

authorized to receive \$3 billion from the federal government and from WMATA's jurisdictional partners. He staved off an attempt by the nation's financial industry to collect hundreds of millions of dollars during the financial crisis of 2008 from leaseback transactions entered into by public transit systems. As a result of his leadership both on Capitol Hill and in the national media, the public transportation industry was saved from a financial domino effect that would have devastated not only WMATA but also major transit systems across the country.

Nearly every major political and historic event that took place in Washington, DC, over the past three years has been a success due, in part, to John Catoe. When a new ballpark opened to serve Washington's first baseball team in 40 years, Metro rose to the occasion, and a trip to the ballpark on Metro became part of the entire Nationals experience. When Pope Benedict XVI chose Washington, DC, as the first city in the United States to visit after his investiture, security needs led to restricted travel around the city. With street closures and tight security, Metro was the primary way that hundreds of thousands of people were able to be a part of the historic visit.

With each of these events, John Catoe was preparing his team for the next opportunity for WMATA to take part in history. At the same time, he was undertaking the painstaking work of transforming his agency from one that for years had construction at its center to one whose primary mission was safe operation.

Glimmers of that realignment and evidence of John Catoe's leadership manifested during the most successful week in Metro's history. Metro's performance was nearly flawless in January 2009, for the most historic Inauguration in modern history, as Metro provided a record 17 hours of rush hour rail service; a unique type of rapid bus service on 23 priority corridors; and special outreach to passengers with disabilities to ensure that they too were part of the most inclusive Inauguration in history. The results of John Catoe's leadership on that day speak for themselves: 1.5 million trips were taken on trains, buses, and paratransit, as millions of people from around the world gathered to witness the historic Inauguration of Barack Obama as President of the United States.

It seems fitting to me that John Catoe was at the helm of Metro when President Obama was inaugurated. Mr. Catoe grew up in a segregated Washington, DC. When he was a young soldier in the U.S. Army Reserve, John Catoe was denied entry into a restaurant in Maryland while fellow white soldiers were permitted inside. Through all of his experiences, John Catoe retained a quiet confidence and serene grace that have sustained him in times of volatility.

This strength was needed on June 22, 2009, when a rail crash took the lives of nine people, including a Metrorail operator. The weeks and months that ensued have been grueling for families of victims, survivors, and the entire Metro family, particularly its leader, John Catoe. The investigation into that accident continues, and we hope that there will soon be an opportunity to remedy the problems that caused the accident, so that we can prevent others, not only at Metro, but at transit systems around the world. We in the region

have been grateful for John Catoe's compassion during an especially tough period and for his resolve to get to the root of whatever problems exist.

In Washington, DC, the capital of the free world, we deserve the finest executives for our public transportation system. John B. Catoe, Jr., is a rare breed of leader who has proven not only that he can deliver results within the highest echelons of governance, but perhaps more importantly, that he can do so with humility, strength, and grace. This city and this region have been blessed by his leadership. I ask, therefore, that my colleagues join me and the National Capital Region in expressing gratitude to John Catoe for his work in leading Metro into a new era.

#### PERSONAL EXPLANATION

### HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 23, 2010*

Mrs. MCCARTHY of New York. Madam Speaker, yesterday, I missed 2 votes. Had I been present, I would have voted as follows.

Rollcall No. 170, on the Motion to Suspend the Rules and Pass H.R. 4810, I would have voted "yea."

Rollcall No. 171, on the Motion to Suspend the Rules and Pass H.R. 4667, I would have voted "yea."

#### END VETERAN HOMELESSNESS ACT OF 2010

SPEECH OF

### HON. PHIL HARE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Monday, March 22, 2010*

Mr. HARE. Madam Speaker, I rise today in strong support of H.R. 4810, the End Veteran Homelessness Act. I want to thank Chairman FILNER for his leadership on this issue.

Madam Speaker, on any given night this year, over 100,000 veterans are sleeping on the streets. And this year alone, 300,000 veterans will experience homelessness.

Additionally, there has been an alarming increase in the number of female homeless veterans over the last decade.

Madam Speaker, addressing the National Coalition for Homeless Veterans National Conference, Secretary Shinseki said, "We have a moral duty to prevent and eliminate homelessness among Veterans." I could not agree more and I applaud the Secretary for his commitment to end veterans homelessness in the next 5 years.

Madam Speaker, we have seen how using the media to educate veterans about available services has been extremely effective, and in order to meet this goal, the Veterans Affairs Department should immediately begin conducting media outreach to connect homeless veterans to available programs, services and benefits.

That is why I introduced the Help our Homeless Veterans Act. My bill would direct the

Secretary of the Department of Veterans Affairs to carry out a national media campaign to raise awareness about programs and services available to homeless veterans and those at risk of becoming homeless.

Madam Speaker, I want to thank Chairman FILNER for including my bill into H.R. 4810 and acknowledge the special attention the committee has made to promote awareness of such assistance available to homeless women veterans and homeless veterans with children.

Madam Speaker, with increased awareness about programs to assist homeless veterans, we can end veterans homelessness by 2014.

No veteran should experience homelessness, and this bill ensures our nation's heroes know where to turn to for help. I urge all my colleagues to support H.R. 4810.

#### 25TH ANNIVERSARY OF THE ARCTIC MAN RACE

### HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, March 23, 2010*

Mr. YOUNG of Alaska. Madam Speaker, today I would like to recognize the 25th anniversary of the Arctic Man race, one of the most unique competitive events in winter sports. Combining downhill skiing, snowboarding, skijoring, and snowmachine racing, Arctic Man exemplifies Alaska's rugged outdoor spirit.

Every year, 13,000 spectators ride their snowmachines up to a magnificent alpine setting between Anchorage and Fairbanks, Alaska, to watch this impressive spectacle. The race combines athleticism and horsemanship as a two-man team, consisting of one downhill skier or snowboarder and one snowmachiner, navigates a perilous course at high speeds. With the firing of the starting pistol, athletes lunge down a 1,700 foot drop in less than two miles, without the aid of ski poles. As the skiers approach the bottom of the hill, they merge into a narrow canyon and grab a rope tethered to their partners' snowmachine to then be towed at speeds of up to 86 miles per hour for 2¼ miles uphill. This difficult intersection can decide the race, as the snowmachine must perfectly match the skier's or boarder's speed and course while also effectively getting the pull rope into the athlete's hand. Once the team reaches the top of the mountain, the skier or snowboarder releases the tow rope and is slingshotted down another 1,200 foot descent to slip through the gates at the finish line.

When these men and women mount the slopes, they exhibit an admirable model of aggressive athleticism and backcountry moxie to make this one of Alaska's most remarkable competitions. As this year's competitors prepare for the Arctic Man challenge, fine tuning their snowmachines, waxing their skis, and practicing their technique, I would like to wish them all good luck and a safe race!

Having attended this event before, I can attest that it is one of the most exciting and exhilarating competitions which I have ever witnessed. I look forward to joining my fellow Alaskans at this year's Arctic Man to celebrate its 25th year of competition.