

had not been able to secure a needed \$200 million bank loan. David L. Gunn, the newly appointed Amtrak CEO, testified before a U.S. Senate Sub-committee on that day that failure to obtain \$200 million in federal loan guarantees or cash by July 1 would leave him no choice but to begin an orderly shutdown of rail passenger service nationwide, to place the company into bankruptcy, and to place the corporation's assets under a court appointed trustee.

You may be aware that Metrolink dispatchers, locomotive engineers and conductors are provided under a contract with Amtrak. Our contract with Amtrak is similar to many other passenger rail operator contracts with Amtrak throughout the country. The Metrolink contract, which expires on June 30, 2004, covers all Amtrak costs of providing the 145 Amtrak employees needed to dispatch trains and to operate Metrolink's 138 weekday trains and 32 weekend trains.

At this time, we have no additional information as to exactly how a shutdown of Amtrak passenger rail service would affect Metrolink. Metrolink sent Amtrak and federal officials a letter on June 10th stating that no federal subsidies are used for the Metrolink contract and that there should be no cash flow concerns for Amtrak by continuing to provide the contract services. To date, Amtrak has not provided a response. We have also begun to explore the limited options we have to try to avoid an interruption in Metrolink services in case Amtrak is unable or unwilling to meet its contractual obligations. In order to ensure uninterrupted safe operation of Metrolink, we need the continued availability of the existing Amtrak certified and qualified employees.

While we encourage you to purchase your July Metrolink fare media as usual, you should also explore other commute options. Should Metrolink services be interrupted we will reconcile any fare payment issues. We also will provide updated information through the media, on our website ([www.metrolinktrains.com](http://www.metrolinktrains.com)), and with fax and email updates to the employee transportation coordinator that participate in our Corporate Pass Program. You may also call (800) 371-LINK.

We apologize for any inconvenience or uncertainty that this potential Amtrak action may have. We have hope that Amtrak and the federal government can secure the needed funding to avert the crisis.

DAVID SOLOW, CEO

Hon. DIANNE FEINSTEIN,  
U.S. Senate, Hart Building, Room 331, Washington, D.C.

DEAR SENATOR FEINSTEIN: On behalf of the Southern California Regional Rail Authority, operators of Metrolink, I am writing to urge your support for an immediate Amtrak loan guarantee. We contract with Amtrak to provide our commuter rail service throughout six counties of Southern California. If bridge funds are not provided to Amtrak, our service is at risk for shutting down as well.

As you are probably aware, David Gunn, Amtrak's new president recently announced that Amtrak needs a \$200 million loan guarantee by June 30th from Congress or the company will have to begin an orderly shutdown of all services. Metrolink dispatchers, locomotive engineers and conductors are provided under a contract with Amtrak. Our contract with Amtrak is similar to many other passenger rail operator contracts with Amtrak throughout the country. The Metrolink contract, which expires on June 30, 2004, covers all Amtrak costs of providing the 145 Amtrak employees needed to dispatch trains and to operate Metrolink's 138 weekday trains and 32 weekend trains.

Our commuter rail services are obtained through cost-reimbursement contracts. This

means we are not subsidized by Amtrak. Nonetheless, Amtrak has been unable to ensure continued Metrolink commuter rail service. In order to ensure uninterrupted safe operation of Metrolink, we need the continued availability of the existing Amtrak certified and qualified employees.

Metrolink operates in the nation's most congested region. Shutting down our service will not only impact our ridership—34,000 daily—but also contribute to increased peak hour congestion on the highways. Metrolink removes one lane of traffic during peak hours on the highways we parallel. Without our service, those lanes will be flooded again with frustrated drivers.

Please contact President Bush to request his support for Amtrak's request of \$200 million in loan guarantees. We respectfully urge you to work with Congress to ensure continued operation of passenger rail and the contract services upon which Metrolink depends.

Sincerely,

DAVID SOLOW,  
Chief Executive Officer.

Hon. DIANNE FEINSTEIN,  
U.S. Senate, Hart Senate Office Building, Washington, DC.

DEAR SENATOR FEINSTEIN: I am writing to you on behalf of the North San Diego County Transit Development Board to request your support for Amtrak and its provision of NCTD's "Coaster" Commuter Rail Service in San Diego County.

David Gunn, Amtrak's new President, has recently announced that unless Amtrak receives a \$200 million loan guarantee by the end of this month, the company will have no choice but to shut down all passenger train services nationwide. NCTD, along with three other public agencies in California, contract with Amtrak for the operation of critical commuter rail and inter-city rail services. Our commuter rail services are obtained through cost-reimbursement contracts and do not contribute to the national subsidy requirements for Amtrak's overall network. Nevertheless, Amtrak has been unable to provide assurance of continued commuter rail service operation for the Coaster.

The shutdown of commuter rail service in San Diego County would severely impact 5,000 Coaster passengers per day, add significantly to peak hour freeway congestion, and reduce regional mobility. Due to the complex requirements of railroad operations, Amtrak's services cannot be readily replaced overnight if Amtrak shuts its doors.

Please contact the President to request his support for Amtrak's request for \$200 million in loan guarantees, and work with Congressional leaders to ensure continued operation of passenger rail and the contract services upon which Coaster operations depend.

Sincerely,

THOMAS P. WALTERS,  
Washington Representative.

#### LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of last year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred July 4, 2000 in Casper, WY. A man was arrested on

charges of firing shots at a group of people watching a Fourth of July fireworks display in what police described as a hate crime. Johnny Lee Hodge, who is white, was being held on \$100,000 bond after firing a shotgun at least three times at several black men and pointing a gun at the head of a teenage Indian girl, authorities said. Hodge made racial slurs before shooting at the group.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

#### ADDITIONAL STATEMENTS

##### 10TH ANNIVERSARY OF THE TOWNSHIP OF PRINCETON, NEW JERSEY AND THEIR SISTER CITY PETTORANELLO, ITALY

● Mr. TORRICELLI. Mr. President, I rise today to recognize the 10th anniversary of the renewed sister city relationship between the Township of Princeton, NJ, and the village of Pettoranello, Italy. Over the past 10 years the township and village have formed a strong bond and benefitted greatly from their relationship.

Giuseppe Perna and Achille Carnevale, sons of the village of Pettoranello, came to Princeton in the 1850s. They, along with the many immigrants who followed, built much of the Princeton community and University that still stands today. The people of Pettoranello had a great influence on the Princeton community that continues to be felt. Those first immigrants from Pettoranello brought not only their families, but also their traditions while maintaining strong ties to their village in Italy.

In 1994, a group of Princeton citizens led by Mayor Phyllis L. Marchand visited Mayor Antonio Camillo Paolino and the village of Pettoranello, renewing the special sister city relationship between the two municipalities. Over the years, the Township of Princeton continues to recognize the ties that bind the Princeton community and the village of Pettoranello, Italy. The two sister cities have gained a great deal from each other through the exchange of music, athletics, medicine and literature.

So, I join with people of the Township of Princeton, NJ, and Pettoranello, Italy, in saluting the 10th anniversary of the renewed sister city relationship between these two municipalities. May their spirit of friendship and continued exchange of ideas and goods be a model for all of us to admire and emulate.●