

CONGRATULATIONS TO THE GREENBACK HIGH SCHOOL CHEERLEADERS

**HON. JOHN J. DUNCAN JR.**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 6, 2001*

Mr. DUNCAN. Mr. Speaker, earlier this year the National Cheerleading Championship was held here in the Nation's Capital. I am pleased that the National Championship Award in the small school varsity division went to the Greenback High School Cheerleaders, from Greenback, Tennessee.

Team members, Traci Russell, Amanda McKeahan, Rebekah Raines, Kristi Evans, Sylvia Martin, Staci Kizer, Lynette Krohnfeldt, Melissa Spring, Chelsey Edmondson and Kallee Brooks are to be congratulated on winning the award for their outstanding performance.

Mr. Speaker, I know that I join all Americans in wishing these young ladies best wishes on a job well done.

I have included a copy of a story written in the Maryville Daily Times describing their winning the National Title that I would like to call to the attention of my colleagues and other readers of the RECORD.

**CHEERLEADERS ON CLOUD NINE AFTER WINNING NATIONAL TITLE**

(By Stefan Cooper)

They sat cross legged on the floor, cool, calm and collected as they waited for the word.

Finally, the public address announcer in the ballroom of the Washington Hilton stepped to the microphone.

"And the national champion in the small school varsity division is . . . Greenback High School, Greenback, Tennessee."

"They just went straight up in the air," Pam Tipton, one of two sponsors for the Greenback High School cheerleaders, said.

Since claiming the All-American Cheer and Dance national championship Saturday in the nation's capitol, Traci Russell, Amanda McKeahan, Rebekah Raines, Kristi Evans, Sylvia Martin, Staci Kizer, Lynette Krohnfeldt, Melissa Spring, Chelsey Edmondson and Kallee Brooks have yet to come down.

A large turnout—complete with WKXT Channel 8 in tow—met the team's plane at McGhee Tyson Airport late Saturday.

WATE Channel 6 showed up at the school Monday morning. Two area newspapers scheduled back-to-back interviews with the new champs Tuesday after school.

"The girls haven't had time to shave their legs, and I haven't had time to get my laundry done," Tipton said. "The reaction from the community, the TV stations coming, it's been mind-blowing."

Not to worry.

The team has come up with a catch phrase to deal with their newfound celebrity, Raines said: "Act casual."

The national title comes on the heels of a win in dance at a Universal Cheerleaders Association camp at the University of Tennessee last summer.

Prior to both, Tipton said, the team looked out of sync.

"The week before we went to camp, I said, 'This not going to come together,'" she said. "Put them in front of a crowd and it was, 'Whoa!'"

"Where did these girls come from?"

Regardless of the endeavor, it takes a lot of work to make a champion.

"A lot of people don't think cheerleaders are athletes," said Penny McKee, who co-sponsors the team along with Tipton. "Well, they are athletes. They trained for this."

The team practiced its students for competition 2½ hours a day when not cheering at Greenback sporting events.

Maryville College junior Nicole Johnson, an employee at Maryville's Gymnastics Counts, choreographed the squad's dance routine.

Johnson's friend Adriel McCord supplied the dance mix.

"The shake-your-booty part was their favorite," Johnson said. They stuck every stunt (in Washington). Their tumbling was good.

"They surpassed every expectation."

**FEARLESS ONCE ON STAGE**

It wasn't as easy as it seemed, Martin said. Prior to taking the stage each day of the two-day competition, everyone was a nervous wreck.

"Once the music starts," she said, "you just think about the routine." There, McKee said, the squad was flawless.

"They hit everything," she said. "It was perfect. That's the best I've ever seen them."

Much of the reason for the impact the championship has generated is due to the size of Greenback.

The school has an enrollment of 600 students, kindergarten through 12th grade. Only 220 of those students are freshmen or above.

At the championships, where the largest squad had 28 members, the size of the Greenback contingent was quick to catch the eye.

"Everywhere the other squads went, they took three or four elevators," McKee said. "We could all cram into one."

**CHEMISTRY SPELLS SUCCESS**

Key to the squad's success is its chemistry. Tipton said.

"Most of them have cheered from grade school up," she said. "They're really good friends, and they just click."

And when Russell, McKeahan, Raines & Co. took the stage in front of a panel of six judges for the finals Saturday, it carried them through.

"They weren't nervous," Tipton said. "I was scared to death."

"We thought they had a chance to do it, but to actually have it happen is amazing."

"It's like something you see on TV, but you never think you'll be a part of it."

Topping it all off, once the trophy was claimed, Brooks, Raines and Edmondson were named to the championships' All-Star team and will represent AACD at the 2002 NFL Pro Bowl in Honolulu.

**TOUR OF THE U.S. CAPITOL**

It wasn't all work and no play during their five-day stay in Washington, Russell said.

U.S. Rep. John J. Duncan Jr. gave the team a tour of the Capitol building. U.S. Sen. Bill Frist arranged a visit to the White House.

"We did basket tosses over the gate," Martin joked.

The most memorable part of their visit, though?

"The subway," Russell said. "Definitely."

Kidding aside, they have a lot of people to thank, all 10 members said.

Without Johnson's choreography, it never would have happened, they said.

"We love you, Rudy," Russell said.

McKee, Tipton, classmates, and the town of Greenback, all said, have been tremendous.

"We're honored," Raines said. "We just wanted to make Greenback proud."

**PROCLAMATION FOR RAY AND CATHY JANSEN**

**HON. STEVE ISRAEL**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 6, 2001*

Mr. ISRAEL. Mr. Speaker, I submit the following proclamation for the RECORD.

Whereas, on March 31, 2001, Family Service League is celebrating 75 years of providing comprehensive human services to the Long Island Community with a Gala Celebration entitled: "Restoring Hope . . . Rebuilding Lives," and

Whereas, on that evening, Family Service League will be honoring Catherine and Raymond Jansen for their many years in service to the Long Island Community, and

Whereas, Catherine and Raymond Jansen, both as individuals and as a team, have epitomized and set the standard for dedicated service to the Long Island community with their strong commitment to philanthropy and dedication to family, and

Whereas, Catherine Jansen, in addition to serving as a member of Family Service League's Board of Directors, is also Chairman of the Board of Trustees of the Hecksher Museum and serves on the Boards of Caumsett Park Foundation, Project R.E.A.L., United Way's Success by Six and the Three Harbors Garden Club, and

Whereas, Raymond Jansen, in addition to his recent appointment as Senior Vice President of the Tribune Publishing Company, and as president, publisher and CEO of Newsday, is known for his community service on many boards and philanthropies and for his leadership in bringing recognition to Long Island's everyday volunteers through Newsday's Winners Column, Every Day Heroes, and the Long Islander of the Century and FutureCorps. Therefore, be it

*Resolved*, That Catherine and Raymond Jansen, are here recognized in the United States Capitol for their many years of unselfish service to the Long Island community and will be presented with this Proclamation in the CONGRESSIONAL RECORD.

**INTRODUCTION OF LEGISLATION TO ESTABLISH A COMMISSION FOR COMPREHENSIVE REVIEW OF THE FAA**

**HON. FRANK R. WOLF**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 6, 2001*

Mr. WOLF. Mr. Speaker, today I am reintroducing a bill calling for a tough, comprehensive review of the Federal Aviation Administration. The legislation would establish a commission to focus on the critical need to improve aviation safety and to reduce airline delays. It would examine both air traffic services and safety oversight by the FAA, and make recommendations on both the organizational structure and processes of the agency.

This is the perfect time, with a new administration entering the White House, for an unbiased, impartial and independent commission to begin working toward a solution to make our skies safer and our airports more efficient. We owe it to the American traveling public to make our skies as safe as possible and to put an end to the horrendous delays we so often hear about and experience.

We should all be concerned about aviation safety. As air travel has increased, we have seen increases in runway incursions, operational errors among air traffic controllers, and near midair collisions. In 1999, one in five flights arrived late, with each delay averaging about 50 minutes. According to Ken Mead, inspector general for the Department of Transportation, when cancellations are added in, it's nearly one in four. A total of 1.5 million flights were delayed or canceled last year.

Since 1978, the number of daily departures has doubled and the number of passengers has risen 250 percent. In 1999, U.S. airlines carried 694 million passengers on 13 million flights. As air travel continues to increase, we need to ask whether FAA is up to the job of adequate safety oversight, and whether Congress can do more to guide the agency.

Mr. Speaker, the Boeing Company recently called for the need for a new air traffic control system and even offered to fund improvements to the system themselves.

A recent letter from D.J. Carty, chairman, president and CEO of American Airlines, says that American continues to be concerned about the airline industry's ability to serve the public transportation needs due to air traffic control and airport capacity constraints.

The U.S. Chamber of Commerce, representing over three million businesses, recently stated that the air transport crisis is damaging our economy with delays and congestion costing industry and its shippers over \$5 billion annually. Tom Donohue, Chamber president stated that skyrocketing demand and stagnant capacity are crippling the nation's aviation network and that we need a national strategy to streamline runway and airport construction and modernize our outdated air traffic control system.

Mr. Speaker, I also point out that operational errors among air traffic controllers are up significantly, as controllers try to cope with increasing traffic bearing down on crowded hub airports. At the same time these errors are up, the FAA has announced a plan to significantly reduce the number of operational supervisors available to assist and monitor that traffic. These errors have risen by 25 percent in the past two years alone.

In addition, runway incursions continue to go up, raising cries of alarm from the National Transportation Safety Board, the Office of Inspector General, and the Congress. The inspector general told the transportation appropriations subcommittee seven months ago "this safety issue is one that demands constant high-level attention," so we called for higher budgets, monthly reports and a national summit on the issue. Yet the most recent report shows that runway incursions have not gone down. They continue to go through the roof.

In addition, FAA has been unable to address the growing problem of airline delays. In the summer of 1999, delays were so high that the FAA announced a special review of its traffic management programs. This review concluded that the agency could do a lot more to provide efficient movement of aircraft around the country. Immediate improvements were promised. However, the delays of the past summer were just as high as the year before. It not worse.

The American traveling public is getting tired of these horrible delays. Business meetings are canceled, family gatherings are disrupted,

and commercial deals are passed up when airline commerce does not flow smoothly. I hear my colleagues complain practically every day about the incredible and unacceptable airline delays. For those of us who fly often, our quality of life is greatly diminished because of this problem.

The commission I propose would take a comprehensive approach, and it would focus on ways to improve aviation safety for the benefit of all Americans. Specifically, the bill would establish a Commission for Comprehensive Review of the FAA. It would look at both air traffic services and safety oversight by the agency, and make recommendations on both the organizational structure and processes of the agency. However, the recommendations must address FAA's organization within the existing structure of government, rather than through privatization.

The commission would have 24 members appointed by the President, and would include representatives from airlines, airports, employee unions, and pilots as well as the DOD and other relevant federal entities. The legislation requires that the commission request must be submitted to the Congress within one year of enactment.

Mr. Speaker, there is a great opportunity for the new administration to start off with a fresh approach in aviation. It is the perfect time for an unbiased, impartial and independent commission to present new findings—focusing on aviation safety—to help guide the FAA in the right direction for the future.

The recommendations from this commission could be extremely helpful to the new President and the new Congress as we consider how to make our aviation system more safe and efficient for the U.S. citizens and those who visit our country.

Ideally, as soon as the commission reports its findings, legislation could be considered by Congress to implement the recommendations so that we can quickly move forward to make the changes needed to correct the long-standing problems at the FAA.

H.R.—

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Commission for Comprehensive Review of the Federal Aviation Administration Act".

#### SEC. 2. COMMISSION.

(a) ESTABLISHMENT.—There is established a commission to be known as the Commission for Comprehensive Review of the Federal Aviation Administration (referred to in this section as the "Commission").

(b) FUNCTIONS.—The functions of the Commission shall be—

(1) to review existing and alternative options for organizational structure of air traffic services, including a government corporation and incentive based fees for services;

(2) to provide recommendations for any necessary changes in structure of the Federal Aviation Administration so that it will be able to support the future growth in the national aviation and airport system; except that the Commission may only recommend changes to the structure and organization of the Federal Aviation Administration that are within the existing structure of the Federal Government;

(3) to review air traffic management system performance and to identify appropriate levels of cost accountability for air traffic management services;

(4) to review aviation safety and make recommendations for the long-term improvement of safety; and

(5) to make additional recommendations that would advance more efficient and effective Federal Aviation Administration for the benefit of the general traveling public and the aviation transportation industry.

#### (c) MEMBERSHIP.—

(1) APPOINTMENTS.—The Commission shall be composed of 24 members appointed by the President as follows:

(A) 8 individuals with no personal or business financial interest in the airline or aerospace industry to represent the traveling public. Of these, 1 shall be a nationally recognized expert in finance, 1 in corporate management and 1 in human resources management.

(B) 6 individuals from the airline industry. Of these, 1 shall be from a major national air carrier, 1 from an unaffiliated regional air carrier, 1 from a cargo air carrier, 1 from the Aircraft Owners and Pilots Association, and 1 from the National Association of State Aviation Officials.

(C) 3 individuals representing labor and professional associations. Of these, 1 shall be from National Air Traffic Controllers Association, 1 from the Air Line Pilots Association, and 1 from the Professional Airways Systems Specialists.

(D) 2 individuals representing airports and airport authorities. Of these, 1 shall represent a large hub airport.

(E) 1 individual representing the aerospace and aircraft manufacturers industries.

(F) 1 individual from the Department of Defense.

(G) 1 individual from the National Aeronautics and Space Administration.

(H) 2 individuals from the Department of Transportation. Of these, 1 shall be from the Federal Aviation Administration and 1 from the Office of the Secretary of Transportation.

(2) TERMS.—Each member shall be appointed for a term of 18 months.

(d) FIRST MEETING.—The Commission may conduct its first meeting as soon as a majority of the members of the Commission are appointed.

#### (e) HEARINGS AND CONSULTATION.—

(1) HEARINGS.—The Commission shall take such testimony and solicit and receive such comments from the public and other interested parties as it considers appropriate, shall conduct at least 2 public hearings after affording adequate notice to the public thereof, and may conduct such additional hearings as may be necessary.

(2) CONSULTATION.—The Commission shall consult on a regular and frequent basis with the Secretary of Transportation, the Secretary of Defense, the Committee on Commerce, Science, and Transportation, the Committee on Appropriations and the Committee on Finance of the Senate, and the Committee on Transportation and Infrastructure, the Committee on Appropriations and the Committee on Ways and Means of the House of Representatives.

(3) FACA NOT TO APPLY.—The Commission shall not be considered an advisory committee for purposes of the Federal Advisory Committee Act (5 U.S.C. App.).

(f) ACCESS TO DOCUMENTS AND STAFF.—The Federal Aviation Administration may give the Commission appropriate access to relevant documents and personnel and shall make available, consistent with the authority to withhold commercial and other proprietary information under section 552 of title 5, United States Code (commonly known as the "Freedom of Information Act"), cost data associated with the acquisition and operation of air traffic service systems. Any member of the Commission who receives

commercial or other proprietary data from the Federal Aviation Administration shall be subject to the provisions of section 1905 of title 18, United States Code, pertaining to unauthorized disclosure of such information.

(g) TRAVEL AND PER DIEM.—Each member of the Commission shall be paid actual travel expenses, and per diem in lieu of subsistence expenses when away from such member's usual place of residence, in accordance with section 5703 of title 5, United States Code.

(h) DETAIL OF PERSONNEL FROM THE FEDERAL AVIATION ADMINISTRATION.—The Administrator of the Federal Aviation Administration shall make available to the Commission such staff, administrative services, and other personnel assistance as may reasonably be required to enable the Commission to carry out its responsibilities under this section.

### SEC. 3. REPORT OF THE COMMISSION.

(a) REPORT TO CONGRESS.—Not later than 30 days after receiving the final report of the Commission and in no event more than 1 year after the date of the enactment of this Act, the Secretary of Transportation, after consulting the Secretary of Defense, shall transmit a report to the Committees on Commerce, Science, and Transportation, Appropriations, and Finance of the Senate and the Committees on Transportation and Infrastructure, Appropriations, and Ways and Means of the House of Representatives.

(b) CONTENTS.—The Secretary shall include in the report to Congress under subsection (a) a final report of findings and recommendations of the Commission under section 2(b), including any necessary changes to current law to carry out these recommendations in the form of proposed legislation.

### SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated such sums as may be necessary to carry out this Act.

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### INTRODUCTION OF A BILL TO ELIMINATE THE PERSONAL EXEMPTION PHASE-OUT AND THE ITEMIZED DEDUCTION PHASE-DOWN

**HON. PHILIP M. CRANE**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 6, 2001*

Mr. CRANE. Mr. Speaker, today I am introducing three pieces of legislation to refine the tax proposal put forward by President Bush. Let me state at the outset that I fully support President Bush's tax proposal as he laid it out. I think it is appropriate for the times and well-designed. Even so, there is no legislation or proposal that cannot be improved upon. And so I offer these three bills in this spirit and in the belief that the President in all likelihood would and should support them.

This bill takes as its starting point the income tax rate reductions proposed by President Bush, phased-in over ten years. I have included these rate reductions to provide the context for my proposed refinement, which is to repeal the phase-down of itemized deductions and the phase-out of personal exemptions contained in the current code. These provisions are sometimes known by the names of Pease and PEP, the former named for its originator. Congressman Don Pease, a distinguished Member of the Ways and Means Committee during the 1986 Tax Reform Act,

and the latter an acronym for personal exemption phasesout.

The income tax contains a number of unfortunate provisions that phase-out various credits, exemptions, and deductions. For example, the amount an individual can take as itemized deductions falls for married taxpayers with adjusted gross income (AGI) over a \$132,950 threshold. These taxpayers see a reduction in their total itemized deductions at the rate of 3 percent for every \$1,000 earned over the threshold. The proportion of a taxpayer's itemized deductions that can be lost due to this provision is capped at 80 percent of their otherwise allowable deductions. Similarly, for 2001 a taxpayer's allowable personal exemptions are reduced by 2 percent for every \$2,500 over and above \$199,450 in AGI. This provision raises the marginal tax rate by .8 percent for affected taxpayers.

The itemized deduction phase-down and the personal exemption phase-out exist for only one reason—to increase taxes on the affected taxpayers. Even more troubling, they do so by significantly increasing tax complexity. Even worse, they raise taxes by raising marginal rates and they do so, not through an explicitly higher statutory tax rate, but through a hidden device.

The reduction of marginal tax rates is a hallmark of the Bush tax proposal. High marginal tax rates discourage people from investing, saving, creating new businesses, and so forth. Reducing these rates is therefore one of the effective things we can do to ensure a stronger economy in the future. The bill I am introducing today eliminates two hidden marginal tax rate increases and is, therefore, completely consistent with the strategy of the Bush tax rate reductions.

The bill I am introducing today is also fully consistent with sound tax policy because it makes the tax code more transparent. Taxpayers ought to be able to determine with little effort the tax consequences of their economic decisions. Hidden marginal rate increases are therefore inconsistent with sound tax policy and ought to be eliminated.

Further, everyone involved in tax policy agrees that the tax code is too complex, too costly to comply with, and too costly to administer. This bill certainly does not sweep away all the cobwebs of complexity, but it will make the code simpler for those affected by these two provisions.

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### IN RECOGNITION OF THE ACHIEVEMENTS OF DR. RAYMUND PAREDES, ASSOCIATE VICE CHANCELLOR AT UCLA

**HON. HILDA SOLIS**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 6, 2001*

Ms. SOLIS. Mr. Speaker, I rise to recognize the achievements of Dr. Raymund Paredes, the Associate Vice Chancellor at UCLA. Dr. Paredes opened the doors of opportunity for many students from Los Angeles County through his leadership, direction and execution of academic development programs. He has served not only as a professional role models for Latinos across the United States, but most importantly as a positive role model to the residents of the 31st Congressional District.

He exemplifies how one person's commitment to public education can make tremendous changes towards improving our educational system. Raymund Paredes obtained his B.A., in English from the University of Texas at Austin, in 1964. He went on to earn his in M.A. American Studies at the University of Southern California, 1969, and returned to the University of Texas at Austin for his Ph.D. in American Civilization, in 1973.

Dr. Paredes joined the faculty of UCLA's English Department in 1973. His research has focused on Mexican American literature and culture and the impact of demographic change on American culture, art, and education. A driving force in the emergence of Chicano studies as a discipline, he introduced Chicano literature courses to the UCLA curriculum and chaired the César Chávez Center for Chicana/o Studies from 1997 until 1999. He also served as an Associate Dean in the Graduate Division, overseeing the graduate fellowships unit as well as affirmative action programs from 1986 to 1989.

As Associate Vice Chancellor, Academic Development since 1989, Raymund has been engaged in a broad range of activities encompassing K-12 and community college outreach, faculty recruitment and retention, curricular development, promotion of cultural and academic events, and, most recently, establishment of Community Education Resource Centers in five Los Angeles neighborhoods. He also worked on outreach in his capacity as Special Assistant to UC President Richard Atkinson from 1998 to 2000.

Dr. Paredes has long believed that by setting high expectations for students, they will eventually overcome their challenges. Dr. Paredes has been a strong advocate for the establishment of educational partnerships that lead to successful pipelines between high schools and four-year colleges, as well as between community colleges and Universities. He has played a most important role in outreach to the most disenfranchised communities in the state of California. He has helped further the goals of the first successful summer academy for migrant students from California.

Dr. Paredes has served as an appointed member to the Task Force on Latino Eligibility by the University of California from 1992-1997. He has also served as an appointed member of the Advisory Committee on Latino Education by the California State Department of Education, has served as an appointed member of the California Commission for the Establishment of Academic Content and Performance Standards, has served as the co-chair of the Committee on K-12 educational research for the Inter-University Program for Latino Research and currently he is a Consultant on education to the Univision television network.

Dr. Paredes' true contributions to UCLA, the University of California, and the community at large far exceed the span of his myriad responsibilities. A champion of educational access, equity, and diversity, he has been a highly effective ambassador and leader on behalf of those causes. He has spearheaded landmark programs and forged relationships between the University and important local institutions—vital bonds that will endure because of his commitment and persistence.

Sadly, Dr. Paredes is leaving his position at UCLA, as he will be assuming the position of