

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.

I ask unanimous consent for an additional 2 minutes.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mrs. HUTCHISON. We have seen the subsidies. Some are user fees but some are not. We just bailed out the airline industry because we knew it was essential for our economy. In Texas, we send billions of dollars to the highway trust fund. We get 88 cents on the dollar back. We are subsidizing other States' highways.

I don't mean that I want Texas to have to get 100 percent. Our National Highway System is built on a national system concept. That is what we need for Amtrak. We need to say: Yes, some States are getting more than others. Maybe States should step to the plate more. I would be willing to say that my State should step to the plate and help in these subsidies, just as I think every State that receives service should. That would be a worthy reform.

The bottom line is, this should be a national system that we support as part of our national security, our homeland security, a multimodal system that provides transportation for all the people of our country in a convenient way and in a way that is most necessary.

We have aviation; we have highways. Rail is an important third part of our overall transportation system.

I yield the floor.

The ACTING PRESIDENT pro tempore. Under the previous order, the Senator from Idaho is recognized.

WESTERN WILDFIRES

Mr. CRAIG. Madam President, I rise this morning—and I will return tomorrow and the next day—to talk about a story and a saga playing its way across the western landscape that you and I watched yesterday and on the morning news. We saw the headlines in all of the papers that said, *Monstrous Wildfires Near Arizona Town*; *Show Low, Arizona*, and *The Thousands of Citizens Who Live There at Risk*.

What I want to do for a brief period is stage this as the great John Wayne movie "Rio Bravo," where John Wayne captures the outlaw Joe Bernadette and sticks him in jail waiting for the judge to get the town to try the outlaw. It is the saga of the white hats and the black hats.

For two decades we have been playing the white hat and the black hat game when it comes to the management of our western public lands and especially the timber lands of the West.

In the early 1990s, scientists came together and said: "If we don't begin a concerted effort of active management and fuel reduction on the floor of western great basin forests, they will burn in wildfire." That is an exact quote, well over a decade ago, when the experts saw that the lack of management and the shutdown of our public lands would some day spur us into wildfires.

Not only did it spur us into wildfires, the scenario those scientists did not plug in was that during the decade when we shut the public lands down, all in the name of the environment, we began to inhabit them. Every little piece of land that was nonpublic got a beautiful home built on it, as people wanted to retreat into what we called the urban-wildland interface, to have their little piece of that wild west that was left staged in the movie of "Rio Bravo."

The great tragedy is, there is no wild west today. It is an urbanizing West with thousands of people in it wanting to live in those lands that have built up fuel loads on the floor of the forests that are equivalent to tens of thousands of gallons of gasoline per acre.

You and I have seen on the television the last few days the monster fire of Arizona that consumed Heber, AZ, that now has taken over 325 homes, that may take Show Low, AZ, today, rolling on across the landscape, burning up those thousands of gallons of equivalent fuel per acre on the ground. This is so dramatic, the President flies out today to view the carnage.

It isn't just the homes that are gone. It is the landscape that is gone. It is the wildlife habitat. It is the watershed—all gone, not for 5 years, not 10 years, but in the arid Southwest gone for 100 years. Why? Because man in his infinite wisdom said, two or three decades ago, all in the name of the environment, that we would no longer enter the forests. We would no longer thin the forests. We would no longer clean the floors, all in the name of leaving the land alone.

Now we go to Colorado, Durango, CO, where a fire is just a few miles from that beautiful mining town. Between Colorado and Arizona and New Mexico, we have lost over 507 homes this year, this spring. It isn't even summer yet. It isn't even late summer. It isn't the late July and August of the hot weather of the Great Basin timeframe in which most of these lands normally burn.

If this were a tornado, if this were in Louisiana or across Florida, it would have wiped out an entire landscape and thousands of homes or hundreds of homes would be gone and we would have a national disaster. We would have all kinds of focus on it, how tragic it is. But somehow this has gotten less attention, even though the West is filled with smoke today.

It should never have become a white hat/black hat issue. But for two decades, it became that. Right here on the floor of the Senate that very issue got debated. It was them versus us, the chain saw versus Bambi. Bambi won. Now Bambi is losing. Bambi's home is gone. The place she sleeps is gone. The place she drinks her water is gone. The wildlife are in danger—in an area in Arizona where two fires came together, over 300,000 acres. That is an area that is 500 miles square, as big as the whole L.A. Basin. If that is not a national disaster,

I don't know what is. That is just Arizona.

Madam President, 1.5 million acres have all burned in the Great Basin West this year, and here we are just in the last days of June. At this time in 2000, 7.3 million acres burned in the West, and we have already forgotten about it; we had only burned 1.2 million acres.

Well, the story will be continued. Let's call this "Rio Bravo." Let's call this a time when America comes together to refocus its intent on public land policy. I am going to be back with charts and maps tomorrow to visit with my colleagues about this national crisis that burns its way across the landscape of Arizona, New Mexico, and Colorado because what I am fearful of is, come late August, it will be in my home State of Idaho, which lost a million acres of land in 2000, and nobody talked about it because it was in the back country and with no homes burned. There was no national television coverage to watch a smoldering home. But Bambi lost her home, and Bambi's cousins lost their homes, and a million acres in Idaho today will be decades in coming back.

So why don't we get real and recognize that in managing our public lands there must be a balance. It cannot be either/or or all or nothing because when that happens, Mother Nature is not always the best steward of the land. Today in Arizona, Mother Nature is making headlines and she is calling herself *Monster Wildfire*. That is Mother Nature, but not in her finest hour.

CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is now closed.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2003

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will now resume consideration of S. 2514, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 2514) 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.

Pending:

Kennedy amendment No. 3918, to provide for equal competition in contracting.

Mr. REID. I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. REID. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mrs. CARNAHAN). Without objection, it is so ordered.