able to hire 660 new employees entirely devoted to passenger safety.

Even though our planes are among the safest in the world, as last month's tragedy in Florida showed us, we are still not as safe as we should be.

Although I am disappointed that this bill doesn't provide any new funding for the Northeast corridor, the most traveled passenger rail route in the country, I understand that there is a balance from previous appropriations to fund the continued construction of this project.

I urge my colleagues to support this open rule and to support this bill.

Mr. Speaker, I yield 1 minute to the gentleman from Wisconsin [Mr. OBEY], the ranking member of the Committee on Appropriations.

Mr. OBEY. Mr. Speaker, I simply want to say I support this rule. It is far preferable than the rule that we just considered. I would simply observe that with respect to the previous rule, this country has walked away from our values in dealing with trade. There is absolutely no reason in my view for us to provide MFN treatment for a country that produces goods through slave labor. I think it is a preposterous joke that we should in any way give credence to the idea that a country with a controlled economy is a fitting participant in free- or fair-trade arrangements. By definition, they are not. I thank the gentleman for his time.

Mr. MOAKLEY. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Ms. GREENE of Utah. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Ms. GREENE of Utah. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous matter on House Resolution 460.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Utah?

There was no objection.

GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 3675, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and that I may be permitted to submit tables, charts, and other extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Virginia?

There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION ACT, 1997

The SPEAKER pro tempore. Pursuant to House Resolution 460 and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 23675.

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IN THE COMMITTEE OF THE WHOLE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 3675) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and for other purposes, with Mr. BEREUTER in the Chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia [Mr. WOLF] and the gentleman from Minnesota [Mr. SABO] will each be recognized for 30 minutes.

The Chair recognize the gentleman from Virginia [Mr. WOLF].

(Mr. WOLF asked and was given permission to revise and extend his remarks.)

Mr. WOLF. Mr. Chairman, I yield myself such time as I may consume.

In the interests of brevity, Mr. Chairman, and because everyone, including the staff, ought to be able to go home, I will include my remarks.

Mr. Chairman, today I am proud to present to the House H.R. 3675, the transportation appropriations bill for fiscal year 1997. I believe this is a very good bill which will improve aviation and highway safety, provide essential funding for highways and other infrastructure improvements across the country, and maintain the Federal Government's commitment to help localities and Amtrak with assistance in their operating budgets. This is a balanced bill, created in a bipartisan manner under difficult budget constraints.

Before I go any further, Mr. Chairman, I want to recognize the huge contributions of the gentleman from Texas [Mr. COLEMAN] in putting together this bill, and past bills, in a truly bipartisan fashion.

This will be the gentleman's last transportation appropriations bill, and I want to say how much I appreciate his diligence and hard work, and his true concern for transportation safety and infrastructure around this country. He will be sorely missed, and we all wish him well.

As all of us know, Mr. Chairman, the coming fiscal year will be very difficult, as we continue to tighten our belt on the way to a balanced budget. This is even more painful with each passing year, because the easiest budget reductions have already been made. Yet this body has shown its strong and unwavering commitment to eliminating the deficit by the year 2002, so some continued sacrifices will be needed.

Before I get into specifics of the bill, let me put the larger budget numbers in perspective. This year, our 602(b) allocation in new outlays is $11.4 billion, which is the same level as last year. This might not seem too difficult until you realize that just to fund things like the employee pay raise, normal inflation in employee medical insurance and other benefits, and general inflation in goods and services, the Department of Transportation would need $250 million more than it received in fiscal year 1996.

And if you use the President's budget as the baseline instead of the current level of funding, even greater reductions are required, because the budget proposed a large increase in new outlays. Combined with the money we need to pay off debts from past years, our budget allocation puts us $359 million in outlays below the administration's request. So very difficult choices had to be made below the level of their request.

This bill sets priorities with the limited resources we have available. What are those priorities?

Safety: Maintaining and improving safety is the number one priority in this bill, above everything else. The recent aviation accidents have convinced many of us that more needs to be done, and there are other troubling signs as well. Fraudulent and unapproved aircraft parts now get inside our commercial airliners all too often. And our aging air traffic control equipment raises concerns.

Last year, air traffic centers all over the country experienced breakdowns in important radar and communication systems. And air traffic controllers are getting stretched thin as air traffic increases without consistent growth in staffing.

To deal with these problems, the bill before the House today raises funding for air traffic control operations by about 6 percent, providing funds for 250 additional air traffic controllers and 373 new staff in aviation safety inspection and oversight. The bill also adds $139 million, not in the President's request, for new air traffic control equipment and systems to improve safety and airway capacity.

Because of the extremely serious questions surfacing now over aviation safety and the FAA's oversight, the bill appropriates $2.4 million for a blue-ribbon commission to perform a comprehensive review of aviation safety, financing, and acquisition. Over the past few weeks, we've seen FAA inspectors and the Transportation Inspector General testify before the House and Senate about safety problems. We read about internal FAA memos raising safety alarms which go ignored by management.

And we know how long it takes the FAA to procure and install new safety equipment. These problems must be addressed in a comprehensive, non-political and professional way.

This high level commission will be bipartisan, and will have adequate funding to analyze in-depth the aviation safety situation in the United States, the FAA's financing problems, and its organization. I intend to offer an amendment to the FAA authorization bill which provides the authorization for this commission when that bill is before the House later this summer. The chairman of the Transportation and Infrastructure Committee agrees with me on this approach. He supports this language, and I am pleased that the appropriations bill provides funds for this important activity.

And we must do more in other safety areas as well, or at least hold the line in the face of

oncoming budget cuts. The National Highway Traffic Safety Administration [NHTSA], for example, performs critical work in research and public education to make our highways safer.

Earlier advances in reducing highway fatalities in this country have slowed in recent years, and in some states, fatalities are going back up with repeal of the national speed limit a few months ago. So the Committee bill places priority on protecting NHTSA's budget, and the related motor carrier safety grants program in the Federal Highway Administration.

Similarly, the second highest number of transportation fatalities in this country occur on our Nation's waterways, and we have received strong appeals from the States to raise funding for boating safety. So the bill raises funds significantly for this program—a 50 percent increase—and requires the Coast Guard to take a more active posture in helping to reduce boating deaths around the country.

Current Operations: The bill also tries to maintain funds for the various operating budgets, and for operating grants, at close to last year's levels. We do not have the resources to start major new initiatives. But we have tried to maintain the current level of operations. Coast Guard operations is funded at approximately last year's level.

Transit operating assistance is at the 1996 level of $400 million, which was difficult since the budget resolution passed by this House assumes that we phase out these grants. And Amtrak operating is at the budget request level. To enhance safety, the bill provides a 6 percent increase in FAA operations, but to help finance the increase, we include $30 million in FAA user fees. These funding levels will maintain current levels of operations except at the FAA, which will be increased.

Investing in Infrastructure: The bill places a high priority on investing in the Nation's infrastructure. With great difficulty, we have found a way to finance the federal-aid highways program at the current level, which will provide funds for road construction in every State. Once again this year, we have included no highway demo projects in the bill, allowing us to put more resources into the hands of the States to decide themselves which projects have the highest need. Likewise, we are not earmarking funds for airport construction grants.

Regarding the Central Artery highway project in Boston, we considered placing a cap on the total cost of that project this year, due to the spiraling costs. However, we have recently received information and assurances from the Commonwealth of Massachusetts and the Department of Transportation that the program is now under control. So although we will continue to monitor this project, I am pleased with the progress made at this time, and the bill includes no provisions restricting funds for this project.

Mr. Chairman, we have tried hard to minimize reductions in capital programs, but that has not been possible in every program. The proposal includes $4 billion for transit grants, the same as the current level. It includes $1.8 billion for FAA facilities and equipment, essentially the same as the budget request. It includes approximately the same level of funding as last year for Coast Guard acquisition, although additional resources will be available to augment their appropriation through sales of Coast Guard airplanes and shore stations which are no longer needed.

Two capital programs have been hit harder than others in this bill, and they are very good programs. These are airport grants and Amtrak.

We provide $1.3 billion for airport grants, 4 percent below the administration's request and $150 million below the 1996 level.

Likewise, Amtrak capital programs are funded at $200 million, a large reduction from $345 million provided for 1996. In addition to this appropriated level, Amtrak has just under half a billion dollars in the bank that it can use during the next year to fund such high priority items as electrification and procurement of high speed trainsets. This level of funding does not prejudice Amtrak from receiving consideration for funding in future appropriations bills.

I know these reductions will cause some Members concern, and I agree that these are good and meritorious programs. If there is any way to raise the figures for Amtrak and airport grants as we go through the process without harming safety programs or other critical needs, I am open to those suggestions. We have to make the difficult cuts as well as the easy ones, and I know these are difficult.

Finally, the bill is very clean of extraneous legislative provisions, and we have tried to work with the legislative committees to ensure their support for the bill. To my knowledge, the rule just adopted addresses the remaining concerns of the legislative committees. There are no major controversial policy changes in the bill. Therefore, I believe the bill can move forward without delay, and without undue controversy.

Mr. Chairman, I believe this is an excellent and balanced bill that puts an emphasis on our highest responsibility—protecting and enhancing transportation safety. From a financial standpoint, it is the best we could do given the budgetary circumstances we are under. It was developed in a truly bipartisan fashion, and received little controversy or debate at either the subcommittee or full committee levels. I believe it deserves the support of this entire body, and I ask for its approval.

Mr. Chairman, I include for the RECORD the following material:

FY 1997 - TRANSPORTATION APPROPRIATIONS BILL (H.R. 3675)

	FY 1996 Enacted	FY 1997 Estimate	Bill	Bill compared with Enacted	Bill compared with Estimate
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	56,189,000	55,376,000	53,816,000	-2,373,000	-1,560,000
Office of civil rights	6,554,000	5,574,000	5,574,000	-980,000	
Transportation planning, research, and development	8,220,000	7,919,000	3,000,000	-5,220,000	-4,919,000
Transportation Administrative Service Center	(103,149,000)		(124,812,000)	(+21,663,000)	(+124,812,000)
Payments to air carriers (Airport and Airway Trust Fund):					
(Liquidation of contract authorization)	(22,600,000)	(21,922,000)	(10,000,000)	(-12,600,000)	(-11,922,000)
(Limitation on obligations)	(22,600,000)	(21,922,000)	(10,000,000)	(-12,600,000)	(-11,922,000)
Rescission of contract authority	(-16,000,000)	(-16,678,000)	(-28,600,000)	(-12,600,000)	(-11,922,000)
Rescission	(-6,786,971)	(-1,133,373)	(-1,133,000)	(+5,653,971)	(+373)
Rental payments	135,200,000	137,581,000	127,447,000	-7,753,000	-10,134,000
Minority business resource center program	1,900,000	1,900,000	1,900,000		
(Limitation on direct loans)	(15,000,000)	(15,000,000)	(15,000,000)		
Minority business outreach	2,900,000	2,900,000	2,900,000		
Total, Office of the Secretary	210,963,000	211,250,000	194,637,000	-16,326,000	-16,613,000
(Limitations on obligations)	(22,600,000)	(21,922,000)	(10,000,000)	(-12,600,000)	(-11,922,000)
Total budgetary resources	(233,563,000)	(233,172,000)	(204,637,000)	(-28,926,000)	(-28,535,000)
Coast Guard					
Operating expenses	2,278,991,000	2,519,350,000	2,609,100,000	+330,109,000	+89,750,000
Defense function (050)		118,500,000			-118,500,000
(Transfer from DOD)	(300,000,000)			(-300,000,000)	
Acquisition, construction, and improvements:					
Offsetting collections		-20,000,000	-20,000,000	-20,000,000	
Vessels	167,600,000	237,000,000	205,600,000	+38,000,000	-31,400,000
Aircraft	12,000,000	21,400,000	18,300,000	+6,300,000	-3,100,000
Other equipment	49,200,000	46,700,000	39,900,000	-9,300,000	-6,800,000
Shore facilities & aids to navigation facilities	88,875,000	59,500,000	47,950,000	-40,925,000	-11,550,000
Personnel and related support	44,700,000	47,000,000	46,250,000	+1,550,000	-750,000
Rescission, FY 1995			(-355,000)	(-355,000)	(-355,000)
Rescission, FY 1996			(-3,400,000)	(-3,400,000)	(-3,400,000)
Subtotal, A C & I	362,375,000	391,600,000	354,245,000	-28,130,000	-57,355,000
Environmental compliance and restoration	21,000,000	25,000,000	21,000,000		-4,000,000
Port Safety Development	15,000,000			-15,000,000	
Alteration of bridges	16,000,000	2,000,000	16,000,000		+14,000,000
Retired pay	582,022,000	608,084,000	608,084,000	+26,062,000	
Reserve training	62,000,000	65,890,000	65,890,000	+3,890,000	
Research, development, test, and evaluation	18,000,000	20,300,000	19,000,000	+1,000,000	-1,300,000
Boat safety (Aquatic Resources Trust Fund)	20,000,000		35,000,000	+15,000,000	+35,000,000
Total, Coast Guard	3,375,388,000	3,750,724,000	3,708,319,000	+332,931,000	-42,405,000
Federal Aviation Administration					
Operations	4,645,712,000	4,918,269,000	4,900,000,000	+254,288,000	-18,269,000
Offsetting Collections		-150,000,000	-30,000,000	-30,000,000	+120,000,000
Facilities & equipment (Airport & Airway Trust Fund)	1,934,883,000	1,788,700,000	1,800,000,000	-134,883,000	+11,300,000
Rescission	(-60,000,000)			(+60,000,000)	
Research, engineering, and development (Airport and Airway Trust Fund)	185,698,000	195,700,000	185,000,000	-698,000	-10,700,000
Grants-in-aid for airports (Airport & Airway Trust Fund):					
(Liquidation of contract authorization)	(1,500,000,000)	(1,500,000,000)	(1,500,000,000)		
(Limitation on obligations)	(1,450,000,000)	(1,350,000,000)	(1,300,000,000)	(-150,000,000)	(-50,000,000)
Rescission of contract authority	(-664,000,000)			(+664,000,000)	
Aircraft purchase loan guarantee program (indefinite borrowing authority)	50,000			-50,000	
(Limitation on borrowing authority)	(1,600,000)			(-1,600,000)	
Total, Federal Aviation Administration	6,766,343,000	6,752,669,000	6,855,000,000	+88,657,000	+102,331,000
(Limitations on obligations)	(1,450,000,000)	(1,350,000,000)	(1,300,000,000)	(-150,000,000)	(-50,000,000)
Total budgetary resources	(8,216,343,000)	(8,102,669,000)	(8,155,000,000)	(-61,343,000)	(+52,331,000)
Federal Highway Administration					
Limitation on general operating expenses	(509,660,000)	(652,905,000)	(510,981,000)	(+1,321,000)	(-141,924,000)
Highway-related safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(11,000,000)	(2,049,000)	(2,049,000)	(-8,951,000)	
(Limitation on obligations)	(11,000,000)			(-11,000,000)	
Rescission of contract authority	(-9,000,000)			(+9,000,000)	
Federal-aid highways (Highway Trust Fund):					
(Limitation on obligations)	(17,550,000,000)	(17,714,000,000)	(17,550,000,000)		(-164,000,000)
(Exempt obligations) (sec. 310)	(2,331,507,000)	(1,314,802,000)	(2,055,000,000)	(-276,507,000)	(+740,198,000)
(Liquidation of contract authorization)	(19,200,000,000)	(19,800,000,000)	(19,800,000,000)	(+600,000,000)	
Emergency appropriations	(300,000,000)			(-300,000,000)	

FY 1997 - TRANSPORTATION APPROPRIATIONS BILL (H.R. 3675)—Continued

	FY 1996 Enacted	FY 1997 Estimate	Bill	Bill compared with Enacted	Bill compared with Estimate
Motor carrier safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(68,000,000)	(74,000,000)	(74,000,000)	(+6,000,000)	.....
(Limitation on obligations)	(77,225,000)	(85,000,000)	(77,425,000)	(+200,000)	(-7,575,000)
Rescission of contract authority	(-33,000,000)	.....	.....	(+33,000,000)	.....
Alameda corridor project loan program	.....	58,680,000	.....	.....	-58,680,000
Alameda corridor project loan limitation	.....	(400,000,000)	.....	.....	(-400,000,000)
State infrastructure banks (Highway Trust Fund)	.....	250,000,000	.....	.....	-250,000,000
Total, Federal Highway Administration	.....	308,680,000	.....	.....	-308,680,000
(Limitations on obligations)	(17,638,225,000)	(17,799,000,000)	(17,627,425,000)	(-10,800,000)	(-171,575,000)
(Exempt obligations)	(2,331,507,000)	(1,314,802,000)	(2,055,000,000)	(-276,507,000)	(+740,198,000)
Total budgetary resources	(19,969,732,000)	(19,422,482,000)	(19,682,425,000)	(-287,307,000)	(+259,943,000)
National Highway Traffic Safety Administration					
Operations and research	73,316,570	98,976,000	81,895,000	+8,578,430	-17,081,000
Operations and research (Highway Trust Fund)	51,884,430	59,537,000	50,377,000	-1,507,430	-9,160,000
Subtotal, Operations and research	125,201,000	158,513,000	132,272,000	+7,071,000	-26,241,000
Highway traffic safety grants (Highway Trust Fund):					
(Liquidation of contract authorization)	(155,100,000)	(191,000,000)	(167,100,000)	(+12,000,000)	(-23,900,000)
State and community highway safety grants (Sec. 402) (limitation on obligations)	(127,700,000)	(151,200,000)	(127,700,000)	.....	(-23,500,000)
National Driver Register (Sec. 402) (limitation on obligations)	(2,400,000)	(2,400,000)	(2,400,000)	.....	.....
Highway safety grants (Sec. 1003(a)(7)) (limitaiton on obligations)	.....	(15,000,000)	(11,000,000)	(+11,000,000)	(-4,000,000)
Alcohol-impaired driving countermeasures programs (Sec. 410) (limitation on obligations)	(25,000,000)	(25,000,000)	(26,000,000)	(+1,000,000)	(+1,000,000)
Rescission of contract authority	(-56,000,000)	.....	.....	(+56,000,000)	.....
Total, National Highway Traffic Safety Admin	125,201,000	158,513,000	132,272,000	+7,071,000	-26,241,000
(Limitations on obligations)	(155,100,000)	(193,600,000)	(167,100,000)	(+12,000,000)	(-26,500,000)
Total budgetary resources	(280,301,000)	(352,113,000)	(299,372,000)	(+19,071,000)	(-52,741,000)
Federal Railroad Administration					
Office of the Administrator	14,018,000	16,883,000	16,469,000	+2,451,000	-414,000
Railroad safety	49,919,000	51,864,000	51,407,000	+1,488,000	-457,000
Railroad research and development	24,550,000	24,565,000	20,341,000	-4,209,000	-4,224,000
Northeast corridor improvement program	115,000,000	200,000,000	.....	-115,000,000	-200,000,000
High-speed rail trainsets and facilities	.....	80,000,000	80,000,000	+80,000,000	.....
Next generation high speed rail	19,205,000	26,525,000	19,757,000	+552,000	-6,768,000
Trust fund share of next generation high-speed rail (Highway Trust Fund):					
(Liquidation of contract authorization)	(7,118,000)	(2,855,000)	(2,855,000)	(-4,263,000)	.....
(Limitation on obligations)	(5,000,000)	.....	.....	(-5,000,000)	.....
Alaska Railroad rehabilitation	10,000,000	.....	.....	-10,000,000	.....
Rhode Island Rail Development	1,000,000	10,000,000	4,000,000	+3,000,000	-6,000,000
Direct loan financing program	.....	.....	58,680,000	+58,680,000	+58,680,000
Direct loan financing program limitation	.....	.....	(400,000,000)	(+400,000,000)	(+400,000,000)
Grants to the National Railroad Passenger Corporation:					
Operations	305,000,000	342,000,000	342,000,000	+37,000,000	.....
Transition costs	100,000,000	.....	.....	-100,000,000	.....
Capital	230,000,000	296,500,000	120,000,000	-110,000,000	-176,500,000
Total, Grants to the National Railroad Passenger Corporation	635,000,000	638,500,000	462,000,000	-173,000,000	-176,500,000
Total, Federal Railroad Administration	868,692,000	1,048,337,000	712,654,000	-156,038,000	-335,683,000
(Limitations on obligations)	(5,000,000)	.....	.....	(-5,000,000)	.....
Total budgetary resources	(873,692,000)	(1,048,337,000)	(712,654,000)	(-161,038,000)	(-335,683,000)
Federal Transit Administration					
Administrative expenses	42,000,000	43,652,000	41,367,000	-633,000	-2,285,000
Formula grants	942,925,000	221,122,000	460,000,000	-482,925,000	+238,878,000
Formula grants (Highway Trust Fund) (limitation on obligations)	(1,110,000,000)	(1,930,850,000)	(1,592,925,000)	(+482,925,000)	(-337,925,000)
Operating assistance grants	(400,000,000)	(500,000,000)	(400,000,000)	.....	(-100,000,000)
Subtotal, Formula grants	(2,052,925,000)	(2,151,972,000)	(2,052,925,000)	.....	(-99,047,000)
University transportation centers	6,000,000	6,000,000	6,000,000	.....	.....
Transit planning and research	85,500,000	85,500,000	85,500,000	.....	.....
Metropolitan planning	(39,500,000)	(39,500,000)	(39,500,000)	.....	.....
Rural transit assistance	(4,500,000)	(4,500,000)	(4,500,000)	.....	.....
Transit cooperative research	(8,250,000)	(8,250,000)	(8,250,000)	.....	.....
National planning and research	(22,000,000)	(22,000,000)	(22,000,000)	.....	.....
State planning and research	(8,250,000)	(8,250,000)	(8,250,000)	.....	.....
National transit institute	(3,000,000)	(3,000,000)	(3,000,000)	.....	.....
Subtotal, Transit planning and research	(85,500,000)	(85,500,000)	(85,500,000)	.....	.....

FY 1997 - TRANSPORTATION APPROPRIATIONS BILL (H.R. 3675)—Continued

	FY 1996 Enacted	FY 1997 Estimate	Bill	Bill compared with Enacted	Bill compared with Estimate
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization)	(1,120,850,000)	(1,920,000,000)	(1,920,000,000)	(+799,150,000)	.....
Discretionary grants (Highway Trust Fund) (limitation on obligations):					
Fixed guideway modernization	(666,000,000)	(725,000,000)	(666,000,000)	.....	(-59,000,000)
Bus and bus-related facilities	(333,000,000)	(274,000,000)	(333,000,000)	.....	(+59,000,000)
New starts	(666,000,000)	(800,000,000)	(666,000,000)	.....	(-134,000,000)
Subtotal, Discretionary grants	(1,665,000,000)	(1,799,000,000)	(1,665,000,000)	.....	(-134,000,000)
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization)	(2,375,000,000)	(2,000,000,000)	(2,000,000,000)	(-375,000,000)	.....
Washington Metropolitan Area Transit Authority	200,000,000	200,000,000	200,000,000	.....	.....
Violent crime reduction programs (Violent Crime Reduction Trust Fund)	.....	10,000,000	.....	.....	-10,000,000
Total, Federal Transit Administration	1,276,425,000	566,274,000	792,867,000	-483,558,000	+226,593,000
(Limitations on obligations)	(2,775,000,000)	(3,729,850,000)	(3,257,925,000)	(+482,925,000)	(-471,925,000)
Total budgetary resources	(4,051,425,000)	(4,296,124,000)	(4,050,792,000)	(-633,000)	(-245,332,000)
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund)	10,150,000	10,065,000	10,037,000	-113,000	-28,000
Research and Special Programs Administration					
Research and special programs	23,937,000	28,169,000	23,929,000	-8,000	-4,240,000
Hazardous materials safety	(12,650,000)	(12,812,000)	(12,772,000)	(+122,000)	(-40,000)
Emergency transportation	(1,022,000)	(993,000)	(993,000)	(-29,000)	.....
Research and technology	(3,288,000)	(7,488,000)	(3,323,000)	(+35,000)	(-4,165,000)
Program and administrative support	(7,388,000)	(6,876,000)	(6,841,000)	(-547,000)	(-35,000)
Accountwide adjustment	(-411,000)	.....	.....	(+411,000)	.....
Subtotal, research and special programs	(23,937,000)	(28,169,000)	(23,929,000)	(-8,000)	(-4,240,000)
Pipeline safety (Pipeline Safety Fund)	28,750,000	31,500,000	28,460,000	-290,000	-3,040,000
Pipeline safety (Oil Spill Liability Trust Fund)	2,698,000	2,528,000	2,528,000	-170,000	.....
Subtotal, Pipeline safety	31,448,000	34,028,000	30,988,000	-460,000	-3,040,000
Emergency preparedness grants:					
Emergency preparedness fund	400,000	200,000	200,000	-200,000	.....
(Limitation on obligations)	(8,890,000)	.....	.....	(-8,890,000)	.....
Total, Research and Special Programs Admin	55,785,000	62,397,000	55,117,000	-668,000	-7,280,000
(Limitations on obligations)	(8,890,000)	.....	.....	(-8,890,000)	.....
Total budgetary resources	(64,675,000)	(62,397,000)	(55,117,000)	(-9,558,000)	(-7,280,000)
Office of Inspector General					
Salaries and expenses	40,238,000	39,771,000	39,450,000	-788,000	-321,000
Bureau of Transportation Statistics					
Salaries and expenses	2,200,000	.....	.....	-2,200,000	.....
Office of Airline Information (Airport and airway trust fund)	.....	3,100,000	.....	.....	-3,100,000
Surface Transportation Board					
Salaries and expenses	.....	3,000,000	12,344,000	+12,344,000	+9,344,000
Offsetting Collections	.....	-3,000,000	.....	.....	+3,000,000
General Provisions					
Bureau of Transportation Statistics (transfer from Federal-aid Highways)	(20,000,000)	(25,000,000)	(25,000,000)	(+5,000,000)	.....
Transportation Administrative Service Center reduction	-7,500,000	.....	-10,000,000	-2,500,000	-10,000,000
DOT field office consolidation (sec. 335)	-25,000,000	.....	.....	+25,000,000	.....
ICC transition (sec. 344)	8,421,000	.....	.....	-8,421,000	.....
Total, title I, Department of Transportation (net)	11,862,519,029	12,893,968,627	12,472,964,000	+610,444,971	-421,004,627
Appropriations	(12,707,306,000)	(12,911,780,000)	(12,502,697,000)	(-204,609,000)	(-409,083,000)
Rescissions	(-844,786,971)	(-17,811,373)	(-29,733,000)	(+815,053,971)	(-11,921,627)
(Limitations on obligations)	(22,054,815,000)	(23,094,372,000)	(22,362,450,000)	(+307,635,000)	(-731,922,000)
(Exempt obligations)	(2,331,507,000)	(1,314,802,000)	(2,055,000,000)	(-276,507,000)	(+740,198,000)
Total budgetary resources including (limitations on obligations and (exempt obligations)	(36,248,841,029)	(37,303,142,627)	(36,890,414,000)	(+641,572,971)	(-412,728,627)

FY 1997 - TRANSPORTATION APPROPRIATIONS BILL (H.R. 3675)—Continued

	FY 1996 Enacted	FY 1997 Estimate	Bill	Bill compared with Enacted	Bill compared with Estimate
TITLE II - RELATED AGENCIES					
Architectural and Transportation Barriers Compliance Board					
Salaries and expenses	3,500,000	3,540,000	3,540,000	+40,000	
National Transportation Safety Board					
Salaries and expenses	38,774,000	42,407,000	42,407,000	+3,633,000	
Emergency fund	360,802			-360,802	
Total, National Transportation Safety Board	39,134,802	42,407,000	42,407,000	+3,272,198	
Interstate Commerce Commission					
Salaries and expenses	13,379,000			-13,379,000	
Payments for directed rail service (limitation on obligations)	(475,000)			(-475,000)	
Total, Interstate Commerce Commission	(13,854,000)			(-13,854,000)	
Panama Canal Commission					
Panama Canal Revolving Fund:					
(Limitation on administrative expenses)	(52,741,000)			(-52,741,000)	
Total, title II, Related Agencies	56,013,802	45,947,000	45,947,000	-10,066,802	
(Limitation on obligations)	(475,000)			(-475,000)	
Total budgetary resources	(56,488,802)	(45,947,000)	(45,947,000)	(-10,541,802)	
TITLE III - GENERAL PROVISIONS					
General Provision 310		(-41,000,000)			(+41,000,000)
General Provision 310(f)		-306,000,000			+306,000,000
Sec. 338 - National Civil Aviation Review Commission			2,400,000	+2,400,000	+2,400,000
Total appropriations (net)	11,918,532,831	12,633,915,627	12,521,311,000	+602,778,169	-112,604,627
Scorekeeping adjustments:					
Emergency preparedness grants limitation	-4,697,000			+4,697,000	
Administrative reductions (P.L. 104-134)	-15,000,000			+15,000,000	
FHA: Federal-aid highways (P.L. 104-19)	382,190,000			-382,190,000	
General provision: Bonuses & awards	-749,852			+749,852	
Pipeline safety	6,933,000	-3,000,000		-6,933,000	+3,000,000
Permissive transfer (Coast Guard to FAA)	(60,000,000)			(-60,000,000)	
Railroad Safety		-3,000,000	-1,000,000	-1,000,000	+2,000,000
Total, adjustments	368,676,148	-6,000,000	-1,000,000	-369,676,148	+5,000,000
Grand total (net)	12,287,208,979	12,627,915,627	12,520,311,000	+233,102,021	-107,604,627
Appropriations	(13,131,995,950)	(12,645,727,000)	(12,550,044,000)	(-581,951,950)	(-95,683,000)
Rescissions	(-844,786,971)	(-17,811,373)	(-29,733,000)	(+815,053,971)	(-11,921,627)
(Limitations on obligations)	(22,055,290,000)	(23,053,372,000)	(22,362,450,000)	(+307,160,000)	(-690,922,000)
(Exempt obligations)	(2,331,507,000)	(1,314,802,000)	(2,055,000,000)	(-276,507,000)	(+740,198,000)
Grand total budgetary resources including (limitations on obligations) and (exempt obligations)	(36,674,005,979)	(36,996,089,627)	(36,937,761,000)	(+263,755,021)	(-58,328,627)
Total mandatory and discretionary	12,287,208,979	12,627,915,627	12,520,311,000	+233,102,021	-107,604,627
Mandatory	582,072,000	608,084,000	608,084,000	+26,012,000	
Discretionary:					
Crime trust fund		10,000,000			-10,000,000
General purposes:					
Defense (050)		118,500,000			-118,500,000
Nondefense	11,705,136,979	11,891,331,627	11,912,227,000	+207,090,021	+20,895,373
Total, General purposes	11,705,136,979	12,009,831,627	11,912,227,000	+207,090,021	-97,604,627
Total, Discretionary	11,705,136,979	12,019,831,627	11,912,227,000	+207,090,021	-107,604,627

Mr. Chairman, I reserve the balance of my time.

Mr. SABO. Mr. Chairman, I yield myself such time as I may consume.

(Mr. SABO asked and was given permission to revise and extend his remarks.)

Mr. SABO. Mr. Chairman, I rise in support of the bill.

Mr. Chairman, I rise in support of the fiscal year 1997 Transportation appropriations bill and ask unanimous consent to revise and extend my remarks.

At the outset, I want to thank the gentleman from Virginia [Mr. WOLF] for working with me and other Members on several issues of particular interest to me and to other Members on this side of the aisle. He has been cooperative and fair. I also want to thank the staff—John Blazey, Rich Efford, Stephanie Gupta, Linda Muir, and Lori Beth Feld, for their assistance and hard work on this bill. Also Kristen Hoeschler, Cheryl Smith, and Christy Cockburn of the minority staff.

I also want to note that the distinguished gentleman from Texas [Mr. COLEMAN] would ordinarily be managing this bill on our side of the aisle today. He could not be here due to his mother's poor health in Texas. But, we look forward to his return and his stewardship of this bill for the minority when we move to conference with the Senate.

The fiscal year 1997 Transportation bill is within the 602(B) allocation for the subcommittee. It is also well below the amounts allocated to the Transportation bill in last year's conference report—as a result, the funding choices were quite difficult, and several of the new initiatives advanced by the administration were not included in the bill. Nevertheless, in large measure, the bill provides adequate funding for basic transportation safety and infrastructure priorities.

The bill provides $4.9 billion for FAA operations, including $30 million in new FAA user fees, and $2.6 billion for Coast Guard operations. These amounts will fund essential safety operations at these agencies, although not all of the administration's requests were funded.

The bill provides $17.55 billion for the Federal-Aid Highways Program, which will maintain the current level of funding for highway maintenance, repair, renovation, and construction. These funds will help ensure that we continue a minimum level of investment to maintain and improve the condition of our Nation's roads, highways and bridges.

One innovative initiative of the administration to expand highway capacity and provide congestion relief through cost effective technology is the Intelligent Transportation Systems [ITS] Program. The ITS Program has matured from a high risk R&D initiative to the point where the program is ready to test the feasibility of integrating advanced technologies for traffic control and management systems in several cities across the country. I know first hand the potential of these ITS technologies for improving air quality, reducing congestion and conserving energy through the Guidestar Initiative that has been underway in Minnesota for several years.

This bill provides $228 million in funding for ITS Initiatives. I would have liked a higher funding level, but I believe we are headed in the right direction. These technology investments certainly have the potential for significant payoffs in future years and deserve continued support.

The bill provides $400 million in direct loans over 3 years for another important administration initiative—the Alameda rail corridor in California. This economic Development/Transportation Improvement Project has significant regional and national benefits.

In the area of transit, the bill provides $2.05 billion for transit formula grants, including $400 million for transit operating subsidies—the same amounts as last year. Mr. Chairman, transit operating subsidies were slashed last year by $310 million or 44 percent. As a result, many bus and rail operators have had to cut service and raise fares, and otherwise diminish services to the working poor, the elderly and others who depend on mass transit. I am pleased that this bill holds the line on additional mass transit reductions.

The bill also includes $1.7 billion for discretionary bus, rail modernization, and transit new start grants—the same amount as provided in 1996. These funds will help localities replace old, energy inefficient buses and modernize transit systems throughout the country.

The bill provides $1.3 billion in fiscal year 1997 funding for the Airport Improvements Grant Program—a $150 million cut or 10 percent reduction below this year's level. This funding level was the best we could do given the 602(b) allocation given the subcommittee. I believe that we will revisit this issue in conference with the Senate.

Mr. Chairman, I want to briefly mention some concerns about several other provisions in the bill:

The bill cuts essential air service by nearly 50 percent which will severely disadvantage the rural communities that depend on these subsidies.

The bill hits AMTRAK very hard. In total, considering both capital and operating funds, AMTRAK takes one of the largest reductions in the bill—a cut of 28 percent. Funding for the northeast corridor—AMTRAK's most profitable service—is completely eliminated. Clearly, AMTRAK cannot sustain the severe reductions in this bill, and I expect that this issue will be revisited in conference.

Mr. Chairman, I also do not agree with the committee's recommendation to deny $500,000 in funding for the Domestic Auto Content Labeling law. The American Automobile Labeling Act specifically requires the Department of Transportation to ensure that automobile manufacturers label new vehicles to display their domestic content. The U.S. Trade Representative is relying on the DOT to conduct periodic audits to monitor the compliance of Japan and other foreign governments with the 1995 Trade Agreement on autos and auto parts.

Under this agreement, Japanese automakers committed that they would increase their purchases of American automotive parts. However, without the baseline audits for which this bill denies funding, there will not be a mechanism for assessing whether these commitments are, in fact, met. The domestic content law will help promote jobs for U.S. workers, and provide consumers with information that will help them to buy American. The majority's decision to delete this funding was a bad decision, and should be reversed when we deal with this issue in conference with the Senate.

Mr. Chairman, I yield 1 minute to the gentleman from Wisconsin [Mr. OBEY], the ranking member of the committee.

(Mr. OBEY asked and was given permission to revise and extend his remarks.)

Mr. OBEY. Mr. Chairman, I also simply want to extend my appreciation to the gentleman from Virginia, [Mr. WOLF], the chairman of the committee, for the manner in which he has proceeded to produce a bill which I think will meet a bipartisan test. I would also simply note the absence of the gentleman from Texas, [Mr. COLEMAN], who could not be here today due to an illness in his family in Texas, that this will be the last transportation bill that Mr. COLEMAN would be serving this House on in the capacity of ranking member. We appreciate the very effective work that he has done.

I rise in support of this bill.

Mr. Chairman, last year, the Transportation appropriations bill was one of the appropriations bills where we were able, for the most part, to bridge partisan differences and reach agreement on a bill that could be signed into law. I believe that we should be able to accomplish that same goal on the bill we consider today providing fiscal year 1997 funding for priority transportation programs.

I want to extend my appreciation to the gentleman from Virginia , [Mr. WOLF] for his efforts to work out reasonable compromises on the bill and to address transportation spending priorities under a 602(b) allocation that provides $650 million less in budget authority and $1.3 billion less in outlays than was allocated to the conference version of the 1996 transportation appropriations bill last year.

I also want to note the fine work of the gentleman from Texas, [Mr. COLEMAN,] on this bill. Unfortunately, Mr. COLEMAN could not be here today due to illness in his family in Texas. This bill will be the last transportation bill that Mr. COLEMAN will shepherd through this body as the ranking minority member of the transportation appropriations subcommittee. I know we will all miss the good humor and great ability with which he carries out his responsibilities.

The bill has several positive elements which I want to note. I am pleased that the bill provides a stable funding level for the Federal-Aid Highways program at $17.55 billion—the 1996 funding level. I would note that the conference agreement on the budget resolution which provided $4 billion more for nondefense discretionary spending over the House budget resolution allowed the subcommittee to receive an additional $325 million in outlays which helped to avoid a cut in funding for the highway program. I would have strongly supported an increased in highway funding to get closer to the full ISTEA authorization had additional funds been allocated to the subcommittee.

The bill also provides funding for transit infrastructure and operating assistance to the current level of $2.0 billion, including $400 million for transit operating assistance. These funds are essential for the mobility of the elderly, the poor and disabled, and those in rural America, who are dependent on bus and mass transportation to work, shop and live.

Mr. Chairman, at my initiative, the committee report on the bill requests the Federal Aviation Administration to review the safety

and airworthiness of the ATR–47 and ATR–72 aircraft to make certain that they are safe to fly in the conditions in which they are being flown. The ART 72 is the airplane involved in the 1994 tragic crash in Roselawn, Indiana which killed 68 people. The National Transportation Safety Board will be issuing its report next month on the causes of this accident. My language will help ensure that the FAA undertakes the necessary reviews so that we can be confident that the FAA has taken all steps possible to ensure the safety of those who travel aboard these airplanes.

Mr. Chairman, these are some very positive aspects of the bill. I do, however, believe that the bill falls short in two areas about which I have some concerns.

A small, but significant item in the bill relates to the deletion of $550,000 requested by the administration for the implementation of the domestic content labeling law. This law requires new passenger vehicles sold in the United States to be labeled to show their domestic content. Without these funds, the National Highway Traffic Safety Administration will be unable to conduct the necessary audits to evaluate industry compliance with the requirements of the law.

The deletion of these funds amounts to a de facto repeal of a law that is needed to monitor the implementation of the June 28, 1995 United States-Japan Agreement on Autos and Auto Parts. This agreement, its implementation and its enforcement is a central part of the administration's trade policy toward Japan and its plans for opening the Japanese market.

For approximately 10 years, the United States government has been pressuring the Japanese automobile companies to increase their purchases from United States auto parts suppliers, particularly for those vehicles assembled in the United States. The domestic content labeling law provides the United States Government a recognized and credible methods for benchmarking the United States parts content of Japanese cars and light trucks. The $500,000 reduction in the bill in penny-wise, but pound foolish in terms of our ability to monitor and enforce this agreement to ensure that the Japanese live up to their commitments.

Mr. Chairman, I also disagree with the $500,000 cut in funds requested by the FAA for the contract tower program. The reduction in the bill assumes additional savings will be realized if contract air traffic controllers are paid less than locally prevailing wages. The $500,000 in assumed saving will result in a real cut in the program, since the Department of Labor has already determined that there insufficient justification for the waiver assumed in the bill. I do not agree with the suggestion implicit in the bill that we should not pay these contract air traffic controllers a decent wage. I will also support the amendment by Mr. COLLINS relating to changing the age 60 rule for commercial pilots.

Mr. Chairman, the basic elements of this bill are sound. It contains several flaws that I believe we can correct as the bill moves through floor, Senate, and conference action. I urge the adoption of the bill.

Mr. SABO. Mr. Chairman, I yield such time as he may consume to the gentleman from Pennsylvania [Mr. FOGLIETTA].

(Mr. FOGLIETTA asked and was given permission to revise and extend his remarks.)

Mr. FOGLIETTA. Mr. Chairman, I rise in support of the bill.

Mr. SABO. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

Mr. WOLF. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, let me just reiterate and thank the gentleman from Minnesota [Mr. SABO], and the gentleman from Wisconsin [Mr. OBEY], and let me pay tribute to the gentleman from Texas [Mr. COLEMAN], who is retiring. This is the last bill he will be handling on the floor. He cannot be here because of a very serious illness in the family.

Let me just also thank the gentleman from Minnesota for mentioning the staff. I would like to include all of those staff names in my extension, because all of the ones that he mentioned have done an outstanding job, and quite frankly, without the very capable, very competent, bright bipartisan staff, it would have been impossible to do this. I take my hat off, and want the staff to know that I personally appreciate the good work they have done.

Mr. COLEMAN. Mr. Chairman, I rise today in support of H.R. 3675, the Transportation appropriations bill for fiscal year 1997. On a whole, Mr. Chairman, this is a good bill. Had we more money, it could have been a great bill; however, given our self-imposed national emergency and the tight budget constraints of the committee, Chairman WOLF and the members of the subcommittee crafted a fine product.

I would like to thank the chairman for his efforts in crafting the legislation and for consulting with me in advance of the subcommittee markup. In addition, the chairman did not include any outrageous provisions which would invoke the opposition of the minority. These two events have enabled H.R. 3675 to be one of the least controversial appropriations bills.

The 1997 Transportation bill considered today is within the revised 602b allocation for the Transportation Subcommittee. I might note that the bill is $650 million in new budget authority below last year's conference level for the 1996 bill. Obviously, this year's allocation is not enough to keep up with the pace of inflation nor to fund cost of living increases, much less to fund the needed increases in infrastructure investment without making substantial decreases elsewhere. The chairman worked hard to guarantee that safety would not be impacted by the constraints of the budget.

While this is a good bill, there are provisions of concern to the minority and to the administration. They include Amtrak's capital account; the operating accounts of the Federal Aviation Administration [FAA] and the Coast Guard; funding for domestic auto content labeling; and wage determination for level one air traffic control towers.

AMTRAK

I know many members of the majority join the administration and the minority in their concerns over the deep cuts in Amtrak's capital account. By cutting this account, it is my belief that we endanger the progress Amtrak in making in streamlining its operations. While Amtrak has made progress in reducing its operating grant needs, it must continue to invest in its infrastructure to attain the operating efficiencies necessary to provide the level of service required to attract passengers and revenue.

FAA OPERATIONS

The subcommittee was unable to fully fund the administration's request for FAA and Coast Guard operations accounts.

Within the FAA operations account, the administration is particularly concerned about the reduction in staff offices and the National Airspace System [NAS] hand-off. The amount provided for stafrf offices in the bill is $1.2 million less than in fiscal year 1996 and, $2 million less than requested. The FAA has indicated that if it does not have $1.2 million of this amount restored, it will have to lay off 70 workers.

By not fully funding the President's budget request for the National Airspace system hand-off, the subcommittee is effectively mandating that new equipment not be installed at several facilities and instead be warehoused.

COAST GUARD OPERATIONS

With respect to the Coast Guard, the Commandant has taken enormous strides to streamline its operations. While the committee provided a portion of the additional funds requested, it stopped far short of providing the majority of these funds. In addition, the priorities were shifted so that the funding does not mirror the Coast Guard's request. To quote the Secretary of Transportation, ''[t]he subcommittee's reductions are inconsistent with the concept of a streamlined Coast Guard and will have a direct adverse impact on the maintenance and operational activity at front line Coast Guard units.'' The Secretary continues by noting that the reduced investment in Coast Guard assets will exacerbate efforts to reduce operating costs in the long run.

DOMESTIC AUTO CONTENT LABELING

The minority continues to be concerned about the decision not to provide funding to the National Highway Traffic Safety Administration [NHTSA] for domestic auto content labeling. The American Automobile Labeling Act specifically requires the Department of Transportation to promulgate regulations and to implement the law.

The U.S. Trade Representative is relying on NHTSA's work to serve as the baseline for monitoring compliance of the United States-Japan auto trade agreement that was negotiated in 1995. Under this agreement, Japanese automakers committed that they would increase their purchases of American-built automotive parts. However, without the work of NHTSA, there will not be a mechanism for assessing the levels of U.S. content in Japanese motor vehicles. Ensuring compliance with this trade agreement would promote jobs for U.S. workers.

Not funding this initiative will have ramifications beyond the enforcement of the American Automobile Labeling Act, and I hope that we can work together to amicably resolve this issue.

WAGE DETERMINATION

My final concern has to do with wage determination for level one air traffic control towers. On May 4, 1994, the FAA signed a memorandum of understanding with the National Air Traffic Controllers Association which ensure that no level one air traffic controller will lose

his or her job as a result of the contracting-out program. The MOU provides that affected level one controllers will have the opportunity to receive additional training and be reassigned to a higher level tower or be guaranteed the right of first refusal to work for the private contractor at the equivalent of the Government wage.

The subcommittee assumes that the Department of Labor will issue waivers to the FAA so that contractors can keep the costs down by paying controllers at these smaller towers less than the prevailing wage. It is not within the purview of this subcommittee to direct the actions of the Department of labor. It is not at all clear that these savings can be realized. The minority supports reasonable compensation for a day's work and disagrees with the policy implications this cut entails.

I would like to note that there are several positive aspects of this bill. Although the subcommittee was unable to fund the Airport Improvement Program at last year's level, we were able to maintain funding for both the highway trust fund and transit operating assistance at last year's level. This bill emphasizes safety by providing an additional 100 airline operations inspectors, 54 new air worthiness inspectors, as well as increased funding of the Boat Safety Grants Program and highway safety programs, such as safety belt and helmet use grants.

I would also like to commend the chairman for not earmarking any highway demonstration projects. The chairman made a decision to refrain from earmarking and has been steadfast in adhering to that decision regardless of pressure he may have received from both sides of the aisle.

In closing, Mr. Chairman, I would like to thank the subcommittee staff for their efforts in crafting this legislation, I would especially like to thank Cheryl Smith and Christy Cockburn for their hard work.

Overall, this is a decent bill, Mr. Chairman, and I commend it to my colleagues for their favorable consideration. I look forward to working with the Chairman to address each of these concerns prior to sending the final legislation to the President.

Mr. DeLAY. Mr. Chairman, I rise in support of this important legislation, which appropriates the funds to help build the Nation's highways and other modes of transportation.

I commend Chairman WOLF for his hard work on this legislation.

Transportation carries not only the people of the world, but also the ideas of the world. Better roadways, safer bridges, smarter highways, all contribute to a better world.

I am not an expert in bridge building but I know that we must build bridges with the next generation. That means providing them with the material to construct a better life for their children.

A balanced budget is one of those materials we will pass on to the next generation. And I commend the chairman for making this legislation fiscally responsible.

Better roadways are another material we will pass on to our children, and this legislation makes the necessary improvements to our Nation's transportation systems to keep us competitive into the next century.

In my hometown of Houston, this legislation increases funding for Intelligent Transportation Systems. These state-of-the-art systems pave the way for the even smarter, more effective transportation systems of tomorrow. Already, ITS has proved to be an integral part of Houston's mobility, and will only contribute in greater ways to the ability to move goods and people in an efficient manner using existing infrastructure.

This bill also contains funding for other forward-looking transportation systems, including the Advanced Technology Transit Bus and Houston Metro. I am especially proud of Houston Metro for being one of the most effective and cost-efficient transit systems in the Nation.

I urge my colleagues to vote for this legislation and keep America on the cutting edge of transportation technology.

Ms. MILLENDER-MCDONALD. Mr. Chairman, I want to commend the Appropriations Committee for the Yeoman's job of meeting the numerous funding requests in this tough fiscal environment. Many of us take for granted and do not recognize the arduous task the Committee faces each time they are asked to balance fiscal responsibility with economic development.

I would also like to thank the chairman and the members of the committee for having the vision to provide the funding for the Alameda Corridor, to support the $400 million in direct loans, as requested by the President through the Federal Highway Administration.

The Alameda Corridor will provide this country with a fast and efficient gateway to Pacific Rim trade and will bolster our ability to compete in the burgeoning economic area. Once completed the Alameda Corridor will generate more than 70,000 local jobs and close to 200,000 new jobs nationwide. The expanded trade, created by the construction of the corridor, through the ports, will create new jobs related to manufacturing, production, and the shipping and trucking of goods.

Today's funding environment requires a strong public-private partnership to finance projects of this nature. With over 75 percent of the cost of the project funded by State and local sources, the Alameda Corridor truly exemplifies the kind of public-private partnership that this Congress has long urged States and localities to pursue for important infrastructure projects.

I would like to thank the members of the California delegation for working together in bipartisan manner to effectively move the project through this body and to bring to fruition plans and blueprints that were conceived long before many of us were sworn into office. Let history reflect that the success of the Alameda Corridor is rooted in the bipartisanship that has helped to bring us to this point. I look forward to continuing to work with my colleagues from both parties and with President Clinton to see the Alameda Corridor through to its completion.

I yield back the balance of my time.

Mr. BENTSEN. Mr. Chairman. I rise in strong support of H.R. 3675. I would like to thank Chairman WOLF and Ranking Member COLEMAN for their assistance in eliminating an environmental and safety hazard posed by abandoned barges in my district. I appreciate all the help both the majority and minority staff provided in addressing this issue. I would also like to thank city of Baytown Mayor Alfaro, Harris County Commissioner Jim Fonteno, Texas State Representative Fred Bosse, the San Jacinto River Association, and the Banana Bend Civic Association for bringing this longstanding problem to my attention.

Mr. Chairman, this legislation provides funding for removing barges abandoned in the San Jacinto River and the Houston Ship Channel. Last February I asked the Coast Guard to develop a plan for the disposal of the barges under the authority of the Barge Removal Act. This Federal law, passed in Congress in 1992, grants power to the Coast Guard to remove any abandoned barge after attempts to identify the owner have been exhausted. I believe that these environmental and navigational hazards have to be removed immediately under this provision to prevent further damage to life and property.

Again Mr. Chairman, I offer my strong support for this legislation and urge its immediate passage.

Mr. FAZIO of California. Mr. Chairman, I rise in support of H.R. 3675, the transportation appropriations bill for fiscal year 1997. I would like to thank the chairman, Mr. WOLF, for shepherding this bill through the Appropriations Committee with little or no controversy. I would also like to take this opportunity to say that it has been an honor and a privilege to serve with RON COLEMAN who is leaving this body at the end of this Congress. RON epitomizes the best characteristics of public service and his leadership will be missed by us all.

While this bill is imperfect, I think that the chairman has done a good job at balancing the diverse transportation needs of this country. I am particularly pleased that the committee has recognized the need to upgrade airline safety by funding additional positions at the FAA.

I am also pleased that the committee has included two projects that are very important to the transportation needs of my district.

BUS ACQUISITION—YOLO COUNTY

Last year the Yolo County Transit Authority [YCTA] was able to replace six of its aging and heavily polluting diesel-fueled buses with fully equipped compressed natural gas buses. Because the six buses approved by the committee last year constituted a little less than half of the county's total request, I am pleased that the committee has supported my request to fund the remaining buses.

Yolo County is part of the Sacramento nonattainment air basin and would face serious sanctions if aggressive efforts are not taken to reduce emissions. Compressed natural gas buses have made a significant impact on the air quality in Yolo County. YCTA already operates four compressed natural gas buses and has seen its emissions reduced by over 50,000 pounds due to the operation of these buses.

SOUTH-LINE EXTENSION

Also included in this legislation is $6 million for final design of an extension of Sacramento's light rail system. The extension will run southward from the existing rail hub in the downtown business district, toward two community colleges, two hospitals, several major employment centers and redeveloping areas, and many of the region's most disadvantaged neighborhoods. These areas comprise the most transit dependent sections of Sacramento, where no light rail service is available today.

In closing, Mr. Speaker, I want to express my thanks to the committee for their fine work and urge my colleagues to support this bill.

Mr. RAHALL. Mr. Chairman, I would like to note that this bill does not contain any earmarking of funds for high-priority highway

projects, often referred to as demonstration projects.

The reason I make note of this particular fact is that whenever funds are earmarked for highway projects, some in the media, and some in this body, call it pork barrel.

In fact, the distinguished chairman of the subcommittee, my good friend, advised Members earlier this year not to even bother testifying before his subcommittee on highway project requests.

Yet, to be sure, as it turns out there are numerous earmarks for other types of transportation projects.

For example, the bill earmarks over $724 million for 39 transit new start projects.

The report accompanying this bill earmarks $333 million for 87 bus projects under what is supposed to be a discretionary program.

In addition, the report directs $36.2 million to 16 specific intelligent transportation system projects.

I could go on and on.

My colleagues, those earmarks alone amount to almost $1.2 billion being directed by this bill toward specific projects.

$1.2 billion.

Ah, but not a one of them a so-called highway demonstration project.

For some reason that I have been unable to understand, the pork barrel label is only applied by the media and some in this body to the earmarking of funds for highway projects.

Meanwhile, the earmarking of funds for transit and ITS projects is met with mute silence.

Now, to be clear, I had no project requests before the subcommittee.

I was not seeking highway project earmarks, or for that matter, transit or ITS project earmarks.

And, I see nothing wrong with the Congress exercising its judgment and directing funds to a specific transportation project. These are, after all Federal funds and not State or local moneys.

However, I do want to illustrate the dual standard that is now being applied.

I want to point this out because we are now operating under this dual standard.

You can go to the Appropriations Committee to get an earmark of funds for a transit project, that serves a locality, but you cannot go to the Appropriations Committee for funding for a highway of an interstate nature that needs an extra boost to be completed.

You can go to the Appropriations Committee to get an earmark of funds for a bus station in some small town, but not for a four-lane highway that crosses State lines.

Mr. Chairman, this dual standard simply makes no sense.

And, as we all know, dual standards are never fair.

Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker pro tempore (Mr. LAHOOD) having assumed the chair, Mr. BEREUTER, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee having had under consideration the bill (H.R. 3675) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and for other purposes, had come to no resolution thereon.

ELECTION OF MEMBER TO COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Mr. GOSS. Mr. Speaker, I offer a privileged resolution, House Resolution 467, and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 467

Resolved, that the following named Member be, and he is hereby, elected to the following standing committee of the House of Representatives:

Comittee on Transportation and Infrastructure: Mr. BAKER of Louisiana.

The resolution was agreed to.

A motion to reconsider was laid on the table.

HOUR OF MEETING ON TODAY

Mr. GOSS. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at noon today.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

□ 0115

REPORT ON NATION'S ACHIEVEMENTS IN AERONAUTICS AND SPACE, FISCAL YEAR 1995—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

The SPEAKER pro tempore (Mr. LAHOOD) laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on Science:

To the Congress of the United States:

I am pleased to transmit this report on the Nation's achievements in aeronautics and space during fiscal year 1995, as required under section 206 of the National Aeronautics and Space Act of 1958, as amended (42 U.S.C. 2476). Aeronautics and space activities involved 14 contributing departments and agencies of the Federal Government, and the results of their ongoing research and development affect the Nation in many ways.

A wide variety of aeronautics and space developments took place during fiscal year 1995. The National Aeronautics and Space Administration (NASA) successfully completed seven Space Shuttle flights. A Shuttle program highlight was the docking of the Shuttle *Atlantis* with the Russian space station *Mir*.

NASA launched three Expendable Launch Vehicles (ELV), while the Department of Defense (DOD) successfully conducted five ELV launches. These launches included satellites to study space physics, track Earth's weather patterns, and support military communications. In addition, there were 12 commercial launches carried out from Government facilities that the Office of Commercial Space Transportation (OCST), within the Department of Transportation (DOT), licensed and monitored.

NASA continued the search for a more affordable space launch system for the coming years with its Reusable Launch Vehicle program. NASA hopes to develop new kinds of launch technologies that will enable a private launch industry to become financially feasible.

In aeronautics, activities included development of technologies to improve performance, increase safety, reduce engine noise, and assist U.S. industry to be more competitive in the world market. Air traffic control activities focused on various automation systems to increase flight safety and enhance the efficient use of airspace.

Scientists made some dramatic new discoveries in various space-related fields. Astronomers gained new insights into the size and age of our universe in addition to studying our solar system. Earth scientists continued to study the complex interactions of physical forces that influence our weather and environment and reached new conclusions about ozone depletion. Agencies such as the Environmental Protection Agency (EPA), as well as the Departments of Agriculture and the Interior, used remote-sensing technologies to better understand terrestrial changes. Microgravity researchers conducted studies to prepare for the long-duration stays of humans that are planned for the upcoming International Space Station.

International cooperation, particularly with Russia, occurred in a variety of aerospace areas. In addition to the Shuttle-*Mir* docking mission and the Russian partnership on the International Space Station, U.S. and Russian personnel also continued close cooperation on various aeronautics projects.

Thus, fiscal year 1995 was a very successful one for U.S. aeronautics and space programs. Efforts in these areas have contributed significantly to the Nation's scientific and technical knowledge, international cooperation, a healthier environment, and a more competitive economy.

WILLIAM J. CLINTON.

THE WHITE HOUSE, *June 26, 1996.*

APPOINTMENT OF MEMBERS TO ATTEND THE FUNERAL OF THE LATE HONORABLE BILL EMERSON

The Speaker pro tempore. Pursuant to the provisions of House Resolution 459, the Chair announces the Speaker's appointment of the funeral committee of the late Bill Emerson the following Members on the part of the House: Mr. CLAY of Missouri; Mr. GINGRICH of Georgia; Mr. GEPHARDT of Missouri; Mr. BOEHNER of Ohio; Mr. SKELTON of Missouri; Mr. VOLKMER of Missouri; Mr. HANCOCK of Missouri; Ms. DANNER of Missouri; Mr. TALENT of Missouri;