

This legislation will improve the safety of workers whose duties place them on or near a federal-aid highway and will maintain the free flow of vehicular traffic. Workers who wear high visibility garments in such risky environments greatly reduce the chance of a vehicle collision and subsequent serious injury. Vehicle collisions are one of the most frequent causes of traffic congestion and place large demands on scarce police, fire, and emergency response personnel. Actions that reduce the likelihood of crashes also reduce congestion and these resource demands.

The major provisions of the legislation are funding provisions, program eligibility, data collection and analysis, and worker protection.

To increase State flexibility and reallocate funding, the bill eliminates the confusing 1991 reference that annually sets Section 130 at \$155 million and Section 152 at \$162 million. Some viewed the provision as a limit of funds available for important safety improvements, rather than as a minimum as intended. The bill eliminates the "Optional Safety" category and splits funding equally for the two programs. Also, the legislation changes the minimum Section 130 funding level for protective devices, such as grade crossing gates and signals, from a floating 50 percent to a fixed \$150 million per year. This provision increases options for the States, because \$150 million is less than the current 50 percent share.

I want to emphasize that the funding provisions in this bill maintain the flexibility States currently have to transfer up to 25 percent of the difference between the fiscal year 1997 funding level and the current funding level out of the Sections 130 and 152 programs to other projects States want to give higher priority. Transferred funds are available for Interstate Maintenance, Congestion Mitigation and Air Quality (CMAQ), National Highway System (NHS), Highway Bridge Replacement and Rehabilitation Program (Bridge), and Recreational Trails. For example, in fiscal year 2002, States collectively could transfer up to \$92 million. If my bill had been enacted, States would still have been able to transfer that same \$92 million as they see fit.

This legislation makes several improvements related to the eligibility of projects for funding under Sections 130 and 152. First, in the definition of a safety improvement project, I include, as another option for States, installation and maintenance of fluorescent yellow-green signs at pedestrian and bicycle crossings and school zones. The current "*Manual on Uniform Traffic Control Devices*" permits either yellow or fluorescent yellow-green pedestrian, school, and bicycle crossing signs. Federal, State, and local government studies indicate that fluorescent yellow-green signs, compared to yellow signs, increase motorists' awareness of highway crossings and allow motorists to recognize the crossing signs with greater accuracy at up to 40 percent greater distances. Any signs installed under this amendment would have to comply with the "*Manual on Uniform Traffic Control Devices*."

The bill further builds on the Section 130 program's success to date in increasing the number of at-grade railway-highway crossings with protective devices and signage by including maintenance of protective devices as an eligible use of funds.

To curb overly expansive interpretations of the current Section 152 program, the bill clarifies that this money is reserved for projects

that target real safety problems and produce real safety benefits. Under the bill, Section 152 projects must reduce the likelihood of the most frequent types of crashes and risk factors—road departures, intersections, pedestrians, bicycles, older drivers, or construction work zones.

Another new State optional use of Section 152 funds in the bill is police assistance for traffic and speed management in construction work zones. Experience around the country shows that the presence of even one marked police vehicle greatly increases motorists' compliance with construction work zone traffic patterns and speed limits, thereby increasing safety for both workers and motorists and improving mobility.

No program can run efficiently and effectively without accurate and timely data and analysis. This bill replaces the annual report referenced above that Congress terminated with a new biennial report about both the Section 130 and Section 152 programs, without creating, an unfunded mandate. With these amendments, States can use these funds to fulfill all data compilation, analysis, and reporting requirements. The Secretary of Transportation will summarize State projects and spending, analyze the effectiveness of the projects in achieving program goals, assess the adequacy of funding and spending relative to the need for safety improvement projects, and recommend funding and program improvements to continue reducing the number of high hazard locations.

Finally, the bill directs the Secretary of Transportation to issue a rule requiring workers who work on or near a federal-aid highway to wear high visibility garments. The Secretary may also require other worker safety-related items deemed appropriate.

Roadway construction zone crashes killed 1,079 people in 2001, up from less than 800 in 1995, according to the U.S. Department of Transportation. Factors contributing to the increase in fatalities include construction work being done in traffic and on compressed schedules requiring more night work. In just five years (from 1995 to 1999), work zone crashes injured about 39,000 people.

This rulemaking provision levels the playing field for contractors bidding on projects on or near federal-aid highways. Contractors will no longer have an incentive to skimp on the availability of workers' high-visibility garments so they can underbid other contractors.

The bill also recognizes that not only construction workers are at risk from vehicular traffic. Roadway and roadside maintenance workers, as well as some utility workers and others, frequently perform duties that put them at high risk of injury from passing motorists. High visibility garments, such as retroreflective vests, help motorists see these workers while drivers can still take precautions to avoid collisions.

Mr. Speaker, I urge my colleagues to move quickly to improve the safety of America's roadways.

IN HONOR OF THE LATE SERGEANT JAMES P. CONNOR, DELAWARE MEDAL OF HONOR, RECIPIENT

### HON. MICHAEL N. CASTLE

OF DELAWARE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 13, 2002

Mr. CASTLE. Mr. Speaker, I rise today to pay tribute to the late Sergeant James P. Connor, Delaware's 14th Medal of Honor winner and the only Medal of Honor recipient to be buried at the Delaware Veterans Memorial Cemetery in Summit, Delaware.

This medal was presented to Sergeant Connor, in honor of his distinguished service to this country during WWII. The Medal of Honor, since its inception after the Civil War, remains the country's highest military decoration.

Sergeant Connor was Delaware's only living Medal of Honor recipient, having received the medal for his dedication and leadership to his men on a campaign to protect an Allied landing during WWII. After being seriously wounded by a hanging mine, Sergeant Connor continued to lead his troops onto a French beach, in order to knock out the German positions. In the midst of additional assaults, Sergeant Connor's troops achieved their objective and captured 40 prisoners. Following his retirement from the military, Sergeant Connor continued to be very active in helping to ensure that other Delaware veterans would be remembered.

On November 13, 2002, the Delaware Commission of Veterans Affairs will hold a ceremony to dedicate the circular drive and unveiling of a historical marker at the Delaware Veterans Memorial Cemetery, in honor of Sergeant James P. Connor.

Mr. Speaker, allow me to recognize today, Sergeant James P. Connor, for his valor and commitment to his Country and as an outstanding United States citizen and Delaware resident.

At a time when our Country is facing the possibility of war, it is very fitting for us to remember Sergeant James P. Connor, a soldier who was tremendously dedicated to preserving our Country's freedoms. His commitment to the United States during World War 11 has earned him a permanent place in Delaware's and our Country's history, and I want to commend and thank his family for sharing his tale of heroism with us.

### TRIBUTE TO SHERIFF RIECKE CLAUSSEN

### HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 13, 2002

Mr. McINNIS. Mr. Speaker, it is my privilege to take this opportunity to honor Sheriff Riecke Claussen of Mesa County, Colorado on the occasion of his retirement from the Mesa County Sheriff's Office. Sheriff Claussen has given countless hours of service to the communities of Mesa County over the years and I am honored to pay tribute to him today before this body of Congress and this nation.

Riecke is a homegrown leader, growing up in the Grand Valley, graduating from Mesa

State College, and working his way up the ranks of the Mesa County Sheriff's Office. After obtaining his certification from the Colorado Peace Officers Standards and Training Board, Riecke began working for the Sheriff's Office in 1971 as a Patrol Deputy. In 1974, Riecke was promoted to Sergeant and then to Investigator in 1976. After eight years in that position, Riecke was tapped to become the Lieutenant in charge of Investigations. Then, in 1990, he was elected to Sheriff and began his twelve distinctive years in that post. With over 30 years of service to the residents of Mesa County, Sheriff Claussen's positive impact on the Grand Valley is immeasurable.

Riecke has always been highly active in the community and state, and with the help of his wife, Nancy, has raised their daughter Lisa in the Grand Valley. He has also contributed to several professional organizations and serves as a board member of the Peace Officers Standards and Training Board, the Rocky Mountain High Intensity Drug Trafficking Area Executive Board, the Colorado Attorney General's Victim Assistance Project Board, and the County Sheriff's of Colorado Board.

Mr. Speaker, it is an honor to recognize Sheriff Riecke Claussen before this body of Congress and this nation for his outstanding leadership and impeccable character. The citizens of Mesa County have certainly been honored by the service of Sheriff Claussen and, as he moves into retirement, I look forward to seeing Riecke continue as an important asset to Colorado and the communities of the Western Slope.

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TRIBUTE TO MICHAEL J. BUCKLEY

**HON. ROBERT W. NEY**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 13, 2002*

Mr. NEY. Mr. Speaker, on the occasion of his retirement at the end of this year, we rise to thank Mr. Michael J. Buckley for his outstanding service to the U.S. House of Representatives over the past 26 years.

Over the years, Mike has made significant improvements to the financial management of the U.S. House of Representatives. He began his career with the House on January 18, 1977, and served this great institution in numerous capacities, most notably in financial positions within the offices of the Clerk of the House and the Chief Administrative Officer. During the past six years, Mike has served as the Budget Director for the Office of Finance. In this position, he has provided financial guidance to every entity of the House, assisting with such critical functions as projecting annual budgetary requirements and monitoring House expenditures to ensure compliance with laws and regulations. Mike's financial expertise has enabled House entities to maximize the availability of funds to support critical House operations.

On behalf of the entire House community, we extend congratulations to Mike for his many years of dedication and outstanding contributions to the financial management of the House. We wish Mike and his wife Robin many wonderful years in fulfilling their retirement dreams.

TRIBUTE TO "DESTINATION DETROIT" MAGAZINE, EDITED BY DIANE EDGEComb

**HON. NICK SMITH**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 13, 2002*

Mr. SMITH of Michigan. Mr. Speaker, I'd like to bring to the attention of my colleagues the Fall 2002 issue of "Destination Detroit," which is edited by a friend with much wisdom, Diane Edgecomb. Diane was the editor in chief of this issue, which focuses on water quality and water availability and the challenges that we will face in coming decades.

One of the themes of this publication that I'd like to touch on briefly is the idea that we need to work worldwide, if we are to help ensure that everyone has access to a sustainable supply of fresh water. The importance that water has in our lives and the complications that arise when there are shortages dictates that we find a solution that transcends borders. I believe that if there is additional action that we as Americans can take to help educate and make this goal a reality it will better serve us in the long run.

Also included in the magazine is an interesting article about how Geographic Information Systems (GIS) have improved our ability to manage water resources. GIS is a comprehensive mapping tool that allows us, among other things, to assess the volume of a region's water supply and locate the source(s) of that water. Using this tool we can anticipate problems and develop innovative solutions before there is a crisis.

I would encourage every member of Congress to take the time to review the Fall 2002 issue of "Destination Detroit" for themselves. I have sent copies to the relevant committees and there are copies available in both the Republican and Democratic Cloakrooms.

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PROCLAMATION HONORING BRENT LANER

**HON. ROBERT W. NEY**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 13, 2002*

Mr. NEY. Mr. Speaker, whereas, Brent Laner has exemplified leadership for the Ohio Highway Patrol as a state trooper for 25 years, serving with distinction at the New Philadelphia post for 15 years; and

Whereas, Brent Laner was chosen five times by his fellow officers to receive their post Trooper of the Year award and is to be commended for his hard work, devotion to duty, and willingness to serve our community; and

Whereas, Brent Laner has been an enthusiastic and loyal public servant in the Ohio Highway Patrol for Ohio's citizens;

Therefore, I join with the residents of the entire 18th Congressional District in congratulating Brent Laner on his retirement after 25 years of public service to the Ohio community.

PAYING TRIBUTE TO DURANGO/LA PLATA COUNTY AIRPORT

**HON. SCOTT McINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 13, 2002*

Mr. McINNIS. Mr. Speaker, it is with great pride that I rise today to recognize the men and women of Durango/La Plata County Airport for their service and dedication during one of Colorado's most formidable fire seasons. Last summer, the men and women of the Durango/La Plata County Airport played an integral role in containing the Missionary Ridge forest fire that burned over 70,000 acres in Southwestern Colorado. Today, I would like to pay tribute to their heroic efforts before this body of Congress and this nation.

When the Missionary Ridge fire first erupted last June, the citizens of Durango, Bayfield and the surrounding communities called upon the Durango/La Plata County Airport to protect their loved ones, homes, and communities from what would become the worst fire in area history. The fire began in a ditch beside Missionary Ridge Road just 15 miles northeast of Durango and grew to consume more than 70,000 acres, 56 residences, and 27 out-buildings.

Although the Missionary Ridge fire was a devastating reminder of how destructive forest fires can be, it also served to remind us of the men and women who risk their lives to protect their fellow citizens on a daily basis. The Durango/La Plata County Airport aided firefighters with slurry bombings to help contain fires that were too severe to contain from the ground. They also provided valuable medical supplies to fire fighters who had been injured during the event.

Mr. Speaker, it is with sincere admiration that I recognize the men and women of Durango/La Plata County Airport before this body of Congress and this nation. I want to commend everyone at the Durango/La Plata Airport for their determination, courage, and resolve during last summer's efforts on Missionary Ridge. Without the help of the men and women of the Durango/La Plata Airport and others, the added devastation to our community, environment, and quality of life would have been unimaginable. Their tireless commitment throughout the last summer's fire season has served as an inspiration to us all and it is an honor to represent such an outstanding group of Americans in this Congress.

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GREAT LAKES AND LAKE CHAMPLAIN ACT OF 2002

SPEECH OF

**HON. JOHN J. DUNCAN, JR.**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, November 12, 2002*

Mr. DUNCAN. Mr. Speaker, included in Title III of the Senate Amendment to H.R. 1070 is an authorization of \$1 million for the Administrator of the Environmental Protection Agency to establish a center for Brownfields Excellence.

The purpose of this center is to demonstrate opportunities for public-private partnerships and regional cooperation to facilitate the redevelopment of closed Federal facilities, the