

THE ON-BUDGET CURRENT LEVEL REPORT FOR THE U.S. SENATE, 105TH CONGRESS, 1ST SESSION, SENATE SUPPORTING DETAIL FOR FISCAL YEAR 1997, AS OF CLOSE OF BUSINESS MAY 19, 1997—Continued

(In millions of dollars)

	Budget au- thority	Outlays	Revenues
Total budget resolution	1,314,935	1,311,321	1,083,728
Amount remaining:			
Under budget resolution			
Over budget resolution	16,901	12,579	20,534
Addendum			
Emergencies:			
Funding that has been designated as an emergency requirement by the President and the Congress	1,814	1,233	
Funding that has been designated as an emergency requirement only by the Congress and is not available for obligation until requested by the President	315	300	
Total emergencies	2,129	1,533	
Total current level including emergencies	1,333,965	1,325,433	1,104,262

TRIBUTE TO LARRY DOBY

• Mr. HOLLINGS. Mr. President, I rise today to pay tribute to Mr. Larry Doby, originally of Camden, SC, who was the first African-American to play in the American League. Mr. Doby's contributions to baseball and the American cultural conscience are of ineffable importance. He exemplified grace under fire, showing tact, resilience, and dignity in the unforgiving arena of a segregated nation. In light of his personal qualities and his professional achievements, I ask that the following editorial from the Chronicle Independent be printed in the RECORD.

The editorial follows:

LARRY DOBY

During this 50th anniversary of the desegregation of Major League Baseball, Jackie Robinson has again become a household name. Perhaps now more than ever, people—and not only baseball fans—are stopping to consider the true impact that Mr. Robinson had, not only as a baseball player but as a social pioneer. For indeed, that's what he was—a pioneer. When Brooklyn Dodgers owner Branch Rickey broke the color line by bringing Jackie Robinson up to the big leagues, he knew Mr. Robinson would face abuse. He also knew that the talented player had the character and the savoir faire to handle the situation.

Somewhere lost in the shuffle has been Kershaw County's own Larry Doby, who became the first black player in the American League. Few people realize that Mr. Doby, who was born in Camden and moved to New Jersey after the death of his father, followed Mr. Robinson into the major leagues by only 11 weeks. As in other phases of U.S. history, we usually remember the first person to do something, but those who follow shortly thereafter often get forgotten. That's been the case with Mr. Doby.

He was, after all, an excellent baseball player and athlete. He led the American League in home runs in 1952, and during a 13-year career, most of them with the Cleveland Indians, he batted .283 and made six consecutive American League all-star teams. Five times in a seven-season span, he drove in more than 100 runs. A player who posts those kinds of statistics today receives millions of

dollars a year, but that wasn't the case back then. But Larry Doby was more than a great baseball player; just as Mr. Robinson did, he blazed a trail that made baseball at its highest level open to everyone, not just white players. And in doing so, he gracefully endured abuse that would be difficult to imagine today.

It is only proper that Mr. Doby is finally receiving his due for his accomplishments. This year's all-star game will be dedicated to him, and the Indians will honor the 50th anniversary of his debut before their July 5 game against Kansas City. He is now special assistant to the president of the American League.

Those who have reflected with Mr. Doby on his achievements, including the sports editor of this newspaper, have been impressed with his recall of the events of 50 years ago. Like Jackie Robinson, he struggled through a difficult time to open doors for all people.

Baseball fans—and yes, Americans who really don't give much of a hoot for the national pastime—should pay tribute to Jackie Robinson this year, a man whose courage and talent have made him a household name. But at the same time, let those of us in Kershaw County not forget one of our own: Larry Doby, a true champion in every sense of the word.

MASS TRANSIT AMENDMENTS ACT OF 1997

• Mr. LAUTENBERG. Mr. President, I rise to join with my colleague from Pennsylvania, Senator ARLEN SPECTER, in supporting the Mass Transit Amendments Act of 1997. This bill is a bipartisan effort to support investment in our Nation's mass transit systems and industry. But more important, this bill will ensure that a critical part of our Nation's transportation infrastructure—transit—will receive adequate investments into the 21st century. A healthy transit system will go a long way toward reducing congestion and increasing mobility even when vehicle miles traveled is increasing.

Good public transit increases the efficiency of existing roadways, especially in congested regions where many people live. Transit is essential to rural, suburban, and urban residents, it is a cost-effective solution to healthcare access, a key to successful welfare reform, and an environmentally sensible way to meet the commuting needs. It is an increasingly important service for the elderly, for persons with disabilities, for students, and for those who cannot afford a car.

Mr. President, anybody who questions the necessity for transit services only has to visit my home State of New Jersey. The most densely populated State in the Nation, it also has the most vehicle density on its roads. Located between two heavily populated metropolitan areas, New Jersey is known as the Corridor State. Over 60 billion vehicle miles are traveled on New Jersey's roads annually. The ability of trucks and cars to move freely on New Jersey's roads directly affects New Jersey's economy—congestion has dramatic effects on the economy.

New Jersey is also a commuter State. Millions of New Jerseyans face serious

commuter problems every day. In many areas in New Jersey, there is nowhere else to lay new roads. We simply cannot build ourselves out of congestion. That's why New Jersey is heavily reliant on mass transit. The Midtown Direct, an Urban core project, was inaugurated 1 year ago. Within weeks, the ridership doubled in its projections. Transit in New Jersey is well used and well supported.

Nationally, transit has also proven to reduce congestion, and transit saves dollars. A 1996 report conducted by the Federal Transit Administration found that the annual economic loss to U.S. business caused by traffic congestion is \$40 billion, and the additional annual economic loss if all U.S. transit commuters drove instead would be \$15 billion.

It's also good for the environment. According to the FTA, transit use saves 1.5 billion gallons of U.S. auto fuel consumption every year. Transit is energy efficient, and the less gasoline used, the less the United States is dependent on foreign oil.

Mr. President, Americans also see direct public health benefits from transit use. According to the Environmental Protection Agency, up to 110 million Americans breathe air that is unhealthy. The American Lung Association estimates the national health care bill for air pollution-related illness is \$40 billion a year. Transportation sources cause 40-60 percent of pollution that produces ozone, and 70-80 percent of carbon monoxide emissions. Nearly one-third of carbon dioxide—the most significant greenhouse gas—comes from transportation sources. The fastest growing source of carbon dioxide emissions is the transportation sector.

Mr. President, transit produces real environmental benefits. On average, riding transit instead of driving cuts hydrocarbon emissions that produce smog by 90 percent and carbon monoxide by more than 75 percent. One person using mass transit for a year instead of driving to work saves our environment 9 pounds of hydrocarbons, 62 pounds of carbon monoxide and 5 pounds of nitrogen oxides.

It doesn't stop there. Over the past 30 years, the U.S. transit industry and its riders have prevented the emission of 1.6 million tons of hydrocarbons, 10 million tons of carbon monoxide, and 275,000 tons of nitrogen oxides into the air; the importation of 20 billion gallons of gasoline; and the construction and maintenance of 20,000 lane-miles of freeways and arterial roads and 5 million parking spaces to meet demands, saving at least \$220 billion.

Transit is an important part of our Nation's transportation system, and we ought to ensure that it is afforded the same priority as other modes of transportation.

Mr. President, this bill does just that. It increases the authorization level for transit programs to provide \$34.4 billion over 5 years. It increases

discretionary capital grants and formula capital grants. It preserves operating assistance within formula programs for all areas and it continues funding for transit planning and research. It also makes a number of technical changes in the program to ensure better flexibility and streamlining, allowing transit managers to administer the program more effectively.

Mr. President, this bill does a few more things. It includes a provision which shifts the 4.3 cents of gas taxes per gallon currently allocated to deficit reduction, into transportation trust funds. One-half cent of the 4.3 cents is allocated into a new intercity passenger rail trust fund to fund Amtrak capital expenses; the rest—the 3.8 cents—is divided along the traditional 80 percent/20 percent split of highways/mass transit, respectively. Thus, 3.04 cents will go into the highway account of the highway trust fund, and 0.76 cents will go into the mass transit account of the highway trust fund. This is the fair, equitable way to divide any new trust fund revenue that would be allocated for transportation.

However, Mr. President, until a mechanism is provided to actually permit the expenditure of that additional funding, we will not see the investment we seek. Instead, the trust fund balances will only grow. As party to the budget negotiations just completed, I know as well as any Senator how hard it will be to make the necessary investments as we move to a balanced budget by 2002. However, I think it is important to lay out this principle and do our best to work toward it.

Mr. President, unfortunately, the balanced budget agreement reached last week will make it difficult to fund mass transit at the levels provided in this bill. As ranking Democratic member of the Budget Committee, I fought hard to ensure that we will be making an adequate investment within the context of the balanced budget agreement. I must say, it will be difficult to fund transportation at the levels I support over the next few years. However, as ranking Democratic member of the Transportation Appropriations Subcommittee, I will work to ensure continued, adequate funding over these years.

Mr. President, the Mass Transit Act Amendments of 1997 represent what I believe, and what transit advocates believe, is necessary to provide for transit's growing needs into the 21st century. As Congress considers funding for transportation, I look forward to discussing ways that transit, and other modes of transportation, can benefit.

Mr. President, this bill also includes a Reverse Commute Pilot Program which intends to assist individuals in both urban and rural areas receive employment and job training. This annual \$250 million discretionary program reflects the growing needs of the work force, particularly those in urban and rural areas who do not have access to suburban jobs. A 1996 report conducted

by the Eno Transportation Foundation, "Commuting in America II," found that "today, the dominant commuting flow pattern is suburban, with 50% of the Nation's commuters living in the suburbs and over 41% of all jobs located there, up from 37% in 1980." Suburban areas are now the main destination of work trips. The report also found that there was a substantial increase in reverse commuting—the central city-to-suburb commuting rose from a 9-percent share of growth over the decade from 1970 to 1980, to 12 percent from 1980 to 1990.

Mr. President, reinvesting in our cities is important. However, if jobs are in the suburbs, we should provide mechanisms for employers, local and State employment and transportation agencies to assist those potential employees to simply get to where the work is. For those of us who are concerned about the effects of the Welfare Reform Act signed into law last year, we need to do all we can to ensure that the unemployed can move from welfare to work quickly and easily. The Reverse Commute Pilot Program makes sense.

Mr. President, we all know that the Intermodal Surface Transportation Efficiency Act—ISTEA—will expire on September 30. That law was far-reaching and visionary. It recognized that good transportation policy does not mean simply pouring more concrete and asphalt. Instead, it focused on moving goods and people—in a way that makes the most sense for our Nation, our States, our communities, and our economy. Its very title acknowledged a simple, yet important, aspect of transportation which had been previously overlooked—intermodalism. During this year's debate over reauthorization of ISTEA, it is imperative that we continue this tradition of intermodalism. We must continue the strong investments in transit and the flexibility provided in the first ISTEA.

Mr. President, this bill continues that tradition. I support it and I urge my colleagues to join me in doing so.●

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. GRASSLEY. Mr. President, on behalf of the majority leader, I ask unanimous consent that the Senate proceed to executive session to consider the following nominations on the Executive Calendar: Calendar Nos. 77, 82-89, 94-97, 113, 114, and all nominations placed on the Secretary's desk in the Navy and Coast Guard.

I further ask unanimous consent that the nominations be confirmed, the motions to reconsider be laid upon the table, any statements relating to the nominations appear at the appropriate place in the RECORD, the President be immediately notified of the Senate's action, and that the Senate then return to legislative session.

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

The nominations considered and confirmed, en bloc, are as follows:

IN THE AIR FORCE

The following-named officers for appointment in the Reserve of the Air Force to the grade indicated under title 10, United States Code, section 12203:

To be major general

Brig. Gen. John J. Batbie, Jr., 0000
Brig. Gen. Winfred N. Carroll, 0000
Brig. Gen. Dennis M. Gray, 0000
Brig. Gen. Grant R. Mulder, 0000
Brig. Gen. Virgil J. Toney, Jr., 0000

To be brigadier general

Col. William E. Albertson, 0000
Col. Paul R. Cooper, 0000
Col. Gerald P. Fitzgerald, 0000
Col. Patrick J. Gallagher, 0000
Col. Edward J. Mechenbier, 0000
Col. Jeffrey M. Musfeldt, 0000
Col. Allan R. Poulin, 0000
Col. Giuseppe P. Santaniello, 0000
Col. Robert B. Siegfried, 0000
Col. Robert C. Stumpf, 0000
Col. William E. Thomlinson, 0000

IN THE ARMY

The following-named officer for appointment in the U.S. Army to the grade indicated while assigned to a position of importance and responsibility under title 10, United States Code, section 601:

To be lieutenant general

Maj. Gen. Claudia J. Kennedy, 0000

The following-named officer for appointment in the U.S. Army to the grade indicated while assigned to a position of importance and responsibility under title 10, United States Code, section 601:

To be lieutenant general

Maj. Gen. Tommy R. Franks, 0000

IN THE MARINE CORPS

The following-named officer for appointment in the Reserve of the U.S. Marine Corps to the grade indicated under title 10, United States Code, section 12203:

To be major general

Brig. Gen. Kevin B. Kuklok, 0000

The following-named officer for appointment in the Reserve of the U.S. Marine Corps to the grade indicated under title 10, United States Code, section 624:

To be major general

Brig. Gen. Terrence P. Murray, 0000

The following-named officers for appointment in the Reserve of the U.S. Marine Corps to the grade indicated under title 10, United States Code, section 624:

To be brigadier general

Col. James R. Battaglini, 0000
Col. James E. Cartwright, 0000
Col. Stephen A. Cheney, 0000
Col. Christopher Cortez, 0000
Col. Robert M. Flanagan, 0000
Col. John F. Goodman, 0000
Col. Gary H. Hughey, 0000
Col. Thomas S. Jones, 0000
Col. Richard L. Kelly, 0000
Col. Ralph E. Parker, Jr., 0000
Col. John F. Sattler, 0000
Col. William A. Whitlow, 0000
Col. Frances C. Wilson, 0000

IN THE NAVY

The following-named officer for appointment in the Reserve of the Navy to the grade indicated under title 10, United States Code, section 12203:

To be rear admiral (lower half)

Capt. Karen A. Harmeyer, 0000