

again would be slim to none. With a determination known to many in the community, Tony refused to give up, left his crutches in the second grade, and learned to walk again. He went on to compete in the athletic arena and was awarded the Outstanding Athlete of the Year as a senior in high school.

Today, Tony is Captain of the Volunteer Fire Department, and with the use of a shoe insertion, leads a normal life. His condition still provides discomfort, but Tony is determined to live on. His determination led to his appointment to carry the torch for the community of Alamosa. In reaction to this honor, Tony stated he will "not walk but jog," during his torch bearing opportunity.

Mr. Speaker, it is an honor to recognize Tony Bobicki and his will to succeed in life. He has overcome insurmountable odds to walk again and his courage serves as a model for those suffering from similar ailments. I would like to extend my congratulations to Tony, his family, and the community upon receiving this honor for Alamosa and the State of Colorado. Good luck in your "jog" Tony and I wish you the best in your future endeavors.

A DRUM ROLL FOR SAGINAW
HIGH'S MARCHING BAND

HON. JAMES A. BARCIA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. BARCIA. Mr. Speaker, I rise today to sound the trumpets for the 107-member Saginaw High School Trojans Marching Band for consistently playing their way to victory in various musical competitions and also to praise Band Director Jeannine Coughlin for her persistence and determination in returning the Marching Trojans to a place of prominence among high school bands in mid-Michigan and across the nation.

When Jeannine Coughlin first picked up the director's baton in 1993 to lead the Marching Trojans, band membership was down to a low of thirty musicians and it was a struggle to recruit students to participate. Jeannine expeditiously remedied the situation by persuading young people that learning to play an instrument was within their capabilities if they were willing to put in the effort and practice. Her confidence and enthusiasm quickly spread throughout the school and a top notch marching band was reborn.

Moreover, the band's success has amplified, reaching well beyond the confines of its practice room and its performance venues. In their new black and gold uniforms, band members proudly display a sense of school pride and unity that goes a long way in instilling an admirable self-image and strong sense of self-respect for the entire student body.

I have had the privilege and pleasure of listening to the band and watching their well-choreographed dance routines as we marched together in a parade. I can personally attest to their superior musical skills, lively cadence and unbridled spirit. Their talent also has been widely recognized wherever they perform, including a first-place finish last May in the parade review competition at the Showcase Music Festival in Atlanta, Georgia. The squad beat out 22 other high school bands from across the country for the grand prize trophy

and \$200, The band also scored another first-place victory in the 2001 Mackinaw City Memorial Day Parade.

Finally, Mr. Speaker, I ask my colleagues to join me in applauding the Saginaw High School Marching Trojans and Band Director Jeannine Coughlin for energizing the musical talents of young people and for providing unparalleled rhythmic interludes at sporting events, parades and so many functions throughout the year. Their dynamic and mellifluous performances will linger in the memories of listeners long after the show is over.

OVER-THE-ROAD BUS SECURITY
AND SAFETY ACT OF 2001

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. OBERSTAR. Mr. Speaker, I join my Transportation and Infrastructure Committee colleagues in introducing the Over-the-Road Bus Security and Safety Act of 2001. Since the September 11, 2001 terrorist attacks, over-the-road bus drivers and passengers in the United States have been the targets of many serious assaults, including one assault killing seven passengers and another assault injuring 33 passengers. In addition, there have been at least three other serious over-the-road bus security breaches. Recent terrorist acts on Israeli buses and in bus stations further heighten the need for stronger bus security measures in the United States.

The intercity bus industry serves more than 4,000 destinations in the United States, and making intercity bus facilities secure is indeed a formidable task. Federal financial support is needed for passenger and baggage screening in terminals; implementation of a ticket identification system; emergency communications systems linked to police and emergency personnel; enhanced driver compartment security; increased security training; development and maintenance of information and communications systems with law enforcement; installing cameras and video surveillance equipment; and other measures to make buses, terminals, and garages more secure. The Over-the-Road Bus Security and Safety Act of 2001 authorizes the funding and requires the planning necessary to make these critical bus security improvements.

The legislation authorizes \$200 million in fiscal year 2002 to allow the Secretary of Transportation to make grants to private bus operators for system-wide security improvements to their operations. The bill imposes a 25-cent passenger surcharge in fiscal years 2002, 2003, and 2004 on tickets over \$5. The proceeds of the fee will be used by the Secretary for security grants in 2003 and future years.

Over-the-road buses, which transport approximately 774 million passengers annually, are the only viable means of transportation for many people throughout the country. They serve thousands of communities that have no other form of intercity public transportation and provide the only affordable means of transportation for millions in urban areas. Just as passage of aviation security legislation is vital to encouraging passengers to fly, again, intercity bus security legislation is needed to restore confidence in our intercity bus system.

The bill is not a handout. Since September 11, the intercity bus industry has spent millions on enhanced security measures. The funds provided by the bill will supplement measures already undertaken by the industry to increase the security of the bus system and restore the public's confidence in traveling by bus. I urge my colleagues, all of whom have communities in their districts served by intercity buses, to support this legislation.

Although I am proud to be an original co-sponsor of this bill, I strongly encourage the Committee on Transportation and Infrastructure to take the next step and develop a comprehensive infrastructure security package. Recently, Congress enacted the Aviation and Transportation Security Act, the most important aviation security legislation of the last three decades. Although the Act creates a Transportation Security Administration (TSA) for all transportation security functions, we have much work left to do. We have enormous security needs among all of our modes of transportation—from passenger and freight railroads, transit systems, and pipelines, to bridges, ports, and tunnels—and other infrastructure facilities, including public buildings, locks and dams, and wastewater and drinking water facilities.

For instance, I am very concerned about securing the railways that carry more than 40 percent of the nation's freight traffic and millions of passengers—both commuters and intercity travelers. Amtrak continues to play a vital role in the nation's transportation network. For example, even before the terrorist attacks, Amtrak carried more passengers between New York City and Washington, D.C. than either of the air shuttles. In cities and their surrounding areas throughout the nation, millions rely on commuter trains to get to work each day. New York's Penn Station handles nearly 400,000 Amtrak, rail commuter, and rail transit passengers every day. Yet the infrastructure—the bridges, tunnels, track, stations, yards, and other facilities—that supports all of these movements is not secure from sabotage or other terrorist acts.

At the same time, the Nation's freight railroads carry tremendous volumes of hazardous materials—more than one million tons daily of hazardous chemicals, 15 percent of the nation's total. In addition, the railroads are major transporters of coal, agricultural commodities, the products of mines and quarries, and manufactured goods, especially automobiles. If the railroads were shut down due to a terrorist action, the national economy would quickly grind to a halt.

A relatively small number of key bridges and rail transportation nodes are vital to the smooth and continuous flow of traffic. Likewise, a number of major tunnels handle significant volumes of freight and passenger traffic. A terrorist attack on any one of these facilities could have devastating consequences in terms of lives lost or economic disruption. However, one of the outgrowths of the September 11 tragedies has been a thorough and ongoing assessment of our transportation infrastructure vulnerabilities. We have begun to determine what will be needed to ensure the safety and security of those who ride the nation's railroads and what must be done to ensure the uninterrupted flow of rail freight traffic. Some of these estimates are preliminary, but they do provide a good initial reading of the needs.

On the passenger side, Amtrak estimates that infrastructure protection will require \$417.1 million, ensuring equipment security will cost \$37.4 million, and providing the necessary manpower will cost \$60.6 million. Amtrak will nearly double the number of track inspectors so that they can pay closer attention to ensuring the security of the rights-of-way. In addition, Amtrak requires \$1 billion to make necessary life safety improvements in the tunnels feeding New York's Penn station and to rehabilitate tunnels in Washington, D.C. and Baltimore. An additional \$254 million is needed to increase the accessibility of Penn Station for safety and emergency responders, to renovate critical bridges in Connecticut, and provide for enhanced radio communications in high-speed territory.

On the freight side, the costs of rerouting, increased switching, and express movement of hazardous materials along with increased manpower costs guarding and securing critical nodes, increasing car inspections, and providing employee awareness training has been estimated to be about \$100 million annually. Developing a new railroad operations center to provide continuous links to Federal intelligence agencies and upgrading the security at nearly 100 data and computer centers will require \$200 million in capital costs. Hardening the bridges, tunnels, fuel facilities, hump yards, and other infrastructure assets that have been identified as being critical to the national defense will require \$750 million in up front capital costs.

In addition, we face enormous port security needs. Earlier today, the Subcommittee on Coast Guard and Maritime Transportation had a hearing on port security at which Department of Transportation Secretary Norm Mineta and U.S. Coast Guard Commandant Jim Loy testified that approximately 95 percent of the tonnage of our Nation's international trade moves by water. Six million loaded containers, 156 million tons of hazardous materials, and nearly one billion tons of petroleum products enter our ports each year. During a major military deployment, 90 percent of our military materials move through our Nation's seaports. We need to better protect port facilities and critical bridges by developing a comprehensive security plan, improving security coordination and planning, deploying sea marshals, and establishing new penalties for criminal acts against vessels and maritime facilities.

I am hopeful that we can work together, on a bipartisan basis, to develop a comprehensive infrastructure security bill that includes this over-the-road bus bill and security for all of our critical infrastructure.

IN RECOGNITION OF MARGARET VAN DER HEIDE AND REBECCA GALUSKA

HON. MICHAEL M. HONDA

OF CALIFORNIA

HON. RON KIND

OF WISCONSIN

HON. MARTIN OLAV SABO

OF MINNESOTA

HON. KAREN L. THURMAN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. HONDA. Mr. Speaker, today I join with my colleagues, Rep. KIND, Rep. SABO, and Rep. THURMAN in recognition of Margaret Van der Heide and Rebecca Galuska.

In the wake of September 11th, the American people have been donating at a record rate. We donate our money, our possessions, and our precious time to help fellow citizens throughout the nation. These donations are helping people rebuild their lives every day, but there is another type of donation that is desperately needed by Americans all over the country. Today, another seventeen people will be added to the growing list of those who wait for the donation of an organ.

As of November 2, 2001, the United Network for Organ Sharing counted 78,802 patients on its national waiting list for organ donation. Even though 22,953 people successfully received an organ last year giving them new life, another 5,597 people on the list died before an organ became available. They died because of the critical shortage of organ donors. Transplants are now used in the treatment of over 225 diseases; this dramatically increased the number of patients added to the list in the last ten years. However, the number of donors has not increased to keep up with this demand. Due to advances in technology and medicine, people with transplants are able to lead full and healthy lives.

On December 20th of this year, Margaret Van der Heide of Wisconsin will give her daughter, Rebecca Galuska of Minnesota, a new kidney and a chance to live a full and active life. Organ donation is possible for the majority of Americans. I want to encourage all of you to talk with your loved ones about organ donation and get tested to be a donor. You may be able to give the greatest gift of all this holiday season—a new chance at life.

PAYING TRIBUTE TO MELODYE FELDMAN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to recognize an outstanding individual from the State of Colorado and acknowledge her contributions to the peace process in Israel. Through her founding efforts of Building Bridges for Peace, Melodye Feldman has created an organization dedicated to resolving ethnic and religious issues that plague our world today. As a result of her efforts, she has received the Annual Civil

Rights Award from the Mountain States Office of the Anti-Defamation League.

Melodye created Building Bridges for Peace in 1994 in an effort to resolve disputes that arise between two opposing cultures. Every summer, the organization brings young Israeli and Palestinian women together to solve their national differences and one day return to live in peace in Israel. This type of organization is a valuable tool for the people who suffer from hate and discrimination based on religion and background in the Middle East.

Melodye's conflict resolution efforts have been extremely successful. As a result, she plans to expand her organization to include further anti-discrimination education and improve the prospects of peace in other parts of the Middle East. Her hard work and dedication for peaceful communities in the world is a model for aspiring activists throughout this nation. Hopefully, more individuals will take up her cause and promote the need for human rights throughout the world.

Mr. Speaker, it is an honor to recognize the dedication of Building Bridges for Peace and its founder, Melodye Feldman. Through her efforts, a framework to create a peaceful existence in Israel is possible. This is an issue we face daily when we watch the current events in Israel and the war in Afghanistan. This is an issue to be solved not just by governments and militaries, but also by regular citizens who care about the future of this world. Keep up the good work, good luck in your future endeavors, and congratulations Melodye Feldman on receiving the Annual Civil Rights Award from the Mountain States office of the Anti-Defamation League.

IN MEMORY OF MRS. LOLA REVIS

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. KUCINICH. Mr. Speaker, I stand today in memory of a woman known by many of us here today, Mrs. Lola Revis. Mrs. Revis was co-owner of Sherrill's Bakery and Restaurant on Capitol Hill for over fifty years.

Lola and Samuel Revis purchased the diner from William Sherrill in 1941 and ran the business together. After Samuel suffered a stroke in 1969, Lola continued to operate the diner, and in the 1970s her two daughters, Kathyleen and Dorothy, joined her in the business. Lola ran the diner with her two daughters until she was 94 years old.

Lola Revis was the heart and soul of Sherrill's. In 1989, she and her restaurant were featured in an Academy Award-nominated documentary, "Fine Food, Fine Pastries, Open 6 to 9." The documentary made the antique decor, the simple cuisine, and the remarkable owner the subject of national attention.

It was front-page news in Washington when Sherrill's Bakery and Restaurant closed its doors in July 2000. I still miss my daily breakfast of two slices of plain wheat toast, a bowl of oatmeal and a cup of hot water with a slice of lemon on the side, which cost less than three dollars. I no longer have trouble getting a seat, as four of the booths from Sherrill's currently reside in my office.