

more of the same in the future, we need to re-elect them to another term.

The reality is a far cry from the picture the President paints. Those of us in rural America, and for me that means the rugged Appalachian mountains of West Virginia, have known that, in order to improve our ability to attract and maintain good-paying jobs, we have to build an infrastructure to match those in the urban parts of America. That includes more four-lane divided highways and an improved national passenger rail network. But, the President has proposed policies to slow highway construction and shut down Amtrak. If enacted, these proposals would add to the staggering job losses already experienced in rural America under the Bush administration.

This Congress is now a year late in passing reauthorization legislation for the Federal Government's surface transportation programs. The main reason for this delay is that the President opposes efforts to adequately fund the construction of better and safer roads, particularly in rural America. In the meantime, transportation projects are stalled and tens of thousands of construction jobs have been lost.

In 1965, the Congress adopted the Appalachian Regional Development Act that promised a network of modern highways to connect the Appalachian Region to the rest of the Nation's highway network and, even more importantly, the rest of the Nation's economy. Absent the Appalachian Development Highway System, ADHS, my region of the country would have been left solely with a transportation infrastructure of dangerous, narrow, winding roads which follow the paths of river valleys and stream beds between mountains. These roads are still, more often than not, two-lane roads that are squeezed into very limited rights-of-way. They are characterized by low travel speeds and long travel distances and are often built to inadequate design standards.

The rationale behind the completion of the Appalachian Development Highway System is no less sound today than it was in 1965. Unfortunately, there are still children in Appalachia who lack decent transportation routes to school; and there are still pregnant mothers, elderly citizens and others who lack timely road access to area hospitals. There are thousands upon thousands of people who cannot obtain sustainable, well-paying jobs because of poor road access to major employment centers.

We have virtually completed the construction of the Interstate Highway System and have moved on to many other important transportation goals. However, the people of my region are still waiting for the Federal Government to live up to its promise, made some 39 years ago, to complete the Appalachian Development Highway System. And under the President's plan, they may have to wait several more decades.

Regrettably, the President has threatened to veto the highway bill that was passed by an overwhelming margin in the Senate. That bill would provide the funds necessary for a robust investment in rural America's infrastructure, including the Appalachian Development Highway System. It appears that under this administration, investments in road conditions are beginning to mirror the distribution of wealth in our country. The rich are getting richer while the poor get poorer.

The President and Vice President also have proposed to further limit our transportation options in rural America, including West Virginia, by underfunding and thereby shutting down Amtrak. Each of the Bush administration's four budget requests has targeted Amtrak and suggested funding levels that would have rendered the system inoperable. President Bush has proposed to limit Amtrak to the Northeast where it would serve only as a commuter rail network. Long distance trains, such as the Cardinal that provides a lifeline for communities across southern West Virginia, or the Capitol Limited that serves the eastern panhandle, would be eliminated under the President's plan.

Amtrak is a critical transportation link for people in all corners of this country. Each day, millions of people ride the rails to get to and from work, to visit family and friends living many miles away, or to travel on vacation. Make no mistake, if Amtrak closes operations, it will not be without great cost to communities both large and small. If Amtrak were to shut down, the Nation's transportation system would be thrown into chaos.

For many rural Americans, Amtrak represents the only major transportation link to the rest of the country. If the President has his way, West Virginians who live in or near Harpers Ferry and Martinsburg would lose access to the Capitol Limited train that runs from Washington, DC, to Chicago. Others who live in or near White Sulphur Springs, Hinton, Beckley, Thurmond, Montgomery, Charleston, and Huntington would lose access to the Cardinal train that runs from New York City to Chicago.

At a time when countries across the globe are moving forward by making investments in various passenger rail projects, whether it be high-speed bullet trains in Taiwan or Mag-Lev trains in Japan, President Bush has proposed to shut down America's passenger rail service. Next time the President or Vice President campaigns in Huntington, Charleston, or Beckley, I hope they will explain why they believe the economic prospects of these communities will be improved with the elimination of the national passenger rail network.

I have worked my entire Congressional career to ensure that West Virginia gets a fair shake from the Federal Government. My State was long

ignored by those deciding where Federal monies would be spent. Infrastructure development in rural America still lags far behind the investments being made in our urban areas. And this problem will only be compounded by the re-election of a President who is tone-deaf to the needs of rural America.

The President continues to make empty promises, continues to assure us that we have, indeed, turned the corner. But, for many rural Americans, that corner is on a dangerous, winding road with no help in sight.

ATTEMPTS TO KILL THE ESLGP

Mr. BYRD. Mr. President, the Bush administration would like us to think it has spent the last 4 years standing up for steel in West Virginia and across the Nation. But this administration has never stood up for steel. If the West Virginia steel industry has benefited at all in the past 4 years, it is in spite of the Bush administration.

The Bush administration said it would impose Section 201 tariffs on imports of unfairly traded steel, but then it lifted the steel tariffs 15 months early. The Bush White House refused to stand up for steel, and I would like to take this opportunity to remind America's steelworkers, including those in West Virginia, of this important fact.

Let's look at some other important facts: over the past 4 years there has been a program to provide tangible relief to steelworkers in West Virginia, Ohio, and Pennsylvania. That program is the Emergency Steel Loan Guarantee Program, which I enacted in 1999 with bipartisan support to help steel companies in economic distress. Over the past 2 years, that program has served as an absolute life-line to thousands of steelworkers from Ohio, Pennsylvania, and West Virginia. The Steel Loan Guarantee Program has saved thousands of jobs in spite of the Bush administration, which has worked night and day to kill the Emergency Steel Loan Guarantee Program.

The story of steel in West Virginia over the past 4 years is a dramatic story of hard work, hope, and triumph. But that is no thanks to this administration. Over the past 4 years, both Weirton Steel and Wheeling-Pittsburgh Steel filed for bankruptcy due to unfair imports. But the Bush administration still thought it was a good idea to lift the steel tariffs 15 months ahead of schedule.

In dire straits, both companies sought the only real relief that was available to them, which were loan guarantees provided by the Emergency Steel Loan Guarantee Program. The steel companies filed applications for emergency steel loan guarantees with the program's loan board to enable them to stay in business and not put 8,000 to 10,000 people out of work.

And what was the Bush administration's response? In both its fiscal year 2003 and 2004 budget requests, at exactly the time when Weirton and

Wheeling-Pittsburgh Steel and their thousands of workers desperately needed a loan guarantee to stay alive, what did this administration do? It sought to rescind all of the funds available to the Emergency Steel Loan Guarantee Program. These rescission requests were pending at exactly the same time that both Weirton and Wheeling Pittsburgh Steel had loan guarantee applications pending before the loan board. When Wheeling-Pittsburgh's first application was denied, it had to refile. The administration continued to request rescission of all funds in the loan program.

But those of us who know West Virginia, who love West Virginia, and love its people, stood up for steel and stood against the Bush administration. We put our shoulders to the grindstone and pushed with all our might to find a way to keep West Virginia's steel industry in business. Unlike the Bush administration, we kept faith with the people of West Virginia. As ranking member of the Appropriations Committee, I was able to persuade the committee to retain funding for, and reject the administration's attempts to kill, the Emergency Steel Loan Guarantee Program in both 2003 and 2004. But that didn't stop the Bush administration. When it became clear that they couldn't kill the program in their budget, they tried to kill it administratively, by shifting funds out of the steel loan guarantee program and into another Commerce Department account. Instead of helping steelworkers keep their jobs, the Bush administration wanted to shift money in the loan guarantee program to some other account at the Commerce Department, an agency that, in this administration, has spent millions of dollars helping multinational corporations transfer American jobs overseas.

But, some of us, unlike the Bush administration, believe in keeping American jobs here at home. So we kept pushing to save our steel jobs. To stop them from being sent overseas. And, we did it. We did it in spite of the Bush administration. If you don't believe me, listen to what Jim Bradley, the CEO of Wheeling-Pittsburgh Steel Company said on March 26, 2003, the day on which Wheeling Pittsburgh's application for a steel loan guarantee was approved. He stated:

Without the leadership of Sen. Robert Byrd, Wheeling-Pittsburgh Steel's 3,800 employees would be facing a bleak future. By creating and fighting for the Emergency Steel Loan Guarantee Program, Sen. Byrd has given this company and its workers the opportunity to build a future for themselves and for the communities in which they live and work.

Now, I am not reading this to toot my own horn. I am reading it to remind West Virginia steelworkers and their families that this administration is not here to help you. I am reading it to remind everyone listening that this administration worked to kill the very steel program that saved the steel jobs of thousands of steelworkers from

Ohio, Pennsylvania, and West Virginia. And that is not ROBERT BYRD saying it; that is the president of the steel company where 4,000 jobs were saved saying it.

So, let me say this, loud and clear: steelworkers in West Virginia and across the Nation, believe me when I tell you that this administration is not in your camp. Don't be hoodwinked by their phony concern for your welfare. It is not sincere. They don't care about you. Words are cheap. Actions matter.

As the Book of James states, "What good is it, my brothers, if a man claims to have faith but no deeds?" This administration loves to talk about what it has done for West Virginia steel, but it did nothing. Where are the deeds? The Bush administration hasn't been there for Weirton and Wheeling-Pittsburgh Steel's thousands of steelworkers and retirees when they needed its help.

And we know that, based on its deplorable track record, the Bush administration won't be there for them in the future.

LEAVING WEST VIRGINIA CHILDREN BEHIND

Mr. BYRD. Mr. President, I attended a two-room school house as a young boy. When I moved on to high school, I was one of 28 students in my graduating class at Mark Twain High School. At Mark Twain, there was no question of accountability. The teachers were in charge. The students were there to study. My parents drilled one idea in my head, and it remains a guide for me today: learn. Learn, and always strive to make yourself smarter tomorrow than you are today.

Sadly, too often today, that same emphasis is not placed on teaching and learning. I know it. Parents know it. Members of Congress know it. That is why we voted to create the No Child Left Behind Act. Congress and President Bush worked together to ensure greater accountability in America's schools. We established standards. We set the bar. But to help schools reach those standards and surpass them, Congress and the President promised increased resources to help schools succeed. To date, it has been an empty promise.

Since President Bush signed the No Child Left Behind Act into law with such great fanfare in 2002, not one Bush administration budget has provided the funds that America's schools expected. In fact, nationwide, the Bush White House has shortchanged schools by \$33 billion. How often do we hear that fact from the White House? Not once. The administration trumpets its No Child Left Behind Act, but fails miserably when funding it. Accountability cannot just be a standard for teachers; it must also be a standard for this administration.

Compounding the problem and the frustration for parents and teachers, each time I and other Senators offer

amendments to make good on the promise of No Child Left Behind, the Bush White House and the Republican congressional leadership line up and defeat those amendments. Making false promises to teachers and students and parents is no way to improve teaching and learning. It is another in this administration's broken record of broken promises.

Look at one program as an example. The Federal title I initiative provides dollars geared specifically for children from poor school districts. The No Child law established specific funding levels for title I for every year through 2012, including \$20.5 billion this year. But the Bush administration tells schools to make do with a whole lot less, undercutting that pledge in its budget by more than \$7 billion.

In my state of West Virginia, about half of the public schools receive title I funding. While the President's No Child Left Behind Act promised Mountain State schools \$154 million for title I for 2005, the Bush administration's budget undercut that funding by 36 percent. Translated into students, the President's budget would deny full services to 18,398 West Virginia children. Evidently, "Leave Only 18,398 Children Behind" was not a catchy enough title for the new law.

When President Bush signed the No Child Left Behind Act on January 8, 2002, he made a statement that I wholeheartedly endorse. The President said:

There's no greater challenge than to make sure that every single child, regardless of where they live, how they're raised, the income level of their family, every child receive a first-class education in America.

That is what the President said.

But what the President said and what the President coughs up in funding have proved to be vastly different stories. The No Child Left Behind Act promised to give schools the money they need to help every young person in this country succeed in the classroom. That promise has been broken. When it comes to America's schools and keeping the promise of No Child Left Behind, the Bush White House gets an F.

The title I program is not the only education program facing funding shortfalls. The Bush administration freezes Pell Grant awards for the third straight year, cutting back on college financial assistance. The White House also has proposed to eliminate funding for 38 school programs including dropout prevention, school counseling, alcohol abuse reduction, and arts in education.

If there is one Federal investment that can offer real dividends down the road, it is education. But the White House continues to play political games with classroom funding. It is time to end the posturing and give students and teachers the resources that they need to succeed.

In the coming weeks, the Senate will once more vote on the legislation that funds No Child Left Behind and Pell