

EXTENSIONS OF REMARKS

COMMENDING THE TOWNSHIP OF BERNARDS

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to commemorate the 240th Anniversary of the founding of the Township of Bernards, County of Somerset, New Jersey.

Allow me to recount the history of the town. Its earliest inhabitants were the Lenape Indians. It was the Chief of the Lenape, named Nowenoik, who in 1717, sold the first 3,000 acres of the land which would become Bernards Township to an agent of King George I of England for \$50. William Penn also purchased some of the land in this area later that same year.

In 1733 the name Basking Ridge first appeared in the ecclesiastic records of the Presbyterian Church and is recorded as being derived from the fact that the "wild animals of the adjacent lowlands were accustomed to bask in the warm sun of this beautiful ridge."

In 1760 King George II of England created Bernardston Township by charter. This was in honor of Sir Francis Bernard, provincial governor of New Jersey from 1758–1760, who created the first Indian Reservation at Brotherton, New Jersey at the close of the French and Indian Wars.

During the American Revolution, Bernardston provided over 100 soldiers to the war effort. It was in the Widow's White Tavern at the corner of Colonial Drive and South Finley Avenue that General Charles Lee, second in command only to General George Washington, was captured by British Troops. Years later, during the Civil War, Bernards Township was a production center for Union uniforms and for axles and wagons in its hub and spokes factory.

Bernards Township has continued to be a location for significant events into the 20th century. The Basking Ridge village green was the site for a speech given by Woodrow Wilson just before the first World War.

Bernards Township is now home to the headquarters of the American Telephone and Telegraph Company, the Bonnie Brae Educational Center, Lord Stirling School, Hooper Holmes, Ingersoll Rand, Fellowship Deaconry, and the United States Golf Association.

Mr. Speaker, for the past 240 years, Bernards Township has played a significant role in creating the cultural fabric of our state and nation's history and will most certainly continue to do so in the years to come.

Mr. Speaker, I ask you and my colleagues to congratulate the citizens of the Township of Bernards on this special anniversary year.

LEGGZ DANCE'S TAP 2000: TAP INTO AMERICA'S HEARTS TO KEEP OUR CHILDREN SAFE

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mrs. MCCARTHY of New York. Mr. Speaker, on May 25th National Missing Children's Day, the National Center for Missing and Exploited Children (NCMEC) and Leggz Dance will coordinate Tap 2000: Tap into America's Hearts to Keep Our Children Safe in Rockville Centre, in my home district of Long Island. NCMEC is teaming up with performers and studios across the country in a grassroots effort to raise awareness about child safety.

The average victim of abduction and murder is an 11-year-old girl, a child with a stable family, and frighteningly, she had initial contact with an abductor within a quarter mile of her home. This is exactly the audience that TAP 2000 reaches by having local dance teachers "tapping for safety."

The goal of TAP 2000 is to entertain through Leggz Dance while educating via valuable child safety literature provided by NCMEC. Tap 2000 is one of the many vehicles that the NCMEC uses to emphasize the importance of children's photographs. One out of six missing children is found as a result of someone recognizing a photo. Tap 2000 will begin May 25 and will continue throughout Nassau County when participating studios hold their showcases and tap festivals.

I commend this important public safety workshop sponsored by both the National Center for Missing and Exploited Children and Leggz Dance. It is important that we take every step possible to prevent child abductions in our communities.

JOHN RIGAS BIRTHDAY MESSAGE

HON. MICHAEL BILIRAKIS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. BILIRAKIS. Mr. Speaker, Mr. John Rigas, of Coudersport, Pennsylvania, recently celebrated his 75th birthday and 48th year in the cable business. I have come to know him well over the years—unfortunately not seeing enough of him.

The son of Greek immigrants, he was born in an apartment above his parents' restaurant in a small town in rural western New York. After receiving a degree in management engineering, he returned home to help out with the family business. However, John Rigas had other aspirations and he accepted a position as a Sylvania plant engineer in Emporium, Pennsylvania. After borrowing from family and friends, he purchased the local movie theater in nearby Coudersport.

To protect his movie theater business, he invested \$100 in a cable television franchise

to provide signals to a rural community with little or no off-air reception. Flash forward several decades. This fledgling enterprise became Adelphia, the Greek word for brother, which John Rigas and his family have turned into one of the nation's largest telecommunications providers, serving more than 5 million customers in 30 states, including a significant presence in Florida.

John kept the company headquarters in Coudersport, a community of about 2,500 where he purchased the old high school on Main Street and converted it into Adelphia's corporate headquarters. John's love of Coudersport and its residents transcends almost everything in his life except for his family. That's why he has chosen to remain in that community. Now, they have added Adelphia Business Solutions, a telephone subsidiary and the company provides high speed cable modem connections to the Internet, digital programming tiers, and long distance telephone service.

This year marks the fourth anniversary of the 1996 Telecommunications Act. It is fitting that the exciting new services made possible by this act are being developed and delivered by the entrepreneurship of people like John Rigas. Happy birthday, John, and thanks for fulfilling the American dream in a way that provides exciting new telecommunications services throughout our country.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

SPEECH OF

HON. DIANA DeGETTE

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4475 making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

Ms. DeGETTE. Mr. Chairman, I rise in support of H.R. 4475, the Fiscal Year 2001 appropriations bill for the Department of Transportation and Related Agencies. This important legislation contains federal transit capital funds that are vital to the success of the Denver Regional Transportation District's new light rail transit corridors projects, the nearly completed South West Corridor, and the new South East Corridor.

I want to thank Transportation Subcommittee Chairman WOLF, Ranking Member SABO and the rest of the Committee for including \$20,200,000 to help complete the SW Corridor project, which opens for revenue service this July. In addition, I appreciate the Committee's support for our new SE Corridor extension, which received an earmark for \$3,000,000. These funds are derived from the

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Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

Federal Transit Administration's Capital Investment Grants program which finances transit new starts projects.

Transportation is a key issue in the First Congressional District of the State of Colorado. I am proud that Denver's light rail and multi-modal corridors are a growing local success story and that the efforts of the Colorado delegation to win support for these projects have been fruitful. The SW Corridor project will be completed in the coming months with this year's appropriation of the final federal installment of its full funding grant agreement. The new SE Corridor multi-modal project, combining highway and light rail elements, is anticipated to complete all the steps necessary to receive a full funding grant agreement as early as this year.

I have supported a robust FY 2001 appropriation of \$63,000,000 for the SE Corridor project. As I mentioned, the bill before us contains just \$3,000,000 for the new corridor, which I hope will grow as the bill progresses through the many steps of the congressional appropriations process. This request, while large, is amply justified because Denver residents have voted overwhelmingly—66 percent supported the initiative—on last year's ballot issue to approve local funding for this multi-modal approach to improving Denver's transportation system. Their support has been strong because our needs are strong.

The rapidly growing transit needs in the Denver region are clear. The Regional Transportation District (RTD) provides public transit service to over 2 million residents of the six counties and 41 municipalities in its 2,400 square mile district—one of the nation's largest transit districts. RTD's fleet of 933 buses and 17 light rail vehicles carried over 74 million passengers in 1999, its thirteenth consecutive year of increased ridership.

The RTD has continued its progress in developing rapid transit by extending construction of light rail from the successful Central Corridor light rail line to the SW Corridor. The 8.7 mile SW Corridor light rail extension will serve three major activity centers: the Denver central business district, a regional retail and commercial center in Englewood, and the Littleton Central Business District.

Not only has Denver RTD demonstrated a strong commitment to keep the SW Corridor project on schedule by advancing its own local funds, but it also has a proven record of building light rail projects. Through its efficient handling of the construction of its existing Central Corridor line, and now the SW Corridor line, RTD has demonstrated its ability to successfully manage light rail projects. Building on this experience, RTD together with the Colorado Department of Transportation (CDOT) are now poised to implement the SE multi-modal project. This project will include 19 miles of light rail line which will run alongside Interstate 25 (for 15 miles) from Broadway in Denver to Lincoln Avenue in Douglas County and within the median of I-255 (for miles) from I-25 to Parker Road.

The SE Corridor connects the two largest employment centers in the region—the Denver Central Business District and the SE business district, together these two employment centers account for 18 percent of the metro region's employment. The SE Corridor project is a joint effort of four agencies (for which inter-agency agreements are already in place): The Federal Transit Administration; the Federal

Highway Administration; the CDOT; and the RTD. These agencies working together in a "One Dot" approach will insure the efficient delivery of this project.

In conclusion, completion of our SW Corridor light rail project is vital to our region's ability to meet the challenges of rapid growth responsibly. Moving ahead quickly with the multi-modal SE Corridor will demonstrate the federal government's support for communities that are willing to invest in cost-effective transportation solutions to traffic congestion.

Mr. Chairman, I support this bill and I thank the Committee for the critical funding it contains for transportation needs in my district.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

SPEECH OF

HON. ADAM SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

Mr. SMITH of Washington. Mr. Chairman, I stand in support of the FY01 Transportation Appropriations bill, and in strong support of the funds allocated for Washington State's Sound Transit Program. The funding provided in this legislation will help Sound Transit deliver a regional high-capacity transit system to the citizens of urban King, Pierce and Snohomish counties.

As anyone who has traveled to my home state knows, bad traffic is the one thing that can make even the beautiful Puget Sound area seem less inviting. In fact, the Central Puget Sound Region has the 4th worst traffic in the country. It is estimated that bottlenecks on both the highways and on the train tracks costs our local economy billions of dollars every year. That's why this investment in our infrastructure is so crucial. The Sound Transit system—which employs a combination of commuter rail, electric light rail, HOV Expressways, and regional express bus service—will go a long way toward relieving congestion and, importantly, improving quality of life for citizens throughout the Puget Sound.

On behalf of the citizens of my district, I also want to thank the Chair, the Ranking Member and the Members of the committee for their support of Sound Transit. This program will truly be one of the crown jewels of America's public system and I'm proud to stand in support of this program.

MAY SCHOOL OF THE MONTH

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mrs. MCCARTHY of New York. Mr. Speaker, I have named W. Tresper Clarke Middle School in Westbury as the School of the

Month in the Fourth Congressional District for May 2000. It was one of 34 middle schools and 32 high schools to be named a National Service-Learning Leader School, and will be honored by the White House in June.

I want to congratulate the Clarke Middle School community on receiving this national honor, Nassau has noticed the difference Clarke students make in our community as a result of their education. They deserve recognition on a national level, not just on a local one.

Ivy Diton is the Principal of Clarke, and Dr. Robert Dillon is the Superintendent of Schools in the East Meadow School District. The school teaches children in grades six through eight.

The educational initiative of service-learning is on the rise in the United States. More and more schools are beginning to incorporate community service into standard subjects. Clarke Middle School was recently recognized as one of 34 middle schools in the nation who have shown excellence in service-learning. Clarke was the only school selected from the Long Island-New York City geographical area.

The pre-teen and teen years are crucial for our kids. We know how capable they are, and Clarke Middle School has used this to teach their students the importance of giving back to our community. They are sending future generations of Long Islanders into their adult world as better citizens.

Service-learning is the term Clarke and other schools use to describe their way of teaching. It involves a healthy combination of academics and community service, and is based on the joint efforts of teachers and students to make a difference. Students benefit from this approach because standard course material is supported by lessons of civic responsibility. By teaching teens the importance of volunteering and helping others, they learn invaluable lessons that will strengthen our communities.

One hundred percent of Clarke's student body and faculty participate in service-learning. Ten subjects, including English, science, math, social studies, music, and art, feature a blend of community service and normal academics.

Clarke teachers have noticed a significant increase in their students' discipline, academic performance, and level of responsibility. They have become more involved in the Long Island community by mentoring elementary school students, reading to preschool children, and teaching senior citizens about computers.

There are so many opportunities for our teens to get involved in the community. Everyone can use some help now and then. Whoever Clarke students are helping, they are giving something back to Long Island, to the people that have helped them before or need help now.

SHOVALS HONORED BY B'NAI B'RITH

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. KANJORSKI. Mr. Speaker, today I pay tribute to my very good friends, Susan and Judd Shoval, from my district in Pennsylvania.

The Shovals will be honored at the prestigious S.J. Strauss Lodge of the B'nai B'rith Lincoln Day Dinner on May 24 as this year's recipients for the distinguished Community Service Award. I am pleased and proud to have been asked to participate in this event.

Judd and Susan Shoval are among the most entrepreneurial and community-minded business leaders in my district. As partners in the Guard Insurance Company, specializing in workers' compensation insurance, the Shovals have expanded the company from its founding in the early 1980s to a sophisticated insuring organization with more than 20,000 customers in 16 states, with three subsidiaries. Just last fall, the couple opened Guard Security Bank, which uses electronic banking procedures, offering select financial products to both individuals and business.

Susan is a native of Northeastern Pennsylvania. She graduated magna cum laude from Cornell University and graduated with highest honors from the College of Insurance in New York City. In 1993, she was honored as the recipient of the Greater Wilkes-Barre Chamber of Commerce Athena Award and was named among Pennsylvania's Best 50 Women in Business in 1997. She is a member of the Committee of 200, a select group of women who head successful firms.

Susan has served the community on the United Way Board and local university boards, but I am especially appreciative of the tremendous amount of time and leadership Susan provided as a director on the board of the Earth Conservancy, a non-profit organization dedicated to reclaiming 16,000 acres of former coal mine land. Among the couple's proudest accomplishments are their four children, Ben, Deborah, Karyn and Rebecca.

Judd Shoval is Susan's life partner and business partner, serving also as chief executive officer and a director of Guard Insurance, its subsidiaries and the Guard Security Bank. He is a past chairperson of Associated Risk Managers International and has been a member of the Young Presidents Organization, comprised of presidents and chief executive officers of medium- to large-sized companies.

He is also very involved in the community, serving on boards of the local universities, the Jewish Community Center and United Jewish Campaign. Born in Austria, Judd was raised in Israel and received his law degree from the Hebrew University in Jerusalem. He came to the United States in the early 1970s, finally settling in Northeastern Pennsylvania.

Mr. Speaker, the Shovals are dedicated professionals and community leaders. I applaud the S.J. Strauss Lodge's choice of this year's recipients for the distinguished Community Service Award. I am pleased and proud to join with the Lodge and the community in congratulating them and sending my sincere best wishes for continued success.

HONORING MR. JOSEPH
BALCHUNAS AS FLORIDA'S
TEACHER OF THE YEAR

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. HASTINGS of Florida. Mr. Speaker, today I pay tribute to a phenomenal teacher,

Mr. Joseph Balchunas, recently named Florida's Teacher of the Year. A teacher who realizes the sky is the limit, who understands that knowledge is power, and who enriches the lives of those around him distinguishes Mr. Balchunas. Mr. B, as his friends and family call him, insist that his students raise their ideals, broaden their horizons, but most importantly learn to demand more of themselves. His students regularly test above average standards, a testimony to his tireless efforts and commitment to education. This is the first time in twelve years that a teacher from Broward County has been honored with this achievement.

Joseph Balchunas inspires his students to dream, and not to let anyone get in the way of those dreams. In his five years as a teacher, Mr. B has proven that teaching is not only a job, but a personal commitment, and expects his students to make the same commitment to their future. He is loved by many, but most fortunate are those who have the pleasure of being one of his students. His devotion encourages his students to imagine and create.

Mr. Speaker, I am proud to salute Joseph Balchunas for being named Florida's Teacher of the Year. He is truly a great educator, one that all of us should be proud to commend.

NATIONAL MARITIME DAY

HON. PAT DANNER

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Ms. DANNER. Mr. Speaker, today I pay tribute to the hundreds of thousands of United States Merchant Mariners who have courageously served our country during times of peace and war. Congress established National Maritime Day in 1933 to recognize the vital contributions of all American seamen throughout our nation's rich maritime history. This day would soon come to hold special meaning in honor of those merchant mariners who served in defense of American freedoms during WWII. On behalf of Kansas City resident Marshall Garry, I feel privileged to honor their accomplishments today.

As legendary Navy Admiral Chester A. Nimitz wrote following the Allied victory in 1945, "Not one of us who fought in the late war can forget—nor should any citizen be allowed to forget—that the national resource which enabled us to carry the war to the enemy and fight in his territory and not our own was our Merchant Marine." The Merchant Marine played a vital role in our nation's greatest victory, indeed almost 7,000 mariners—or one in 32 personnel—would make the ultimate sacrifice in honor of our country.

Once again, Mr. Speaker, I encourage my colleagues to join with me in commemorating the extraordinary, yet often forgotten, accomplishments of these brave individuals. Our nation is forever indebted to their service and I honor them today on this, America's 67th celebration of National Maritime Day.

PERSONAL EXPLANATION

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. GUTIERREZ. Mr. Speaker, I was unavoidably absent from the House floor when a vote was taken on amendment number 204 regarding the School of the Americas. I have always voted in support of any amendment to eliminate and/or drastically change the way this school functions and had I been present in this Chamber when this vote was cast, I would have voted "yes."

HONORING JENNIE SLEGERS ON
HER 100TH BIRTHDAY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. HORN. Mr. Speaker, today I want to extend congratulations and best wishes to Mrs. Jennie Slegers of Artesia, California, who celebrates her 100th birthday later this week.

Mrs. Slegers was born May 26, 1900, in the Netherlands and came to the United States in 1922. Celebrating this occasion with her are her five children, 20 grandchildren, 34 great-grandchildren and seven great-great-grandchildren. By my count that is 66 Americans—many of them my constituents—who are living, working, playing, learning, paying taxes, contributing to our economy, helping build our communities—all because Jennie Slegers decided long ago that she wanted to be an American.

Mr. Speaker, this remarkable woman now enjoys life at the Artesia Christian Home, where she spends her spare time in knitting and what she called "socializing." And, she remains very involved in doing all she can to help fellow residents of the home. I join her family and many friends in wishing Mrs. Slegers a happy 100th birthday and many more to come.

PERSONAL EXPLANATION

HON. CASS BALLENGER

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. BALLENGER. Mr. Speaker, on Wednesday, May 17, 2000, I missed rollcall vote 193 (H.R. 4205) because I was conducting a Subcommittee on the Western Hemisphere hearing in the absence of the Chairman. Had I been present I would have voted "yea".

INTRODUCTION OF THE RAIL
MERGER REFORM AND CUS-
TOMER PROTECTION ACT

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. POMEROY. Mr. Speaker, I am pleased to introduce the Rail Merger Reform and Customer Protection Act. This legislation would

extend the reach of the antitrust laws to the railroad industry while providing the Surface Transportation Board (STB) with additional criteria on which to evaluate future railroad mergers.

For virtually every business in the United States, mergers and acquisitions in excess of \$10 million are subject to Antitrust Division of the Department of Justice. Railroads, however, are treated differently. Under current law, the STB has exclusive jurisdiction over most matters concerning rail transportation including mergers and acquisitions. In exercising that authority, the STB has approved a series of mergers over the past twenty years since passage of the Staggers Act which has resulted in widespread consolidation in the rail industry. This consolidation has reduced the number of rail carriers from 40 Class I railroads to just 7, resulting in significant service disruptions, negative impacts on shippers and a reduction in competition.

Mr. Speaker, believe it or not, the railroad industry is the only industry, except for America's favorite pastime, baseball, that is almost entirely exempt from the substance of the antitrust laws. With the rail industry now consolidated to seven major railroads, and the stage set for a possible final consolidation, there is an increased potential for the rail industry to exercise market power and monopoly abuse against shippers. In order to protect shippers and promote true competition, it makes sense to treat the railroads like other industries and subject them to the jurisdiction of the Department of Justice and full application of antitrust laws.

Currently, the Department of Justice can only comment on proposed mergers. In previous mergers the recommendations of DOJ were ignored. For example the Department of Justice pegged the Union Pacific-Southern Pacific merger "the most anti-competitive rail merger in history." In that merger, the STB ignored not only the concerns expressed by Department of Justice, but also the concerns of rail customers, organized labor and the United States Department of Agriculture. I believe that the Department of Justice, an agency that can objectively evaluate the impact of mergers and protect shippers from the continual decrease in competition, needs to have a strong voice in mergers reviewed by the Surface Transportation Board.

My legislation would require both the Department of Justice and the STB to review and approve future rail mergers. Under this proposed regulatory framework, the DOJ would approve a merger unless it substantially restrains commerce in any section of the country or tends to create a monopoly in any line of commerce. The STB would still be required to review and approve a merger under a similar standard but it would also judge the proposed merger by a broader public interest standard. However, my legislation would not allow a merger to move forward without approval from both Department of Justice and Surface Transportation Board.

Under my legislation, the STB would also be required to examine several additional criteria before approving a merger. The merger (1) cannot eliminate transportation alternatives; (2) must improve transportation alternatives; (3) must improve competition among rail carriers; (4) must improve service to customers.

Additionally, the legislation ensures that relief can be sought under the current regulatory framework or through the antitrust laws.

In light of the recent decision by the Surface Transportation Board to place a 15-month moratorium on mergers and its solicitation on how merger rules can and should be revised, we have an unprecedented opportunity to re-shape railroad policy for the 21st Century. In this day and age, there is no public policy reason to justify the industry's special treatment, particularly since the railroads have enjoyed considerable deregulation under both the Staggers Act and the Interstate Commerce Commission (ICC) Termination Act. The passage of these laws which reduced the scope and effectiveness of the regulatory agency, makes it more necessary than ever for shippers to have the full panoply of remedies available against monopolistic activities.

I am pleased that the Alliance for Rail Competition, the Consumers United for Rail Equity, National Farmers Union, American Farm Bureau Federation, National Association of Wheat Growers, Northern States Power, the American Forests and Paper Association and the National Association of Chemical Distributors have endorsed this legislation.

I urge my colleagues to join me in this effort to ensure that the railroad industry is subject to the same laws as every other industry. It is in the public interest to raise the bar for review of the last few remaining mergers and to have oversight by the Department of Justice of the actions of the railroads.

IN HONOR OF BOB MOLINA

HON. JOE BACA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. BACA. Mr. Speaker, on Saturday, May 27th at 10 a.m. we will be dedicating the new Bob Molina Memorial Park and Fountain in Rialto.

Bob Molina passed away on July 7, 1998, after battling an illness. Those of us who knew him were moved by his incredible determination, positive attitude, and cheerfully optimistic disposition.

Bob distinguished himself as a member of the International Brotherhood of Teamsters for 36 years, serving as Shop Steward, Business Agent, and President, as well as on the Executive Boards, grievance committees, and negotiation teams.

He was a tenacious fighter for the members he represented; he battled for higher wages, improved pensions, and the highest quality medical benefits; and he struggled for contract language providing for a safe workplace and decent working conditions.

As we dedicate the Park and Fountain, it is fitting to note that Bob Molina demonstrated his commitment to the community through his service as a Little League Coach, Pop Warner Coach, and Girls' Softball Coach, as well as the Cub Scouts. He also served our nation in the United States Navy.

He was a devoted husband, father, and grandfather. During his 32 year marriage, he and his wife Barbara had 9 children and 14 grandchildren.

This Park and Fountain honor Bob Molina's lifetime of service to his nation, community, cherished Teamsters Union, and beloved family. It is a symbol of his outstanding qualities that included hard work, concern, and dedication that enhanced the lives of the many people who had the pleasure of being touched by his life.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. TIM ROEMER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 17, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes:

Mr. ROEMER. Mr. Chairman, I strongly support the Defense Authorization bill for fiscal year 2001. This legislation has placed great emphasis on expanding quality of life initiatives, addressing readiness shortfalls, and enhancing modernization programs. I am particularly supportive of the procurement budget in this legislation for the High Mobility Multipurpose Wheeled Vehicle (HMMWV) or Hummer.

The Congress and especially the Armed Services Committee have strongly supported sustained Hummer production. The hard-working people of Indiana's Third Congressional district have responded by providing a vehicle that has met, and in many cases, exceeded the needs of our brave troops in the field.

Moreover, both the Army and the Marine Corps have identified the Hummer among their unfunded modernization priorities. This defense authorization bill meets those priorities by increasing the budget by \$28 million, thereby allowing the Army and the Marines to buy more Hummers to replace their aging fleet and provide technology insertion. This will go a long way toward protecting our brave men and women in uniform deployed in Kosovo and Bosnia.

I am excited by the growing capabilities of the Hummer. Earlier this year, I went home to visit the Hummer plant and saw a prototype of the commercial Hummer II which is being developed by a joint effort between AM General and General Motors. The Hummer's expansion into the commercial marketplace will result in the sharing of leading technologies for commercial and military vehicles while maintaining a highly skilled technological workforce in Indiana who I am very proud to represent.

Mr. Chairman, I wish to express my gratitude to the members of the Armed Services Committee who have reported a defense authorization bill that will ensure continued Hummer production. I urge my colleagues to support this legislation.

INTRODUCTION OF LEGISLATION
TO PROVIDE EXTENDED PAY-
MENT OF ESTATE TAX FOR ES-
TATES WITH CLOSELY HELD
BUSINESSES

HON. NEIL ABERCROMBIE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. ABERCROMBIE. Mr. Speaker, Mrs. MCCARTHY from New York joins me today in introducing a bill to provide estate tax relief for closely held, family-owned businesses. Both Mrs. MCCARTHY and I support repeal of the estate tax and we have co-sponsored legislation in this Congress, H.R. 8, to effect repeal. The Ways and Means Committee will soon mark up H.R. 8 and report the measure for floor action.

The estate tax threatens the survival of family businesses. Mrs. MCCARTHY has heard this in her Small Business Committee, just as I have heard from my constituents. Economists and tax experts confirm that the estate tax creates a true impediment in passing the family business to the next generation. The Congressional Budget Resolution, however, prevents an immediate repeal of the estate tax, and the anticipated committee recommendation will provide rate reduction with a gradual, extended phase down of the tax.

I support that recommendation as do many of my colleagues. But family-owned businesses need immediate relief if they are to survive as family enterprises. Any business owner who dies during that phase-down period, will face the problem of having to sell the business to pay the tax. Active, family-owned businesses are inherently illiquid. The owners

have invested most, if not all, of their assets in the business. Where a business constitutes the major part of a person's estate, the estate must sell off the business assets, or in many cases the business itself, to pay the federal estate tax within 9 months of the owner's death.

Now, sale of the business or sale of the business assets is hard to complete within 9 months. The seller is not going to get the full value of the property in a forced sale. Instead of this losing proposition, an aging parent while still living will often sell the family business even though the children want to retain the enterprise.

Even the tax scholars, who argue in favor of the estate tax, agree that family businesses face a true hardship to raise cash for the estate tax. They recommend that family businesses should have an extended period to pay off the tax so that the business will not have to be sold.

Trying to deal with this problem, Congress in 1958 and again in 1976 enacted the deferral and installment payment provisions in current law. Under section 6166 of the tax code, an executor of an estate can elect to defer payment of the federal estate tax for 4 years and pay the tax in annual installments over the next 10 years. The decedent's estate must pay the Treasury a discounted rate of interest on the amount of deferred tax outstanding. The 4-year deferral and 10-year installment payment apply as to the estate tax on a closely held business.

This relief covers ownership of a sole proprietorship, a corporation, or a partnership. But the relief is restricted under an obsolete definition of eligibility. Back in 1948, the tax code defined a small business as having 10 or less shareholders or owners for Subchapter S

treatment. In the estate tax area, relief was geared to the same definition under Subchapter S. In 1976, when Congress re-visited the estate tax, it extended the deferral and installment payment relief to businesses with 15 or less owners in keeping with the revised Subchapter S definition of small business. In 1996, Congress modified the definition of a small business under Subchapter S to mean a business with less than 75 owners, but Congress failed to make the comparable change in the estate tax. Consequently estate tax relief for closely held businesses is now based on an antiquated definition.

The proposal in the bill Mrs. MCCARTHY and I are introducing, raises the number of permissible shareholders and partners in a qualifying business from 15 to 75 for purposes of section 6166 relief. Again, our proposal is consistent with the definition of a small business corporation in section 1361 of the tax code. Congress, in the Small Business Jobs Protection Act of 1996, had raised the permissible number of shareholders from 35 to 75 for small business corporations under section 1361, and Congress in that same bill should have made the same change for estate tax relief back in 1996.

As I stated earlier, owners of closely held, family businesses have to sell their business to meet their estate tax liability. The proposed relief gives family-owned businesses as well as other closely held businesses, additional time to pay the tax. Business earnings could then be used to pay the decedent's estate tax liability without having to sell business assets or the business itself. The children could continue to own and run the family business. I commend this bill to my colleagues.

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate on February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules committee—of the time, place, and purpose of the meetings, when scheduled, and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for printing in the Extensions of Remarks section of the CONGRESSIONAL RECORD on Monday and Wednesday of each week.

Meetings scheduled for Tuesday, May 23, 2000 may be found in the Daily Digest of today's RECORD.

MEETINGS SCHEDULED

MAY 24

9 a.m.

Judiciary

Administrative Oversight and the Courts Subcommittee

To hold oversight hearings to examine the 1996 campaign finance investigations.

SD-226

9:30 a.m.

Energy and Natural Resources

Business meeting to consider pending calendar business.

SD-366

Environment and Public Works

To hold hearings on S. 25, to provide Coastal Impact Assistance to State and local governments, to amend the Outer Continental Shelf Lands Act Amendments of 1978, the Land and Water Conservation Fund Act of 1965, the Urban Park and Recreation Recovery Act, and the Federal Aid in Wildlife Restoration Act (commonly referred to as the Pittman-Robertson Act) to establish a fund to meet the outdoor conservation and recreation needs of the American people; S. 2123, to provide Outer Continental Shelf Impact assistance to State and local governments, to amend the Land and Water Conservation Fund Act of 1965, the Urban Park and Recreation Recovery Act of 1978, and the Federal Aid in Wildlife Restoration Act (commonly referred to as the Pittman-Robertson Act) to establish a fund to meet the outdoor conservation and recreation needs of the American people; and S. 2181, to amend the Land and Water Conservation Fund Act to provide full funding for the Land and Water Conservation Fund, and to provide dedicated funding for other conservation programs, including coastal stewardship, wildlife habitat protection, State and local park and open space preservation, historic preservation, forestry conservation programs, and youth conservation corps; and for other purposes.

SD-406

10 a.m.

Foreign Relations

To hold hearings on the nomination of Marc Grossman, of Virginia, to be Di-

rector General of the Foreign Service, Department of State.

SD-419

Banking, Housing, and Urban Affairs

Business meeting to markup S. 2107, to amend the Securities Act of 1933 and the Securities Exchange Act of 1934 to reduce securities fees in excess of those required to fund the operations of the Securities and Exchange Commission, to adjust compensation provisions for employees of the Commission; S. 2382, to authorize appropriations for technical assistance for fiscal year 2001, to promote trade anti-corruption measures; S. 2266, to provide for the minting of commemorative coins to support the 2002 Salt Lake Olympic Winter Games and the programs of the United States Olympic Committee; S. 2453, to authorize the President to award a gold medal on behalf of Congress to Pope John Paul II in recognition of his outstanding and enduring contributions to humanity; the nomination of Richard Court Houseworth, of Arizona, to be a Member of the Board of Directors of the Federal Deposit Insurance Corporation for the remainder of the term expiring December 25, 2001; and the nomination of Nuria I. Fernandez, of Illinois, to be Federal Transit Administrator.

SD-538

2:30 p.m.

Energy and Natural Resources
Water and Power Subcommittee

To hold hearings on S. 2163, to provide for a study of the engineering feasibility of a water exchange in lieu of electrification of the Chandler Pumping Plant at Prosser Diversion Dam, Washington; S. 2396, to authorize the Secretary of the Interior to enter into contracts with the Weber Basin Water Conservancy District, Utah, to use Weber Basin Project facilities for the impounding, storage, and carriage of nonproject water for domestic, municipal, industrial, and other beneficial purposes; S. 2248, to assist in the development and implementation of projects to provide for the control of drainage water, storm water, flood water, and other water as part of water-related integrated resource management, environmental infrastructure, and resource protection and development projects in the Colusa Basin Watershed, California; S. 2410, to increase the authorization of appropriations for the Reclamation Safety of Dams Act of 1978; and S. 2425, to authorize the Bureau of Reclamation to participate in the planning, design, and construction of the Bend Feed Canal Pipeline Project, Oregon.

SD-366

Indian Affairs

To hold hearings on S. 611, to provide for administrative procedures to extend Federal recognition to certain Indian groups.

SR-485

MAY 25

9:30 a.m.

Energy and Natural Resources

To hold hearings to examine the outlook for America's natural gas demand.

SD-366

Commerce, Science, and Transportation

To hold hearings to examine a Federal Trade Commission survey of Internet privacy policies.

SR-253

10 a.m.

Health, Education, Labor, and Pensions
Public Health Subcommittee

To hold hearings to examine gene therapy issues.

SD-430

Banking, Housing, and Urban Affairs
Financial Institutions Subcommittee

To hold hearings on the competition and innovation in the credit card industry, focusing on the consumer and network level.

SD-538

Governmental Affairs

International Security, Proliferation and Federal Services Subcommittee

To hold hearings to examine the issuance of semipostal stamps by the U.S. Postal Service.

SD-342

2 p.m.

Judiciary

To hold hearings on pending nominations.

SD-226

Commission on Security and Cooperation in Europe

To hold hearings to examine elections, democratization and human rights in Azerbaijan.

2255 Rayburn Building

2:30 p.m.

Energy and Natural Resources

National Parks, Historic Preservation, and Recreation Subcommittee

To hold oversight hearings on the potential ban on snowmobiles in Yellowstone and Grand Teton National Parks and the recent decision by the Department of the Interior to prohibit snowmobile activities in other units of the National Park System.

SD-366

MAY 26

10 a.m.

Governmental Affairs

To hold hearings to examine export control implementation issues with respect to high performance computers.

SD-342

JUNE 7

9:30 a.m.

Indian Affairs

To hold hearings on S. 2282, to encourage the efficient use of existing resources and assets related to Indian agricultural research, development and exports within the United States Department of Agriculture.

SR-485

2:30 p.m.

Energy and Natural Resources

Forests and Public Land Management Subcommittee

To hold hearings on S. 2300, to amend the Mineral Leasing Act to increase the maximum acreage of Federal leases for coal that may be held by an entity in any 1 State; S. 2069, to permit the conveyance of certain land in Powell, Wyoming; and S. 1331, to give Lincoln County, Nevada, the right to purchase at fair market value certain public land in the county.

SD-366

Foreign Relations

International Economic Policy, Export and Trade Promotion Subcommittee

To hold oversight hearings to examine satellite export controls.

SD-419

<p>JUNE 21</p> <p>9:30 a.m. Indian Affairs To hold hearings on certain Indian Trust Corporation activities. SR-485</p> <p>JUNE 22</p> <p>9:30 a.m. Commerce, Science, and Transportation To hold hearings to examine issues dealing with aviation and the internet, focusing on purchasing airline tickets through the internet, and whether or not this benefits the consumer. SR-253</p> <p>JUNE 28</p> <p>9:30 a.m. Indian Affairs To hold hearings on S. 2283, to amend the Transportation Equity Act for the 21st</p>	<p>Century to make certain amendments with respect to Indian tribes. SR-485</p> <p>JULY 12</p> <p>9:30 a.m. Indian Affairs To hold oversight hearings on risk management and tort liability relating to Indian matters. SR-485</p> <p>JULY 19</p> <p>9:30 a.m. Indian Affairs To hold oversight hearings on activities of the National Indian Gaming Commission. SR-485</p>	<p>JULY 26</p> <p>9:30 a.m. Indian Affairs To hold hearings on authorizing funds for programs of the Indian Health Care Improvement Act. SR-485</p> <p>SEPTEMBER 26</p> <p>9:30 a.m. Veterans' Affairs To hold joint hearings with the House Committee on Veterans' Affairs on the Legislative recommendation of the American Legion. 345 Cannon Building</p>
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