

There being no objection, the material was ordered to be printed in the RECORD, as follows:

SUMMARY OF MASS TRANSIT AMENDMENTS
ACT OF 1997

1. Reauthorizes transit programs for five years at a total of \$34.4 billion through FY 2002

FY97 total transit spending: \$4.3 billion appropriated (FY97 authorization \$7.45 billion) Proposed FY98 authorization: \$6.5 billion (adjusted up for inflation through FY2002)

Discretionary capital grants up from current \$1.9 billion to \$2.5 billion in FY98

Formula capital grants up from current \$2.2 billion to \$3.5 billion in FY98, meaning more funds for urbanized areas, rural areas, and elderly and disabled program needs

Preserves operating assistance within formula program for all areas

Continues funding for transit planning and research

2. "Truth in Taxation" provision redistributes the 4.3 cent/gallon gasoline tax which is currently going to deficit reduction in the following manner:

0.76 cents to Mass Transit Account of Highway Trust Fund

0.5 cents to a new Intercity Passenger Rail trust fund (identical to Roth Amtrak bill S. 436)

3.04 cents to Highway Trust Fund

3. "Reverse Commute Pilot Program"—In order to stimulate economic development and help individuals in both urban and rural areas obtain meaningful employment and job training, the bill authorizes a new \$250 million/year discretionary grant program for the Secretary of Transportation to provide funds to States, local governments, transit systems, and private non-profit organizations for pilot projects providing access to suburban jobs and job training to residents of distressed urban areas with a population of over 50,000 and for pilot projects involving access to employment in rural areas as well. Funding uses could include, but are not limited to, grants to employers to purchase/lease a van or bus dedicated to shuttling employees from inner cities to suburban workplaces. Grants could also fund additional reverse commute bus routes or commuter rail operations. 954 "distressed urban areas" currently meet the definition contained in the bill. Grants will be made where they are coordinated with local transportation and human resource services.

4. Technical program changes that will benefit transit systems of all sizes—

Allows use of capital grants for maintenance of capital assets (such as buses, subways) which is currently not allowed.

Allows smallest urban and rural transit systems complete flexibility between use of capital and operating assistance for various needs.

Allows transit systems that sell capital assets (bought in part with federal funds) to keep the proceeds and reinvest in new capital assets.

Amends list of factors to be considered by Metropolitan Planning Organizations to include the transportation requirements of a strategy to revitalize the Nation's inner cities by creating new employment, job training, housing, mobility, and other economic development given the importance of helping increase mobility for Americans seeking good jobs.

AMERICAN PUBLIC
TRANSIT ASSOCIATION,
Washington, DC, May 13, 1997.

Hon. ARLEN SPECTER,
U.S. Senate,
Washington, DC.

DEAR SENATOR SPECTER: On behalf of the American Public Transit Association

(APTA), I want to thank you for introducing the Mass Transit Amendments Act of 1997, a bill to reauthorize the federal transit program. APTA strongly supports the Mass Transit Amendments Act of 1997. The bill would build on the success of the Intermodal Surface Transportation Efficiency Act (ISTEA) and increase investment in the nation's transit infrastructure.

Adequate investment in the nation's transit infrastructure is essential to a healthy economy; the movement of people, services, and goods; access to health care, education, and jobs. The Mass Transit Amendments Act would increase investment in the federal transit program providing \$34.4 billion for transit program over five years.

Your proposal also recommends a number of substantial and innovative changes to current law which we strongly support. It permits a wide range of maintenance activities to be funded with capital funds and grants small urbanized areas the authority to use formula funding for capital or operating expenses. The bill recommends the use of the 4.3 cents fuels tax that now goes to deficit reduction for transportation purposes, including intercity passenger rail and proposes a number of changes aimed at making program delivery more efficient. We are pleased to note that many of the provisions of your bill are consistent with APTA's ISTEA reauthorization proposal, which has been endorsed by our membership.

The Mass Transit Amendments Act will help us address the nation's transit needs, and you can count on APTA's membership to support this important legislation.

Sincerely yours,

WILLIAM W. MILLAR,
President.

PORT AUTHORITY
OF ALLEGHENY COUNTY,
Pittsburgh, PA, May 19, 1997.

Hon. ARLEN SPECTER,
U.S. Senator,
Washington, DC.

DEAR SENATOR SPECTER: I am writing to express my strong appreciation for your leadership in developing legislation to reauthorize federal programs supporting public transportation. The \$6.5 billion annual funding level for transit proposed in your legislation recognizes the need for additional reinvestment and expansion in our public transportation infrastructure. Your legislation also recognizes the importance of continuing the strong federal-state-local partnership that has been so successful in funding public transportation.

Public transportation is a vital component of economic development strategies in Allegheny County. The capital investment programs outlined in your bill recognize this important relationship. Providing access to jobs is another area of fundamental importance to our economic systems. Your legislation addresses this in your innovative welfare to work program and in other policy initiatives. Still another priority is the need for transit providers to have the flexibility of using funds in accordance with the needs they know best. Again, your legislation establishes this important new direction in the federal program.

On a typical weekday over 250,000 riders use Port Authority to travel to and from their jobs, to shop, to worship, to go to school, or to pursue other social and professional needs. Public transportation provides daily mobility to the millions who use it for its convenience, cost savings, and to those who have no alternative means of transportation.

We are grateful to you, your cosponsors Senator Santorum and Senator Lautenberg, and your Senate colleagues who have stepped

forward as advocates for national transportation policies fostering mobility and balanced transportation alternatives. I look forward to working with you as this legislation is considered in the coming months.

Sincerely yours,

PAUL P. SKOUTELAS,
Executive Director.

TRANSPORT WORKERS UNION OF
AMERICA,
New York, NY, April 21, 1997.

Hon ARLEN SPECTER,
U.S. Senate,
Washington, DC.

DEAR SENATOR SPECTER: I am writing to congratulate you on the introduction of the Mass Transit Amendments Act of 1997. The Transport Workers Union strongly supports this legislation because it increases the money available for mass transit and preserves crucial 13(c) protections for our members. We also commend you for the provisions in the bill which allow use of capital grants for maintenance of capital assets—an idea the TWU has supported for many years.

The TWU is grateful that you have again stepped forward to support mass transit and mass transit workers. We hope that the progressive concepts in your legislation will be enacted and we will do all we can to assist you in achieving that result.

Sincerely,

SONNY HALL,
International President.

LEHIGH AND NORTHAMPTON,
TRANSPORTATION AUTHORITY,
Allentown, PA.

Hon. ARLEN SPECTER,
U.S. Senate,
Washington, DC.

DEAR SENATOR SPECTER: For the Lehigh and Northampton Transportation Authority, I extend a thank you for the time you afforded us during our recent visit to Washington. Your continued support for Pennsylvania public transportation is very much appreciated.

As part of the visit you shared with us the draft of the Mass Transit Amendments Act of 1997 and requested comments. Several items are listed below for your consideration, but I must begin by noting our general concurrence and support for the program changes and funding levels proposed. LANTA and the PA transit industry is prepared to support your legislative effort.

The items for change are as follows:

1. The reverse commute program should permit rural pilot projects as well as urban.
2. The population threshold for distressed urban areas should be set at 50,000.

Both of these changes are based on experiences LANTA has encountered in the communities adjacent to the Lehigh Valley. Access to employment is a problem found in all communities without regard to size.

Again, thank you. We look forward to working with you as ISTEA moves through the reauthorization process.

Sincerely,

ARMANDO V. GRECO,
Executive Director.

ADDITIONAL COSPONSORS

S. 2

At the request of Mr. ROTH, the name of the Senator from Montana [Mr. BURNS] was added as a cosponsor of S. 2, a bill to amend the Internal Revenue Code of 1986 to provide tax relief for American families, and for other purposes.

S. 102

At the request of Mr. BREAUX, the name of the Senator from Maine [Ms. SNOWE] was added as a cosponsor of S. 102, a bill to amend title XVIII of the Social Security Act to improve Medicare treatment and education for beneficiaries with diabetes by providing coverage of diabetes outpatient self-management training services and uniform coverage of blood-testing strips for individuals with diabetes.

S. 222

At the request of Mr. DOMENICI, the name of the Senator from Idaho [Mr. CRAIG] was added as a cosponsor of S. 222, a bill to establish an advisory commission to provide advice and recommendations on the creation of an integrated, coordinated Federal policy designed to prepare for and respond to serious drought emergencies.

S. 358

At the request of Mr. DEWINE, the names of the Senator from Kansas [Mr. BROWNBACK] and the Senator from Connecticut [Mr. DODD] were added as cosponsors of S. 358, a bill to provide for compassionate payments with regard to individuals with blood-clotting disorders, such as hemophilia, who contracted human immunodeficiency virus due to contaminated blood products, and for other purposes.

S. 387

At the request of Mr. HATCH, the names of the Senator from Indiana [Mr. LUGAR], the Senator from South Dakota [Mr. JOHNSON], and the Senator from Utah [Mr. BENNETT] were added as cosponsors of S. 387, a bill to amend the Internal Revenue Code of 1986 to provide equity to exports of software.

S. 734

At the request of Mr. BREAUX, the name of the Senator from Nevada [Mr. REID] was added as a cosponsor of S. 734, a bill to amend title XVIII of the Social Security Act to make certain changes to hospice care under the Medicare program.

SENATE RESOLUTION 76

At the request of Mr. THURMOND, the names of the Senator from Pennsylvania [Mr. SPECTER], the Senator from Ohio [Mr. DEWINE], the Senator from New York [Mr. D'AMATO], the Senator from Hawaii [Mr. AKAKA], the Senator from Delaware [Mr. BIDEN], the Senator from West Virginia [Mr. ROCKEFELLER], and the Senator from Iowa [Mr. GRASSLEY] were added as cosponsors of Senate Resolution 76, a resolution proclaiming a nationwide moment of remembrance, to be observed on Memorial Day, May 26, 1997, in order to appropriately honor American patriots lost in the pursuit of peace and liberty around the world.

SENATE RESOLUTION 85

At the request of Mr. GREGG, the name of the Senator from Iowa [Mr. GRASSLEY] was added as a cosponsor of Senate Resolution 85, a resolution expressing the sense of the Senate that individuals affected by breast cancer should not be alone in their fight against the disease.

NOTICES OF HEARINGS

COMMITTEE ON GOVERNMENTAL AFFAIRS

Mr. THOMPSON. Mr. President, I ask unanimous consent on behalf of the Governmental Affairs Committee to meet on Tuesday, May 20, at 4 p.m. for a markup on the following agenda:

LEGISLATION

S. 261, the Biennial Budgeting and Appropriations Act.

S. 207, the Corporate Subsidy Reform Commission Act of 1997.

S. 307, to amend the Federal Property and Administrative Services Act of 1949 to authorize the transfer to States of surplus personal property for donation to nonprofit providers of assistance to impoverished families and individuals, and for other purposes.

H.R. 680, to amend the Federal Property and Administrative Services Act of 1949 to authorize the transfer of surplus personal property to States for donation to nonprofit providers of necessities to impoverished families and individuals, and to authorize the transfer of surplus real property to States, political subdivisions and instrumentalities of States, and nonprofit organizations for providing housing or housing assistance for low-income individuals or families.

NOMINATIONS

David J. Barram, to be Administrator, General Services Administration.

Kenneth M. Mead, to be inspector general, Department of Transportation. (Sequential referral with Commerce Committee).

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. MURKOWSKI. Mr. President, I would like to announce for the public that a hearing has been scheduled before the full Committee on Energy and Natural Resources.

The hearing will take place Wednesday, June 11, 1997, at 9:30 a.m. in room SD-366 of the Dirksen Senate Office Building in Washington, DC.

The purpose of this hearing is oversight of the State side of the Land and Water Conservation Fund.

Those wishing to testify or who wish to submit written statements should write to the Committee on Energy and Natural Resources, U.S. Senate, Washington, DC 20510. For further information, please call Kelly Johnson at (202) 224-3329.

AUTHORITY FOR COMMITTEE TO MEET

SPECIAL COMMITTEE ON AGING

Mr. HELMS. Mr. President, I ask unanimous consent that the Special Committee on Aging be permitted to meet on May 19, 1997, at 2 p.m. for the purpose of a hearing.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADDITIONAL STATEMENTS

FRANKLIN DELANO ROOSEVELT MEMORIAL

• Mr. GRAMS. Mr. President, today I rise to proudly acknowledge the contribution that my home State of Minnesota made to the recently dedicated memorial to Franklin Delano Roosevelt.

On May 2, 1997, over 6,000 people joined President Clinton beside the tidal basin midway between the Jefferson and Lincoln Memorials to dedicate a memorial to our Nation's 32d President, Franklin Delano Roosevelt. As those present at the dedication walked among the granite walls, waterfalls, and bronze sculptures, they were witnessing a piece of history which Minnesota's own Cold Spring Granite Co. helped make possible.

Minnesota's role in the Roosevelt Memorial began in 1975 when designer Lawrence Halprin chose Cold Spring Granite for the walls and floor of the memorial. Located just south of the Granite City of St. Cloud in central Minnesota, Cold Spring Granite Co. provided the more than 6,000 tons of granite that adorns the memorial.

Started in 1898 by Henry N. Alexander, the Cold Spring Granite Co. has grown into one of the world's largest granite quarrying and fabrication operations. Today the Cold Spring Granite Co. is headed by Patrick D. Alexander, the grandson of Henry Alexander, who oversees a company of over 1,400 employees with five fabrication facilities and 28 quarries located throughout North America.

Mr. President, the Franklin Delano Roosevelt Memorial is expected to draw as many as 2 million visitors each year. I am pleased that those who visit this site will see not only a memorial to one of our Nation's most remembered Presidents, but also a testament to the hard work and patriotism of the men and women of Minnesota, particularly the dedicated employees of the Cold Spring Granite Co. •

DEATH OF JEFFREY J. DYE

• Mr. AKAKA. Mr. President, it is with a heavy heart that I rise to observe the untimely death late last month of my former Senate staff member, Jeffrey J. Dye, the young executive director of the Tennessee Democratic Party, and the only son of Dennis and Janell Dye.

After serving less than 2 months in his new position, and reportedly meeting every challenge that this difficult job had to offer, Jeff was struck down in the very prime of life, at 27, by an epileptic seizure.

It was a tragedy to his family, his friends, and the party he served with such fire and dedication.

Jeff's passing has a very personal impact, Mr. President, because he worked for me for 2½ years, first as a research assistant and later as a legislative correspondent, until he obtained a coveted