHTON, has introduced H.R. 3373, which also provides tax incentives for New York's recovery. I have cosponsored the bill. I am introducing this bill because it offers alternatives to H.R. 3373 and will allow New York Members to support varying means to speed the City's recovery. It will also allow Congress to chose the most effective and efficient provisions for the recovery.

The provisions of this bill, are for the most part, included in the Stimulus Bill reported by the Senate Finance Committee. Two of the provisions would have been amendments to the Finance Committee bill had it been considered on the Senate floor.

The bill proposes the following:

A 20 percent wage credit to employers for the first \$6,000 paid per year to employees working in Lower Manhattan from September 11, 2001 to December 31, 2004. The credit is also available for wages paid employees by companies who were operating in Lower Manhattan on September 11, 2001, and have subsequently moved to another part of New York City.

An increase in the state cap for tax exempt private purpose bonds to \$12.5 billion for projects in New York City. The first \$7 billion of the increased cap must be used in Lower Manhattan.

A limited liberalization of the ability of issuers of tax exempt debt to advance refund existing debt. New York City, the Port Authority, the Metropolitan Transit Authority, the Municipal Water Authority and nonprofit hospitals would be able to advance refund bonds that had previously been issued to advance refund bonds where the original bonds had been redeemed.

A special provision to allow taxpayers who lost property in Lower Manhattan as a result of the attacks to be able to expense the remaining basis in the lost property carried over to replacement property as the result of insurance payments where the replacement property is located in New York City.

A one time \$5,000 nonrefundable tax credit for residents of Lower Manhattan (with no more than \$5,000 credit per residence). The credit would be phased out for those residents with incomes in excess of \$150,000.

I urge my colleagues, both from New York and the remainder of the nation to join together and help New York recover.

The nation will never be the same as it was before September 11. The relationship between New York and the rest of the nation will forever be altered by the attack on the World Trade Center. We are bound together as never before. Together we will rebuild.

PRICE-ANDERSON REAUTHORIZATION ACT OF 2001

SPEECH OF

HON. W.J. "BILLY" TAUZIN

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 4, 2001

Mr. TAUZIN. Mr. Speaker, in my previous remarks on this important legislation, I failed to note the important role that the Bush Administration has played in helping us get H.R. 2983 to the House floor. In particular, the Department of Energy's constructive guidance has been a real asset to us. In the course of our discussions with DOE, we have been told that the Administration has a number of concerns about the legislation, as reflected in the statement of Administration position. We will of course work closely with the Department to ensure that these concerns are addressed as the process moves forward.

TRIBUTE TO THE POETRY OF MISS SHEILA BRIDGES

HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 4, 2001

Mr. TRAFICANT. Mr. Speaker, the following was written by one of my constituents, Miss Sheila Bridges. Her poetry is a tribute to our nation, which is still standing strong and proud.

STILL STANDING

(By Sheila L. Bridges)

America, America, Young and shy, growing oh so high, yet not too high, but still standing!

America, America, they hit You once, they hit You twice, but You are still standing!

America, America, they used their words of anger, hate and pain and did not forget their sticks and stones, but You are still standing!

America, America, some called and asked You to fight, live, stay, finance and/or on their shores with one hand and they ordered, told You to get out with the other hand, but You are still standing!

America, America, help me please; so You called and ask American's to stand and/or fight; each in their own way for a better land and safer, brighter future, but You are still standing!

America, America, Red, White and Blue; They tore You, They burned You, They spit on You, and They stepped on You too; but You are still standing!

America, America, the Young Little Eagle of the sky; put one wing on Her children and Their other wing on Your children; oh so quiet and shy, yet do not think, You can and will push Her around; because through it all, not too bold and not too high; She is still standing!

America, America, they threaten to germ, gas and bomb You while They work to destroy You; but You are still standing!

America, America, ever great nation fell due to internal problems, We have more than our share, yet united We stand, divided We fall; but Thank GOD, ABOVE, You are still Standing!

America, America, let the world stand and think; Whom will They turn and/or run

to, when They need aid and help if You are not there;" and then wake up and say "Thank-you" to the HIGHEST, HIGHER POWER: That ever Nation of the world has His blood and seed in this, our, their nation called the United States of America; whose still standing!

America, America, "Thank-You for being there for Us and Oh yes, for the Them around the world too and for still standing!"

America, America, young and shy; "Please do not die and through it all Thank GOD and then You for still standing!"

America, America, not just standing by; war or peace what shall it be; fight today, in order that We will and can stand tomorrow; but for now, still standing!

America, America, Standing oh so high; with her Mommy, Her Daddy, Her Aunt and Uncle Nations saying, Yelling; "let Me help protect My Brothers, Sisters and Cousins too. * * * Mom, Dad, Aunt and Uncle Nations; You taught Me well and now We All are still standing!"

America, America, still standing, strong, tiered, afraid, concerned, kind, gentle and extended, yet not alone; thus, I first Thank Our GOD; then My lucky star; My Fairy Godmother and all that is fair, honest, just, clean and right; that I, We can still say "America, America, You are still standing!"

H.R. 2983, THE PRICE-ANDERSON REAUTHORIZATION ACT OF 2001

HON. JOE BARTON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 4, 2001

Mr. BARTON of Texas. Mr. Speaker, in my previous remarks on H.R. 2983, the Price-Anderson Reauthorization Act of 2001, I stated that \$187 million had been paid out in response to the accident at Three Mile Island. In fact, approximately \$70 million has been paid out to date, and this amount is well within the plant's primary insurance policy required by the Price-Anderson Act.

TRADE PROMOTION

HON. MICHAEL G. OXLEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 4, 2001

Mr. OXLEY. Mr. Speaker, this week, the House is scheduled to vote on Trade Promotion Authority legislation. Granting the President this authority once again is one of the most important actions that we can take to strengthen the U.S. economy and promote global prosperity. The attack on the World Trade Center was a symbolic assault on the free and open capital markets that underpin development throughout the world. By approving TPA, we can reaffirm our commitment to a free and open international global economy that will lift living standards across the world. I commend to your attention this Wall Street Journal article of November 29 by the Chairman and Chief Executive Officer of Goldman Sachs, Henry Paulson, Jr., entitled "Congress Should Put Trade on the Fast Track."