

EXTENSIONS OF REMARKS

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. JACK QUINN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 27, 1996

The House in Committee of the Whole House on the State of the Union 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:

Mr. QUINN. Mr. Chairman, I rise to express my congratulations to Chairman LIVINGSTON, Subcommittee Chairman WOLF, and the entire Appropriations Subcommittee on Transportation for the tremendous job they have done on this legislation. I do however, wish to express two concerns that I have in the hope that they may be resolved as this process moves forward.

First, I would like to express my deep concern regarding a provision in the fiscal year 1997 transportation appropriations legislation that will undermine the implementation of an important consumer rights program. As written, this legislation weakens the American Automobile Labeling Act [AALA] which is administered by the National Highway Traffic Safety Administration [NHTSA].

The AALA was enacted in 1994 and simply requires new motor vehicles to contain a label providing basic information regarding domestic and foreign content.

The purpose of the act is to give consumers vital information about the origin of motor vehicles and parts and for thousands of consumers. This information plays an important role in their decisions on which automobile to purchase. The act enables consumers who wish to buy American to do so, knowing that the information displayed on automobiles regarding domestic content is accurate and reliable.

This helps to promote American jobs in the assembly of vehicles and in the production of auto parts.

Under this program, suppliers are required to provide information about the origin of the equipment they supply. In order to comply with the labeling provisions, the vehicle maker must know about the origin of each part or item of equipment used during assembly.

The act requires NHTSA to implement the program to ensure compliance, including a procedure to verify the accuracy of labeling information.

To that end, NHTSA has requested \$500,000 in funding to conduct audits related to the enforcement of the requirements of the act. Without these audits, this program will not fulfill its important objectives as mandated by Congress.

Unfortunately, the fiscal year 1997 transportation spending bill denies NHTSA's request for resources needed to properly enforce the AALA program. Unless this modest funding re-

quest is granted, the intent of the AALA program will be severely weakened at the expense of consumers.

As this legislation moves through the legislative process, I strongly urge Congress to reverse this action and take into account the important goals embodied in the AALA vehicle labeling requirements.

AMTRAK FUNDING

Second, while I realize that Congress is addressing many difficult budget challenges, I would like to express my strong support of Amtrak. I believe that a safe, convenient, and effective National Passenger Rail System is not a luxury, but a basic component of our economy and society. The United States should not become the only major industrial country in the world without this service.

Amtrak plays a vital role in the national economy and it offers a viable alternative to congested highways and air travel.

I rise today to voice my disappointment with the Amtrak funding levels included in this legislation. These funding levels will make it impossible for Amtrak to operate its current system. Funding Amtrak at the levels in this legislation will force Amtrak to discontinue a number of routes and curtail infrastructure investment.

The House authorizing Committee on Transportation and Infrastructure, of which I am a member, has passed legislation that will move Amtrak toward privatization on a set schedule, with appropriate funding levels, to give the railroad the best chance to survive as a private entity. I believe deviating from that schedule by appropriating funds lower than what the authorizing schedule calls for would be devastating to Amtrak.

If we allow the funding levels to remain at this level, Amtrak will go from the promise of succeeding in privatization to extinction.

I believe Amtrak deserves a fighting chance at survival and this Congress should continue to fund the National Rail Passenger System until it reaches its projected privatization date in the year 2002.

Once again, I commend Mr. LIVINGSTON, Mr. WOLF, and the Appropriations Committee on the excellent work they have done with this legislation. I look forward to working with them to make the necessary adjustments to these two small problems to make this great bill even better.

PUBLIC SERVICE AWARD TO MICHAEL REIDY

HON. ROBERT A. UNDERWOOD

OF GUAM

IN THE HOUSE OF REPRESENTATIVES

Monday, July 8, 1996

Mr. UNDERWOOD. Mr. Speaker, only two Joel Leff Fellowships at Harvard University's John F. Kennedy School of Government are awarded annually. This prestigious award provides full tuition to two individuals who will participate in an intensive 1-year master's in pub-

lic administration program. This program was established to cultivate public servants devoted to solving critical economic problems. Selection for Joel Leff Fellows is based upon candidates' past performance and future promise of excellence in political economy problem solving. I am proud to say that a resident of my home district of Guam who meets and even exceeds the fellowship criteria has been awarded one of the two Joel Leff Fellowships for this year. He is Michael J. Reidy, a former senator of the Guam Legislature and a resident of the village of Tamuning.

Mike was elected to the 21st Guam Legislature in 1990, after years of experience as a public servant in various organizations and Government of Guam offices. He began his public sector career as a Peace Corps volunteer. From 1969 to 1971, Mike was stationed in Somalia, East Africa. After a military coup abruptly ended his work there, Mike was transferred to St. Vincent Island in the Caribbean and became a teacher in the Teacher Training Institute. After the Peace Corps, he matriculated into the University of Arizona graduate programs. Mike's tenure with the Government of Guam began in 1974 as a planner for the department of public works. From 1975 to 1978, he worked for the bureau of planning under several titles, as chief planner in 1977 and as acting director from 1977 to 1978. From 1979 to 1980, Mike acted as Special assistant in Gov. Paul M. Calvo's administration for policy and program development. During the 16th Guam Legislature, he served as executive assistant to Speaker Thomas V.C. Tanaka. In 1983, he briefly left the public sector to open Feathers and Fins Pet Store and Island Exhibits aquariums. Mike's appointment as director of the bureau of budget and management research by Governor Joseph F. Ada in 1986 marked his return to the public sector. He held this position until his successful bid for senatorial seat for the 21st Guam Legislature during the 1990 general elections.

Although Mike's public sector experiences are impressive, his talents are not limited to the public policy-making arena. Mike is also a gifted and avid athlete. Natural leadership skills combined with an enthusiasm for sports earned him the honor of being the first president of the Guam National Olympic Committee [GNOC]. Under Mike's tutelage, the International Olympic Games witnessed for the first time in 1988 the notable performances of Guam's finest athletes in Seoul, South Korea. Mike continued to be GNOC's administrator for the next 10 years. It comes to no surprise that he is president of the Guam Amateur Sports Federation since he is also a member of the Guam Water Polo Club and the Guam Running Club. In 1981, he was chairman of the Guam Fishing Derby and also boasts past memberships in the Guam Fisherman's Coop, the Guam Fishing and Boating Association, the Guam Visitor's Bureau and the Guam Accountants' Association.

Mike is one of our most active public servants and intelligent participants in community

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