

Members' support, we will again be able to make the kind of investments we need in airport development and air traffic control modernization. If we are to ensure an efficient safe aviation system, we must begin to use aviation revenues for their collected purposes: to maintain and enhance our nation's aviation system.

In addition, historically, a general fund payment averaging about 30 percent has been made to support our aviation system. This payment has been made in recognition of both the direct and indirect benefits of our aviation system to our nation's security and economic health. These benefits should be funded by the nation as a whole not exclusively by users of the aviation system. Any off-budget plan passed by this Congress must guarantee this general fund payment continues.

We must also ensure that the money provided to the FAA is well-spent. Full implementation and validation of a cost accounting system, and effective use by FAA management, will be an important step forward. In addition, appointment of the Management Advisory Council—which has been delayed for two years—is absolutely essential. Other reforms will get my full consideration but we must ensure that the critical safety function of the FAA is not compromised or weakened.

The other critical component of this legislation will allow the nation's waterborne transportation system to remain among the best in the world. The nation's coastal ports provide access to foreign and U.S. markets for virtually all international trade, while the inland system provides safe and efficient transportation for both domestic and foreign products.

The contribution of the U.S. navigation system to the economy is impressive. The value of foreign trade exceeds \$600 billion annually, creates 16 million jobs, and generates more than \$150 billion in annual revenues for the Treasury. Yet, for all these benefits we continue to under invest in maintaining and improving this transportation system.

The inland waterway system is in particular need of investment. By the year 2000, 40 percent of the locks on the inland waterway will be more than 50 years old; 26 locks will be over 100 years old; and, the Nation's two oldest locks opened in 1839. Unfortunately, because of budget constraints, only about 75 percent of the funds available for investment are actually used, and the surplus continues to grow.

The Truth in Budgeting Act will change that.

For coastal ports, the failure to spend receipts is even greater. As vessel drafts increase, there is a continuing need for maintaining and deepening channels. Unfortunately, budget constraints have forced expenditures from the Harbor Maintenance Trust Fund to little more than one-half of available revenues.

The benefits of fully spending the trust fund extend beyond navigation. The Water Resources Development Act of 1996 expanded the uses of the fund to address critical needs related to disposal of dredged material. Environmental concerns dictate that increasing amounts of dredged material not be disposed of in open waters because of contamination of the sediment. Making the trust fund fully available not only benefits navigation, but the environment as well.

In closing, I urge all Members to sign on as co-sponsors of this legislation. Your support will be critical to ensuring the safety, security,

and efficiency of our nation's aviation system and waterways.

HONORING UAW LOCAL 599

HON. DALE E. KILDEE

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 6, 1999

Mr. KILDEE. Mr. Speaker, I rise today as a member of the 106th Congress on behalf of a group of men and women who proudly represent the best of working America. On Sunday, January 10, 1999 the members of United Automobile Workers Local 599 in Flint, Michigan will honor an historic milestone. On that day they will celebrate the 60th anniversary of their charter as a UAW local.

If you have ever visited my birthplace, Flint, Michigan, you would be greeted by a sign welcoming you to "Buick City." This sign embodies the long, deep-rooted tradition and history that is UAW Local 599. For the men and women of Local 599, this history involves a high level of pride in the Buick name, their product, and the community in which they have invested much of their lives.

Over the years, the products that have been produced by the members of Local 599 have received numerous accolades. One of their products, the 3800 Engine, is largely considered by experts to be the best 6-cylinder engine in the world. In addition their products have won awards from J.D. Power and Associates, Consumer Reports, and Smart Money Magazine, among others. Each of these citations have recognized the members of Local 599 for the excellent quality of their workmanship and product.

The members of Local 599 have worked diligently to improve their facility's productivity and quality. They have established initiatives to cut in-factory repairs by over 90% and cut the time it takes to build a car by 25%. It is because of steps such as these that have allowed Buick City to be highly ranked in national quality standings, including a recent study in which it placed second of all General Motors factories.

Mr. Speaker, I have a personal reason to be very proud of the achievements of UAW Local 599. My father was a founding member of the Local, joining the UAW in the 1930s. From my own family's experience, I know the difference the UAW has made in the quality of life for the Kildee household.

Mr. Speaker, we in the great State of Michigan are more than proud of our reputation as the automotive capitol of the world, having recently celebrated the 100th anniversary of the automobile. Just as we are proud of the product, we are proud and grateful for the men and women who day-in and day-out work to provide these quality products for our Nation and the world. As the U.S. Representative for Buick City, and as the proud owner of a Buick LeSabre, I ask my colleagues in the 106th Congress to join me in recognizing the accomplishments of the men and women of UAW Local 599.

TRIBUTE TO JOHN L. HOLDEN

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 6, 1999

Mr. PORTMAN. Mr. Speaker, on December 29, 1998, the Greater Cincinnati area lost one of its finest citizens. John L. Holden, an inspiration to many people, passed away at the age of 75. He was many different things to many different people: author, philanthropist, Navy officer, a national leader in camping, and business executive. But it was his fervent desire to counsel and provide learning experiences to young people that has left a lasting impression on a countless number of people throughout the community.

Mr. Holden graduated from Cornell University in 1943. He served his country as a communications officer in the Pacific Ocean during World War II, and later commanded a Landing Ship Tank which supported Chinese Nationalists in their fight against Communism. Upon his return home, he founded and directed Standard Laundry and Linen Service. He also served as a Vice President of Krause Hardware Company and as an estimator for Fisher-DeVore Construction Company.

However, as anyone who was acquainted with him knows, his real love and passion was camping. In 1948, he and others purchased Camp Kooch-i-ching. He later succeeded his mentor, Mr. Bernard S. Mason, as director of the camp, as well as the Wasaka Boys Club, a year-round program of camping and sports in Cincinnati. He later founded the Camping and Education Foundation to which he donated the camp. In 1969, he founded the Kee-Way-Din Ski Club, of which I was a member. This group takes youngsters on skiing trips throughout the western and northern United States.

Most importantly, however, was Mr. Holden's ability to be a positive role model in the lives of so many young people. Leading by example, he helped guide many children in their search for the difference between right and wrong. Mr. Holden had an uncanny way of opening the eyes of his campers if a problem existed. He would then lead them in finding a solution to that problem on their own. By helping them help themselves, Mr. Holden bolstered their self esteem and self worth. It also instilled a problem solving method in the children that could be used well into adulthood.

Mr. Holden's unfailing leadership and dedication to the youth of Cincinnati has touched and inspired many people. Mr. Holden's life is proof positive that one person can certainly make a difference. That difference will surely be felt for years to come.

INTEGRITY IN VOTER
REGISTRATION ACT

HON. BILL McCOLLUM

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 6, 1999

Mr. McCOLLUM. Mr. Speaker, I rise today to reintroduce the Integrity in Voter Registration Act. Unfortunately, the issue of voter registration and the integrity of our election system sometimes goes overlooked. Indeed, the

issue of who may vote and where they may do it is at the very heart of our democratic system. Preserving the integrity of this process is critical. But, there is significant evidence that vote fraud is not a rare occurrence.

There is a much bigger picture involving voter fraud that we do not always read about. However, I would recommend to my colleagues that they read a well-written book, "Dirty Little Secrets," by Larry J. Sabato and Glenn R. Simpson. Mr. Sabato is a well respected political scientist at the University of Virginia and Mr. Simpson used to work for the bi-weekly paper on Capitol Hill, Roll Call. These two authors tackle numerous topics, including voter fraud. And it's scary.

Vote fraud issues include dead people voting, people being able to game the system and lousy verification procedures. The tale of how a person was able to register his dog by mail is one of my favorites.

The election registration process is generally handled at the state level. However, Congress asserted itself quite boldly when we passed the so-called "motor-voter" registration legislation, the National Voter Registration Act of 1993. This legislation requires states to establish motor registration procedures for federal elections so that eligible citizens may apply to register to vote (1) simultaneously with applying for a driver's license, (2) by mail, and (3) at selected state and local offices that serve the public. I certainly have no problem with making it easier for people to register to vote. Of course, if someone would not take the time to register to vote prior to the change, I question whether he or she would actually vote once registered, but that debate has already been had.

The question we must now face deal with the potential for fraud in voter registration. To quote Sabato and Simpson, "[v]oting fraud is back, is becoming more serious with each passing election cycle, and soon—because of the recent changes in the law—is destined to become even worse." The reason why motor-voter will make voting fraud an issue that we will not be able to ignore is the same reason why the bill was so popular: it makes it easier to register to vote. Any one of my colleagues could sit at home and mail in voter registration cards with different addresses with little problem. I could even register my dog. As I said, it's been done.

To relate this another way, when I am back home doing precinct walks, my campaign will purchase voter rolls and have them sorted by household. In the past, there used to be a few duplicates or outdated names on the list, but nothing overwhelming. Nowadays, it is not uncommon to see several different names listed for one address. These people may or may not have really lived at the address given, but certainly not all of them are living there now. The rolls are filled with outdated names and addresses. It is no longer an error here, an outdated address there. To put it in fiscal terms, in California alone, "deadwood" voters cause state and local governments to waste \$5 to \$8 million of taxpayers' money printing and mailing voter pamphlets, unneeded ballots, and the like.

The more we allow our voting rolls to get out of hand, the less secure our election system will be. Some of this can be done locally by improving databases or centralizing the system. However, the federal government can also allow state and local governments to use

a few tools at absolutely no cost to the taxpayer. This is what my legislation aims to do.

Mr. Speaker, the Florida State Association of Supervisors of Elections came to me toward the end of the 104th Congress with suggestions as to how the federal government can assist them in doing their jobs. I have turned their suggestions into the Integrity in Voter Registration Act. First, this bill would require applicants registering to vote in federal elections to provide their Social Security numbers. Second, a state would be allowed to remove a registrant's name from the list of eligible voters if the registrant has not voted in two consecutive federal general elections after having received a notice requesting confirmation of the registrant's address.

The Social Security number requirement would allow each person to have a unique identifier with their name. It would make it easier to spot duplicate registrations. The notification requirement gives guidance to states since federal law is currently a bit vague.

Mr. Speaker, this proposal was given to me by the Florida State Association of Supervisors of Elections and I have gotten letters from other people outside of Florida, including Texas and Illinois. These two changes would go a long way toward helping keep the voter rolls clean. Surely this is no silver bullet. Nothing is. But this proposal would make a serious dent in duplicative and sometimes fraudulent registrations, ensuring the integrity of our electoral system. I urge my colleagues to support the Integrity in Voter Registration Act.

THE CIDCARE ACT

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 6, 1999

Mr. GILMAN. Mr. Speaker, today I am introducing CIDCARE, in an effort to effectively stimulate the demand for higher quality care for our Nation's children while simultaneously removing barriers and providing resources to improve the quality of child care in the United States.

Child care continues to be a worry for most families as stories continue to surface about the lack of quality child care. Moreover, research has clearly demonstrated that a high-quality child care program is one that makes the healthy development and education of children its first objective and strives to stimulate the learning process of all children through developmentally appropriate activities that foster social, emotional, and intellectual growth. In addition, families in today's society are increasingly required to have both parents enter the work force. The demand for quality child care is increasing as is the need for credentialed and accredited child care providers.

Accordingly, CIDCARE will stimulate the demand for higher quality child care for our Nation's children while simultaneously removing barriers and providing resources to improve the quality of child care in the United States.

Many of my colleagues may have read about the tragic circumstances surrounding the Fiedelhotz family in Florida. The Fiedelhotz' son Jeremy died after only 2 hours at a day care facility. Through this tragedy should have never happened, it is an unfortu-

nate example of what can and may continue to happen unless we encourage and inform all parents about the need for accredited and credentialed child care providers and facilities.

CIDCARE through the Tax Code will encourage the demand for accredited or credentialed child care. This will be accomplished in the following manner: First, by increasing the amount which an employee can contribute to a dependent care assistance plan if a child is in accredited or credentialed child care; second, changing the dependent care tax credit to allow parents to receive a higher and more equitable dependent day care credit; third, providing tax benefits for employers which provide quality child care; fourth, extending eligibility for businesses to take a qualified charitable deduction for the donation of educational equipment and materials to public schools, accredited or credentialed nonprofit child care providers; fifth, establishing a \$260 million competitive grant program to assist States in improving the quality of child care; sixth, expanding public information and technical assistance services to identify and disseminate to the public what is important for child development in child care; seventh, providing \$50 million to create and operate a technology-based training infrastructure to enable child care providers nationwide to receive the training, education, and support they need to improve the quality of child care; eighth, creating a child care training revolving fund to enable child care providers and child care support entities to purchase computers, satellite dishes, and other technological equipment which enable them to participate in the child care training provided on the national infrastructure; ninth, requiring that all Federal child care centers will have to meet all State and local licensing and other regulatory requirements related to the provision of child care, within 6 months of the passage of this legislation; and tenth, extending the Perkins and Stafford Loan Forgiveness Program to include child care workers who are employed full time providing child care services and have a degree in early childhood education or development or receive professional child care credentials.

I urge all of my colleagues to review this bill and to join me in cosponsoring this important measure. Our children are our future and we insist that they receive the best care possible, especially during their early development years.

Accordingly, I will welcome your support.

INTRODUCTION OF THE LEWIS AND CLARK RURAL WATER SYSTEM ACT OF 1999

HON. JOHN R. THUNE

OF SOUTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 6, 1999

Mr. THUNE. Mr. Speaker, today I, along with my colleagues Representative MINGE from Minnesota and Representative LATHAM from Iowa, am pleased to introduce the Lewis and Clark Rural Water System Act of 1999. This legislation would authorize the construction of the Lewis and Clark Rural Water System which, when completed, will serve over 180,000 people in 22 communities, covering almost 5,900 square miles throughout South