

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.