

S. 2430

At the request of Mr. BREAUX, the name of the Senator from Wyoming (Mr. ENZI) was added as a cosponsor of S. 2430, a bill to provide for parity in regulatory treatment of broadband services providers and of broadband access services providers, and for other purposes.

S. 2552

At the request of Ms. SNOWE, the name of the Senator from South Dakota (Mr. JOHNSON) was added as a cosponsor of S. 2552, a bill to amend part A of title IV of the Social Security Act to give States the option to create a program that allows individuals receiving temporary assistance to needy families to obtain post-secondary or longer duration vocational education.

S. 2611

At the request of Mr. REED, the name of the Senator from Georgia (Mr. CLELAND) was added as a cosponsor of S. 2611, a bill to reauthorize the Museum and Library Services Act, and for other purposes.

S. 2625

At the request of Mr. GRAHAM, the name of the Senator from West Virginia (Mr. BYRD) was added as a cosponsor of S. 2625, a bill to amend title XVIII of the Social Security Act to provide coverage of outpatient prescription drugs under the medicare program.

S. 2628

At the request of Mr. CORZINE, the name of the Senator from Hawaii (Mr. AKAKA) was added as a cosponsor of S. 2628, a bill to amend part A of title IV of the Social Security Act to require a State to promote financial education under the temporary assistance to needy families program and to allow financial education to count as a work activity under that program.

S. 2636

At the request of Mr. TORRICELLI, the name of the Senator from North Carolina (Mr. HELMS) was added as a cosponsor of S. 2636, a bill to ensure that the Secretary of the Army treats recreation benefits the same as hurricane and storm damage reduction benefits and environmental protection and restoration.

S. 2637

At the request of Mr. CONRAD, the name of the Senator from Texas (Mrs. HUTCHISON) was added as a cosponsor of S. 2637, a bill to amend the Internal Revenue Code of 1986 and the Surface Mining Control and Reclamation Act of 1977 to protect the health benefits of retired miners and to restore stability and equity to the financing of the United Mine Workers of America Combined Benefit Fund and 1992 Benefit Plan by providing additional sources of revenue to the Fund and Plan, and for other purposes.

S. 2649

At the request of Mr. KENNEDY, the names of the Senator from Rhode Island (Mr. REED), the Senator from

North Carolina (Mr. EDWARDS), the Senator from Iowa (Mr. HARKIN), and the Senator from Maryland (Ms. MIKULSKI) were added as cosponsors of S. 2649, a bill to provide assistance to combat the HIV/AIDS pandemic in developing foreign countries.

S. 2667

At the request of Mr. DODD, the name of the Senator from Massachusetts (Mr. KENNEDY) was added as a cosponsor of S. 2667, a bill to amend the Peace Corps Act to promote global acceptance of the principles of international peace and nonviolent coexistence among peoples of diverse cultures and systems of government, and for other purposes.

S.RES. 258

At the request of Mr. SMITH of New Hampshire, the name of the Senator from Pennsylvania (Mr. SPECTER) was added as a cosponsor of S. Res. 258, a resolution urging Saudi Arabia to dissolve its "martyrs" fund and to refuse to support terrorism in any way.

S.RES. 266

At the request of Mr. ROBERTS, the names of the Senator from Alaska (Mr. MURKOWSKI) and the Senator from Illinois (Mr. DURBIN) were added as cosponsors of S.Res. 266, a resolution designating October 10, 2002, as "Put the Brakes on Fatalities Day."

AMENDMENT NO. 3615

At the request of Mr. JOHNSON, his name was added as a cosponsor of amendment No. 3615 proposed to H.R. 4775, a bill making supplemental appropriations for the fiscal year ending September 30, 2002, and for other purposes.

AMENDMENT NO. 3986

At the request of Mr. DOMENICI, the name of the Senator from New Mexico (Mr. BINGAMAN) was added as a cosponsor of amendment No. 3986 intended to be proposed to S. 2514, an original bill to authorize appropriations for fiscal year 2003 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. DODD (for himself and Mr. CHAFEE):

S. 2681. A bill to provide for safe equestrian helmets, and for other purposes; to the Committee on Commerce, Science, and Transportation.

Mr. DODD. Mr. President, I rise today with my colleague from Rhode Island, Senator CHAFEE, to introduce legislation to provide greater safety for children and adults who ride horses in the United States. Each year in our country, nearly 15 million people go horseback riding. Whether it be professionally or for pleasure, Americans of all ages and from all walks of life enjoy equestrian sports. And, while everyone

acknowledges that horseback riding is a high-risk activity, there are serious issues related to equestrian sports that can and should be addressed.

I first became aware of the problem of equestrian helmets when Kemi O'Donnell, a constituent of mine in Connecticut, called by office to relate her family's tragic experience. The story she shared opened my eyes to the danger posed by certain equestrian helmets. In 1998 Kemi's daughter, Christen O'Donnell, was a young 12-year-old resident of Darien, CT, and a 7th-grader at New Canaan Country School. Active and sporty, Christen was a talented intermediate rider who had 5 years of riding experience under her belt when she mounted her horse on the morning of August 11. As always, Christen wore a helmet and was accompanied by her trainer when she began a slow walk through the ring. Suddenly, without warning, the horse she was riding shook its head, and Christen was thrown off onto 4 inches of sand. Even though her horse was only at a walk, and Christen was wearing a helmet, that helmet offered her little protection, and she sustained severe head injuries as a result of the fall. She was rushed to Stamford hospital where, despite efforts to save her, she died the next day. The magnitude of their loss has been compounded by the thought that, had Christen been wearing a better constructed helmet, it is possible she could have survived this accident.

My colleagues may be shocked to learn, as Christen's parents were, that there are no government standards in existence for the manufacturing of equestrian helmets. Some helmets are voluntarily constructed to meet strict American Society of Testing and Materials, ASTM, testing requirements, but the vast majority of helmets sold in the United States offer little or no real protection and are merely cosmetic hat, a form of apparel. Frequently, parents of young riders like Christen, and even more mature riders, do not know that they are buying an untested and unapproved item when they purchase a riding helmet. Indeed, most riders believe that when they buy a helmet at the store, they are purchasing a product that meets standards designed to provide real and adequate head protection. Bike helmets are built to minimum safety requirements, as are motorcycle helmets.

Apparel helmets, like the one worn by Christen, offer little or no head protection, while ASTM-approved helmets are designed to significantly reduce head injury. The difference in aesthetic design between the two is minimal, but the underlying support structures of these types of helmet are substantial. ASTM-approved helmets offer a high degree of head protection, increase the survivability of equestrian accidents and, in my view, should be the standard for all equestrian helmets.

This lack of adequate safety standards in riding helmets is why USA Equestrian, (USAEq), one of the largest

equestrian organizations in the country, recently mandated that ASTM-approved helmets must be worn in all USAEq-sanctioned events. While this decision effectively eliminates the danger posed by "apparel helmets" at these events, each day many more students ride in lessons and in private shows that are not USAEq-sanctioned. For their safety, I believe that Congress should establish minimum safety standards for all equestrian helmets sold in the United States, so that all riders can obtain headgear that offers actual protection against head injury. This not an unprecedented suggestion. As I stated before, Congress has already acted to similarly ensure the safety of bike helmets. The legislation that I and Senator Chafee introduce in Christen's memory today is modeled on this successful bike helmet law and would go a long way toward reducing the mortality of equestrian accidents.

The Christen O'Donnell Equestrian Helmet Safety Act would require that the Consumer Product Safety Commission establish minimum requirements, based on the already proven ASTM standard, for all equestrian helmets in the United States. Thus, there would be a uniform standard for all equestrian helmets, and riders could be confident that the helmet they buy offers real head protection. Let me be clear. This modest legislation does not mandate that riders wear helmets. That is a matter better left to individual States. But, it would take a significant step toward improving the survivability of equestrian accidents and would bring the United States in line with other industrialized countries with sizable riding populations. Countries like Australia and New Zealand have enacted similar helmet safety legislation, and the European Union has set standards to make sure that helmets for equestrian activities meet continental standards. It is time for the United States to take similar steps.

This bill is supported by a wide-ranging coalition of equestrian, child safety, and medical groups. This bill has received the endorsement of USA Equestrian, one of the nation's largest equestrian groups, the National SAFEKIDS coalition, an organization dedicated to preventing accidental injury to children, and the Brain Trauma Foundation, a leading medical group dedicated to preventing and treating brain injury. Further, in the "Chronicle of the Horse," the trade publication for the Masters of Foxhounds Association, the U.S. Equestrian Team, the U.S. Pony Clubs, the National Riding Commission, the Foxhound Club of North America, the National Beagle Club, the U.S. Dressage Foundation, the American Vaulting Association, the North American Riding for the Handicapped Association, and the Intercollegiate Horse Show Association, an article was published endorsing the ASTM rule. Given the wide range of organizations that endorse

this bill, or have endorsed the ASTM rule, it is clear that riders, coaches, and medical professionals alike recognize the need for a standard, tested helmet design.

I would like to draw my colleague's attention to some alarming statistics that further demonstrate the importance and expediency of this bill. Emergency rooms all across America have to deal with an influx of horse-related injuries each year. Nationwide in 1999, an estimated 15,000 horse-related emergency department visits were made by youths under 15 years old. Of these injuries, head injuries were by far the most numerous and accounted for around 60 percent of equestrian-related deaths. These injuries occurred, and continue to occur, at all ages and at all levels of riding experience. That an inadequately protected fall from a horse can kill is not surprising when you examine the medical statistics. A human skull can be shattered by an impact of less than 6.2 miles per hour, while horse can gallop at approximately 40 miles per hour. A fall from two feet can cause permanent brain damage, and a horse elevates a rider to eight feet or more above the ground. These statistics make it evident that horseback riding is a high-risk sport. While all riders acknowledge this fact, reducing the risk of serious injury while horseback riding is attainable through the use of appropriate head protection. We should pass this bill, and pass it soon, to ensure that head protection for equestrian events is safe and effective.

American consumers deserve to be confident that their protective gear, should they choose to wear it, offers real protection. I urge my colleagues to support this bill, and ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2681

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 "Christen O'Donnell Equestrian Helmet Safety Act of 2002".

SEC. 2. STANDARDS FOR EQUESTRIAN HELMETS.

(a) IN GENERAL.—Equestrian helmets manufactured 9 months or more after the date of the enactment of this Act shall conform to—

(1) the interim standard specified in subsection (b), pending the establishment of a final standard pursuant to subsection (c); and

(2) the final standard, once it has been established pursuant to subsection (c).

(b) INTERIM STANDARD.—The interim standard is the American Society for Testing and Materials (ASTM) standard designated as F 1163.

(c) FINAL STANDARD.—

(1) REQUIREMENT.—Not later than 60 days after the date of the enactment of this Act, the Consumer Product Safety Commission shall begin a proceeding under section 553 of title 5, United States Code, to—

(A) review the requirements of the interim standard specified in subsection (b) and es-

tablish a final standard based on such requirements;

(B) include in the final standard a provision to protect against the risk of helmets coming off the heads of equestrian riders;

(C) include in the final standard provisions that address the risk of injury to children; and

(D) include any additional provisions that the commission considers appropriate.

(2) INAPPLICABILITY OF CERTAIN LAWS.—Sections 7, 9, and 30(d) of the Consumer Product Safety Act (15 U.S.C. 2056, 2058, 2079(d)) shall not apply to the proceeding under this subsection, and section 11 of such Act (15 U.S.C. 2060) shall not apply with respect to any standard issued under such proceeding.

(3) EFFECTIVE DATE.—The final standard shall take effect 1 year after the date it is issued.

(d) FAILURE TO MEET STANDARDS.—

(1) FAILURE TO MEET INTERIM STANDARD.—Until the final standard takes effect, an equestrian helmet that does not conform to the interim standard as required under subsection (a)(1) shall be considered in violation of a consumer product safety standard promulgated under the Consumer Product Safety Act.

(2) STATUS OF FINAL STANDARD.—The final standard developed under subsection (c) shall be considered a consumer product safety standard promulgated under the Consumer Product Safety Act.

(c) AUTHORIZATION OF APPROPRIATIONS.—There is hereby authorized to be appropriated for the Consumer Product Safety Commission to carry out activities under this section, \$700,000 for fiscal year 2003, with the amount to remain available until expended.

(f) EQUESTRIAN HELMET DEFINED.—In this section, the term "equestrian helmet" means a hard-shell head covering intended to be worn while participating in an equestrian event or activity.

By Mr. ROCKEFELLER:

S. 2685. A bill to amend the Black Lung Benefits Act, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

Mr. ROCKEFELLER. Mr. President, coalminers in this country have risked their lives and limbs, making enormous sacrifices to fuel our nation. We owe them the respect and benefits they have earned. Sadly, these miners' families are being abandoned in their time of greatest need: when they are coping with the devastating loss of a loved one from black lung disease. Current policy arbitrarily forces some widows of black lung victims to wade through bureaucracy to prove and reprove their spouse's illness, and this simply is not right.

The Black Lung Disability Trust Fund was created to assist miners who were terminated prior to 1970, or who worked in mines where no mine operator can be assigned health care liabilities. The Black Lung Benefits Act, BLBA, was amended in 1981 to strengthen the finances of the Trust Fund, but it made it extremely difficult for those suffering from black lung to qualify for benefits.

Currently, there are two very different standards governing entitlement to benefits for the spouses of deceased black lung victims. In the event that a Trust Fund beneficiary died prior to

January 1, 1982, benefits rightly continue uninterrupted to the surviving spouse. But if the beneficiary died or dies after January 1, 1982, the surviving spouse must file a new claim to benefits and must prove that the miner was already deemed eligible to receive benefits.

This issue affects more than 11,000 West Virginia retirees and their survivors, as well as another 51,000 black lung families across the country. I have introduced legislation that would begin to rectify the failures of the Black Lung Benefits Act. It is a companion to legislation Representative RAHALL introduced in the House. The Black Lung Benefits Survivors Equity Act of 2002 would give benefits to widows of black lung victims, benefits that these women rightfully deserve.

Linda Chapman, one very strong and courageous woman from Spencer, WV, tragically lost her husband, Carson, to black lung disease last January. On top of this tragedy, she was denied survivor benefits simply because of the BLBA's double standards. But rather than giving up, Linda stood up.

On behalf of the surviving widows of black lung victims, she walked several hundred miles from Charleston, WV, to Washington, DC, to generate public interest and to get the attention of lawmakers as well. I applaud Mrs. Chapman's efforts, and was pleased to meet her when she arrived in Washington.

I hope this Senate will act quickly to remedy this problem for Mrs. Chapman and other black lung widows like her. After all that they have endured, these women should not have to fight against bureaucracy simply to obtain the survivors' benefits due them.

I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2685

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 "Black Lung Benefits Survivors Equity Act of 2002".

SEC. 2. EQUITY FOR CERTAIN ELIGIBLE SURVIVORS.

(a) REBUTTABLE PRESUMPTION.—Paragraph (4) of section 411(c) of the Black Lung Benefits Act (30 U.S.C. 921(c)(4)) is amended by striking the last sentence.

(b) CONTINUATION OF BENEFITS.—Section 422(l) of the Black Lung Benefits Act (30 U.S.C. 932(l)) is amended by striking " , except with respect to a claim filed under this part on or after the effective date of the Black Lung Benefits Amendments of 1981".

By Mr. GRASSLEY (for himself and Mr. LEVIN):

S. 2686. A bill to strengthen national security by providing whistleblower protections to certain employees at airports, and for other purposes; to the Committee on Commerce, Science, and Transportation.

Mr. GRASSLEY. Mr. President, I, along with Senator LEVIN, am pleased

to introduce a bill, the Airport Employee Whistleblower Protection Act of 2002, that will enhance airport and air travel safety. It will do this by protecting all security screeners at all airports from reprisal for blowing the whistle on security violations, not just the select few who are currently protected. As my colleagues know, I have long believed that a good government is an accountable government, and whistleblower protection laws go a long way toward making government accountable.

This is particularly true when it involves our nation's security. Just recently we saw enlightening disclosures of massive systemic problems at the FBI by a whistleblower, Special Agent Rowley, that will no doubt lead to improvements and better security for Americans. Although Director Mueller has promised Special Agent Rowley that she will not be discriminated against because of her disclosures, whistleblower protection laws do not currently apply to the FBI, a problem that I'm trying to fix. Likewise, whistleblower protection laws do not currently protect many baggage screeners and x-ray technicians who witness security breaches.

In the Spring of 2000, Congress passed a law known as Air 21 that provided whistleblower protection to employees and contract employers to air carriers. At that time, when baggage screening was usually the responsibility of the airlines, screeners with whistleblower protection could alert their bosses or the Federal Aviation Administration about security violations. But that legislation didn't go far enough. That's because only employees of air carriers were protected from retribution under the law.

Under Air 21, security screeners employed by state or municipal governments, or regional airport authorities, had to rely on a patchwork of state whistleblower protection laws, or just the good sense of their employers, when they decided to blow the whistle on security breaches.

Worse still, when Congress passed the Aviation and Transportation Security Act last Fall, it specifically denied whistleblower protection to the new Federal baggage screeners. During the debates, I called for whistleblower protection for airport screeners because the best way to make an effective workforce is by creating an accountable government. But when Congress federalized the baggage screeners, it took Federal screeners out of the Air 21 air carrier whistleblower protections, and created a class of Federal contractors that perform security screening services, but are not covered by any whistleblower protections.

This legislation will fix these problems. First, the bill will ensure that until airport security screener personnel are fully federalized, all airport security screeners are given whistleblower protection, regardless of whether they're employed by air carriers,

state or local governments, regional airport authorities, or contractors. Second, the bill will close the loophole in the law so that Federal baggage screeners receive protection under the same Whistleblower Protection Act that protects many other Federal employees, and so that contractors for the Federal government also will get whistleblower protection.

I note that the Secretary of the Department of Transportation has taken a good step toward supplying whistleblower protection to Federal screeners by signing a memorandum of understanding with the Office of Special Counsel, the office that enforces the Whistleblower Protection Act. The idea is that the OSC will agree to investigate cases of alleged whistleblower retaliation by the Transportation Safety Administration. But this agreement is not enough because it does not afford a right of appeal, so the TSA is free to ignore any OSC recommendation. Further, it does not provide whistleblower protection for contract screeners. Finally, unlike legislation, the agreement can be cancelled by either the TSA or the OSC on 90 day's notice. So the administration's agreement to provide whistleblower protection, though an admirable effort, is just not enough. We need statutory whistleblower protection for airport screeners.

In all my years of doing oversight, I have found that it's pretty rare for an agency to identify and fix its own problems, especially security problems. Most of the time, it takes a whistleblower or an Inspector General or a Congressional investigation to expose and fix security problems.

In conclusion, I urge my colleagues to support the Airport Employee Whistleblower Protection Act of 2002 to improve security at our nation's airports. Let's close the loophole and give all security screeners whistleblower protection so that our nation's aviation system is more safe and secure.

By Mr. MURKOWSKI:

S. 2687. A bill to facilitate the extension of the Alaska Railroad for national defense purposes; to the Committee on Commerce, Science, and Transportation.

Mr. MURKOWSKI. Mr. President, I rise to introduce a bill to facilitate the construction of national defense facilities in Alaska.

It is a given that the best way to move very large quantities of bulk goods between points is by sea or by train. This bill will allow the extension of the Alaska Railroad from Eielson Air Force Base, just south of Fairbanks, AK, to a point near the location on Fort Greely, AK that has been chosen for the national missile defense system. This will significantly reduce the cost of shipping construction materials and operational supplies to the site, and incidentally allow a considerable savings in the cost of wear and tear on the highway system that would otherwise be the only possible route for those goods.

The extension will allow materials to be shipped to Alaska by sea to be transferred to the railroad and carried all the way to the vicinity of the defense project by rail. This is preferential to being loaded, unloaded, loaded on long-distance trucks, unloaded, and loaded again when they move to the actual work site.

The bill provides for the Secretary of the Interior, working with other agencies as appropriate and necessary, to identify and acquire all of the lands necessary for this modest rail line extension of approximately 80 miles. Where those lands are held by other entities, there will be a fair exchange for lands held elsewhere. Once the entire route has been acquired, the lands will be transferred to the Alaska Railroad under the same circumstances that have been used previously under the Alaska Railroad Transfer Act.

This is a very important step toward ensuring the most economical possible approach to this major project, and I urge my colleagues support.

I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2687

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 "National Defense Rail Connection Act of 2002."

SEC. 2. FINDINGS.

(a) A comprehensive rail transportation network is a key element of an integrated transportation system for the North American continent, and federal leadership is required to address the needs of a reliable, safe, and secure rail network, and to connect all areas of the United States for national defense and economic development, as previously done for the interstate highway system, the Federal aviation network, and the transcontinental railroad;

(b) The creation and use of joint use corridors for rail transportation, fiber optics, pipelines, and utilities are an efficient and appropriate approach to optimizing the nation's interconnectivity and national security;

(c) Government assistance and encouragement in the development of the transcontinental rail system successfully led to the growth of economically strong and socially stable communities throughout the western United States;

(d) Government assistance and encouragement in the development of the Alaska Railroad between Seward, Alaska and Fairbanks, Alaska successfully led to the growth of economically strong and socially stable communities along the route, which today provide homes for over 70% of Alaska's total population;

(e) While Alaska and the remainder of the continental United States has been connected by highway and air transportation, no rail connection exists despite the fact that Alaska is accessible by land routes and is a logical destination for the North American rail system;

(f) Rail transportation in otherwise isolated areas is an appropriate means of providing controlled access, reducing overall impacts to environmentally sensitive areas over other methods of land-based access;

(g) Because Congress originally authorized 1,000 miles of rail line to be built in Alaska, and because the system today covers only approximately half that distance, substantially limiting its beneficial effect on the economy of Alaska and the nation, it is appropriate to support the expansion of the Alaska system to ensure the originally planned benefits are achieved;

(h) Alaska has an abundance of natural resources, both material and aesthetic, access to which would significantly increase Alaska's contribution to the national economy;

(i) Alaska contains many key national defense installations, including sites chosen for the construction of the first phase of the National Missile Defense system, the cost of which could be significantly reduced if rail transportation were available for the movement of materials necessary for construction and for the secure movement of launch vehicles, fuel and other operational supplies;

(j) The 106th Congress recognized the potential benefits of establishing a rail connection to Alaska by enacting legislation to authorize a U.S.-Canada bilateral commission to study the feasibility of linking the rail system in Alaska to the nearest appropriate point in Canada of the North American rail network; and

(k) In support of pending bilateral activities between the United States and Canada, it is appropriate for the United States to undertake activities relating to elements within the United States.

SEC. 3. IDENTIFICATION OF NATIONAL DEFENSE RAILROAD-UTILITY CORRIDOR.

(a) Within one year from the date of enactment of this Act, the Secretary of the Interior, in consultation with the Secretary of Transportation, the State of Alaska and the Alaska Railroad Corporation, shall identify a proposed national defense railroad-utility corridor linking the existing corridor of the Alaska Railroad to the vicinity of the proposed National Missile Defense facilities at Fort Greely, Alaska. The corridor shall be at least 500 feet wide and shall also identify land for such terminals, stations, maintenance facilities, switching yards, and material sites as are considered necessary.

(b) The identification of the corridor under paragraph (a) shall include information providing a complete legal description for and noting the current ownership of the proposed corridor and associated land.

(c) In identifying the corridor under paragraph (a), the Secretary shall consider, at a minimum, the following factors:

(a) The proximity of national defense installations and national defense considerations;

(2) The location of and access to natural resources that could contribute to economic development of the region;

(3) Grade and alignment standards that are commensurate with rail and utility construction standards and that minimize the prospect of at-grade railroad and highway crossings;

(4) Availability of construction materials;

(5) Safety;

(6) Effects on and service to adjacent communities and potential intermodal transportation connections;

(7) Environmental concerns;

(8) Use of public land to the maximum degree possible;

(9) Minimization of probable construction costs;

(10) An estimate of probable construction costs and methods of financing such costs through a combination of private, state, and federal sources; and

(11) Appropriate utility elements for the corridor, including but not limited to petroleum product pipelines, fiber-optic telecommunication facilities, and electrical power transmission lines, and

(12) Prior and established traditional uses.

(d) The Secretary may, as part of the corridor identification, include issues related to the further extension of such corridor to a connection with the nearest appropriate terminus of the North American rail network in Canada.

SEC. 4. NEGOTIATION AND LAND TRANSFER.

(a) The Secretary of the Interior shall—

(1) upon completion of the corridor identification in Sec. 3, negotiate the acquisition of any lands in the corridor which are not federally owned through an exchange for lands of equal or greater value held by the federal government elsewhere in Alaska; and

(2) upon completion of the acquisition of lands under paragraph (1), the Secretary shall convey to the Alaska Railroad Corporation, subject to valid existing rights, title to the lands identified under Section 3 as necessary to complete the national defense railroad-utility corridor, on condition that the Alaska Railroad Corporation construct in the corridor an extension of the railroad system to the vicinity of the proposed national missile defense installation at Fort Greely, Alaska, together with such other utilities, including but not limited to fiber-optic transmission lines and electrical transmission lines, as it considers necessary and appropriate. The Federal interest in lands conveyed to the Alaska Railroad Corporation under this Act shall be the same as in lands conveyed pursuant to the Alaska Railroad Transfer Act (45 USC 1201 et seq.).

SEC. 5. APPLICABILITY OF OTHER LAWS.

Actions authorized in this Act shall proceed immediately and to conclusion notwithstanding the land-use planning provisions of Section 202 of the Federal Land Policy and Management Act of 1976, P.L. 94-579.

SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act.

STATEMENTS ON SUBMITTED RESOLUTIONS

SENATE RESOLUTION 292—EXPRESSING SUPPORT FOR THE PLEDGE OF ALLEGIANCE

Mr. DASCHLE (for himself, Mr. LOTT, Mr. BYRD, Mr. LEAHY, Mr. WARNER, Mr. REID, Mr. BINGAMAN, Mr. JOHNSON, Mr. DEWINE, Mr. MCCAIN, Mr. AKAKA, Mr. ALLARD, Mr. ALLEN, Mr. BAUCUS, Mr. BAYH, Mr. BENNETT, Mr. BIDEN, Mr. BOND, Mrs. BOXER, Mr. BREAUX, Mr. BROWNBACK, Mr. BUNNING, Mr. BURNS, Mr. CAMPBELL, Ms. CANTWELL, Mrs. CARNAHAN, Mr. CARPER, Mr. CHAFEE, Mr. CLELAND, Mrs. CLINTON, Mr. COCHRAN, Ms. COLLINS, Mr. CONRAD, Mr. CORZINE, Mr. CRAIG, Mr. CRAPO, Mr. DAYTON, Mr. DODD, Mr. DOMENICI, Mr. DORGAN, Mr. DURBIN, Mr. EDWARDS, Mr. ENSIGN, Mr. FEINGOLD, Mrs. FEINSTEIN, Mr. FITZGERALD, Mr. FRIST, Mr. GRAHAM, Mr. GRAMM, Mr. GRASSLEY, Mr. GREGG, Mr. HAGEL, Mr. HARKIN, Mr. HATCH, Mr. HELMS, Mr. HOLLINGS, Mr. HUTCHINSON, Mrs. HUTCHISON, Mr. INHOFE, Mr. INOUE, Mr. JEFFORDS, Mr. KENNEDY, Mr. KERRY, Mr. KOHL, Mr. KYL, Ms. LANDRIEU, Mr. LEVIN, Mr. LIEBERMAN, Mrs. LINCOLN, Mr. LUGAR, Mr. MCCONNELL, Ms. MIKULSKI, Mr. MILLER, Mr. MURKOWSKI, Mrs. MURRAY, Mr. NELSON