

for the Republican side in morning business time.

The ACTING PRESIDENT pro tempore. There are 4 minutes remaining. There is no time reserved for the minority side.

Mr. WARNER. Madam President, parliamentary inquiry: I would like to request of our leader—I am endeavoring to reach Senator LEVIN. I understand he will soon be available to give me some guidance as to what he desires as Chair. We are anxious to move ahead on this bill. I realize certain of our colleagues have extremely sensitive matters to speak to—the tragic wildfires experienced out West and the Amtrak situation. I am not sure what my good friend from Montana is going to address. But, at the same time, I am hopeful that with the support of our leadership, we can outline a course of action today so the Kennedy amendment—I spoke to Senator KENNEDY late last night—can be voted on at a time that is convenient, preceded by, say, maybe 30 minutes of final remarks by Senator KENNEDY and our side; that we are able to go to the missile defense amendment, which I shared with the chairman last night; and, that we have today at least, say, 4 hours of debate on that with the hope we will vote this afternoon somewhere around 5 o'clock.

Mr. REID. Madam President, I would say to my friend, the comanager of this bill, that Senator LEVIN isn't due here until 10:30. We are supposed to take up the Defense bill at 10:30.

Mr. WARNER. Madam President, I am not hearing the Senator.

Mr. REID. That is when we are supposed to take up the Defense bill. He will be here at or about 10:30. We, through staff, asked last night if the Republicans wanted any time for morning business. They said they didn't want any; they have a conference this morning. That is why the one-half hour was devoted to the Democrats. Had they wanted more time, we would have come in one-half hour earlier.

I ask unanimous consent that—we used all of Senator BAUCUS' time in this colloquy—Senator BAUCUS will be recognized for up to 5 minutes to speak as if in morning business.

I say to my friend from Virginia if Senator HUTCHISON and Senator CRAIG wish time, I am sure Senator LEVIN would have no problem giving them 5 minutes each. Is that fair enough?

Mr. WARNER. I think that is fair enough.

Mr. REID. Following the statement of the Senator from Montana, I ask unanimous consent that the Senator from Texas be recognized for 5 minutes, and following her the Senator from Idaho be recognized for 5 minutes.

The ACTING PRESIDENT pro tempore. Is there objection?

Mr. WARNER. Reserving the right to object, I think that is a very good reconciliation in the interest of time. But let us say we would return to the bill at 10 minutes to—

Mr. REID. Why don't we return when we finish the morning business, which would be about a quarter till?

Mr. WARNER. That is fine.

Mr. BAUCUS. Madam President, reserving the right to object—I ask the indulgence of my friend—if I could have about 7½ minutes.

#### EXTENSION OF MORNING BUSINESS

Mr. REID. Madam President, I ask unanimous consent—we are extending the time anyway—Senator BAUCUS be recognized for 10 minutes—Senator HUTCHISON, is 5 still satisfactory?—and Senator CRAIG, 5?

Mr. CRAIG. Five plus two.

Mr. REID. Seven for the Senator from Idaho, and following that, we would resume the Defense authorization bill.

The ACTING PRESIDENT pro tempore. Is there objection?

Without objection, it is so ordered.

The Senator from Montana shall proceed.

(The remarks of Mr. BAUCUS pertaining to the introduction of S. 2678 are printed in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. BAUCUS. Madam President, I yield the floor and thank my friends from Texas and Idaho for their indulgence.

The ACTING PRESIDENT pro tempore. Under the previous order, the Senator from Texas is recognized for 5 minutes.

#### AMTRAK

Mrs. HUTCHISON. Madam President, I rise today to talk about Amtrak. Our Amtrak national rail passenger system is teetering on the brink of bankruptcy. They have said they need \$200 million in operating cash or the entire system will grind to a halt very soon. The effect of such a shutdown would be devastating.

With the Independence Day weekend approaching, and the number of airline flights slashed since September 11, families throughout the Nation are counting on Amtrak to get them to their destinations. If Amtrak is not running, those families will add to the millions of cars already expected to crowd our Nation's highways.

Amtrak has already received more than 100,000 reservations for the holiday weekend. Reservations account for about half of Amtrak's expected passenger load.

I have noticed from articles in the paper that people are already beginning to question whether Amtrak service is going to be there, so they are already suffering cancellations, which adds to the deficits we already have.

I have always been a supporter of Amtrak, but sometimes it has been hard because Amtrak has not really come to grips with the inefficiencies in the system. I hope Mr. Gunn, the new CEO of Amtrak—and I appreciate so much his willingness to come in and take over this railroad operation at

this time—will make a difference. He has already fired mid-level managers. Certainly, I think anybody looking at the labor situation in Amtrak would realize that the rail unions really are out of line with other workers in our country. Amtrak has never engaged in tough negotiations with its unions, even 4 years ago, when we were trying to reauthorize Amtrak. As a result, labor costs are out of line with other workers in our country. A 5-year severance package for Amtrak employees, as in other rail unions, is way beyond the norm for most union workers or other workers in our country.

I do hope the unions will work with us to try to bring efficiency in both management, administration, contracting out, and overall severance packages that are in an alarming condition and have put us in such a precarious situation.

Amtrak has not come forward with its true financial condition in many instances. Mortgaging Penn Station last year was quite irresponsible. I didn't like it at all. I think we should have met this head on.

On the other hand, there are some Members of Congress who have been so recalcitrant about Amtrak; I can understand Amtrak's unwillingness to come and bare its financial soul to Members of Congress when they know they are going to get their heads chopped off.

We need to step back and take a responsible approach. We need a passenger rail system. It is part of a multimodal system that will serve the needs of all of the people. A skeleton that would go across the top of our country, down the west coast, across the bottom/southern part of the country, up to the east coast with one line right down the middle would give us a solid national rail system where States could then form compacts and feed into those systems. In my State of Texas, the DART, the Dallas Area Rapid Transit, is feeding its train into the Amtrak system.

Those are the possibilities we have if we know we have a dependable national rail passenger system. This means a whole system. It does not mean just the Northeast corridor.

One of the problems we have had is the rest of the system has been starved year after year while the Northeast corridor has gotten the lion's share of funding. We must acknowledge once and for all this is going to be a national system. We are all going to be in this together.

All of us who believe in a national rail system should say: This is not going to be a piece of a system that is subsidized heavily and another piece that isn't. We need to consider it as a system. We need to fund it well.

Some people have said: We have to subsidize Amtrak too much. We have been subsidizing Amtrak to the tune of \$520 million annually; whereas we have subsidized highways to the tune of \$30 billion, and \$10 billion per year on aviation.