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104th Congress, 2d Session - - - - - House Report 104-871

(104-82)

SUMMARY
OF
LEGISLATIVE AND OVERSIGHT ACTIVITIES

ONE HUNDRED FOURTH CONGRESS**FIRST SESSION**

CONVENED JANUARY 5, 1995

ADJOURNED JANUARY 3 (*Legislative day of Dec. 22, 1995*), 1996**SECOND SESSION**

CONVENED JANUARY 3, 1996

ADJOURNED OCTOBER 4, 1996

**COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE**

U.S. HOUSE OF REPRESENTATIVES

DECEMBER 20, 1996.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

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WASHINGTON : 1996

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Communications*

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- ¹ Election to Committee as Democrat vacated May 10, 1995
² Elected June 13, 1995 (H.Res. 166)
³ Election to Committee as Democrat vacated July 10, 1995
⁴ Elected July 12, 1995 (H.Res. 168)
⁵ Elected Committee Ranking Minority Member Sept. 27, 1995 (H.Res. 229)
⁶ Resigned from Congress Oct. 10, 1995
⁷ Election to Committee as Democrat vacated Nov. 15, 1995
⁸ Elected Nov. 20, 1995 (H.Res. 281)
⁹ Election to Committee as Democrat vacated Dec. 12, 1995
¹⁰ Resigned from Congress Dec. 15, 1995
¹¹ Elected Feb. 28, 1996 (H.Res. 367)
¹² Elected Apr. 22, 1996 (H.Res. 408)
¹³ Elected Apr. 25, 1996 (H.Res. 414)
¹⁴ Died June 22, 1996
¹⁵ Elected June 25, 1996 (H.Res. 462)
¹⁶ Elected June 26, 1996 (H.Res. 467)

SUBCOMMITTEES

(Listed Alphabetically)

The Chairman and the Ranking Minority Member of the Committee are ex officio voting members of all Subcommittees.

The Member of the Majority Party ranking immediately after the Chairman shall be Vice Chairman or Chairwoman of the Subcommittee, and the ranking Member of the Minority Party shall serve as Subcommittee Ranking Minority Member for the 104th Congress.

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CORRINE BROWN, Florida⁴
PETE GEREN, Texas⁶

¹ Elected Committee Ranking Minority Member Sept. 27, 1995 (thereby becoming Subcommittee ex officio member and vacating position as Subcommittee Ranking Minority Member)

² Elected Subcommittee Ranking Minority Member Nov. 1, 1995

³ Resigned from Subcommittee Nov. 1, 1995

⁴ Elected to Subcommittee Nov. 1, 1995

⁵ Election to Committee as Democrat vacated Dec. 12, 1995

⁶ Elected to Subcommittee May 9, 1996

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	PETE GEREN, Texas ^{7 8}
	ELIJAH E. CUMMINGS, Maryland ⁷
	GENE TAYLOR, Mississippi ⁹

¹ Elected Committee Ranking Minority Member Sept. 27, 1995 (thereby becoming Subcommittee ex officio member and vacating position as Subcommittee Ranking Minority Member)

² Resigned from Subcommittee Nov. 1, 1995 (thereby vacating position of Ranking Minority Member)

³ Elected to Subcommittee as Ranking Minority Member Nov. 1, 1995

⁴ Resigned from Subcommittee Nov. 1, 1995

⁵ Elected to Subcommittee Nov. 1, 1995

⁶ Resigned from Congress Dec. 15, 1995

⁷ Elected to Subcommittee May 9, 1996

⁸ Resigned from Subcommittee Sept. 12, 1996

⁹ Elected to Subcommittee Sept. 12, 1996

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	FRANK MASCARA, Pennsylvania ⁴

¹ Resigned from Subcommittee Nov. 1, 1995 (thereby vacating position of Ranking Minority Member)

² Elected Subcommittee Ranking Minority Member Nov. 1, 1995

³ Resigned from Subcommittee Nov. 1, 1995

⁴ Elected to Subcommittee Nov. 1, 1995

⁵ Elected to Subcommittee Aug. 1, 1996

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¹ Vacated position of Subcommittee Ranking Minority Member Nov. 1, 1995

² Elected to Subcommittee as Ranking Minority Member Nov. 1, 1995

³ Resigned from Subcommittee Nov. 1, 1995

⁴ Elected to Subcommittee Nov. 1, 1995

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LETTER OF SUBMITTAL

DECEMBER 20, 1996.

Hon. Robin H. Carle,
The Clerk, House of Representatives,
Washington, DC.

DEAR MS. CARLE: In compliance with Rule XI, Clause 1(d) of the Rules of the House of Representatives, there is transmitted herewith the Summary of Activities of the Committee on Transportation and Infrastructure for the 104th Congress.

The purpose of the report is to provide the Members of the House of Representatives, and the general public, with an overview of the legislative and oversight activities conducted by this committee, pursuant to Rule X, Clause 1(q) of the Rules of the House of Representatives.

This document is intended as a general reference tool, and not as a substitute for the hearing records, reports, and other committee files.

Sincerely yours,

BUD SHUSTER,
Chairman, Committee on Transportation and Infrastructure
Enclosure.

Union Calendar No. 474

104TH CONGRESS } 2d Session	HOUSE OF REPRESENTATIVES	{ REPORT 104-871
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SUMMARY OF LEGISLATIVE ACTIVITIES—COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

DECEMBER 20, 1996.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. SHUSTER, from the Committee on Transportation and
Infrastructure, submitted the following

REPORT

PROVISIONS OF THE RULES OF THE HOUSE OF REP- RESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES; JURISDICTION OF THE HOUSE COMMITTEE ON TRANS- PORTATION AND INFRASTRUCTURE

“RULE X

“ESTABLISHMENT AND JURISDICTION OF STANDING COMMITTEES

“The Committees and Their Jurisdiction

“1. There shall be in the House the following standing committees, each of which shall have the jurisdiction and related functions assigned to it by this clause and clauses 2, 3, and 4; and all bills, resolutions, and other matters relating to subjects within the jurisdiction of any standing committee as listed in this clause shall (in accordance with and subject to clause 5) be referred to such committees, as follows:

“(q) Committee on Transportation and Infrastructure.

“ (1) Coast Guard, including lifesaving service, lighthouses, lightships, ocean derelicts, and the Coast Guard Academy.

“ (2) Federal management of emergencies and natural disasters.

“ (3) Flood control and improvement of rivers and harbors.

“ (4) Inland waterways.

“ (5) Inspection of merchant marine vessels, lights and signals, lifesaving equipment, and fire protection on such vessels.

- “(6) Navigation and the laws relating thereto, including pilotage.
- “(7) Registering and licensing of vessels and small boats.
- “(8) Rules and international arrangements to prevent collisions at sea.
- “(9) Measures relating to the Capitol Building and the Senate and House office buildings.
- “(10) Measures relating to the construction or maintenance of roads and post roads, other than appropriations therefor; but it shall not be in order for any bill providing general legislation in relation to roads to contain any provision for any specific road, nor for any bill in relation to a specific road to embrace a provision in relation to any other specific road.
- “(11) Measures relating to the construction or reconstruction, maintenance, and care of the buildings and grounds of the Botanic Gardens, the Library of Congress, and the Smithsonian Institution.
- “(12) Measures relating to merchant marine, except for national security aspects of merchant marine.
- “(13) Measures relating to the purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.
- “(14) Oil and other pollution of navigable waters, including inland, coastal, and ocean waters.
- “(15) Marine affairs (including coastal zone management) as they relate to oil and other pollution of navigable waters.
- “(16) Public buildings and occupied or improved grounds of the United States generally.
- “(17) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).
- “(18) Related transportation regulatory agencies.
- “(19) Roads and the safety thereof.
- “(20) Transportation, including civil aviation, railroads, water transportation, transportation safety (except automobile safety), transportation infrastructure, transportation labor, and railroad retirement and unemployment (except revenue measures related thereto).
- “(21) Water power.

FOREWORD

The House Transportation & Infrastructure Committee: A Track Record of Success in the 104th Congress

“Building for America’s Future”

This simple phrase is emblematic of the House Transportation and Infrastructure Committee’s work and remarkable record in the 104th Congress. Indeed, building and maintaining a transportation infrastructure that enables our economy to thrive and providing communities with a safe and reliable environmental infrastructure is what the Committee is all about.

In the 104th Congress, the Committee undertook an ambitious agenda. Not only was its jurisdiction expanded to include railroads, Coast Guard, and maritime issues—giving it one of the largest jurisdictions in the U.S. House of Representatives—but, working together on a bipartisan basis, the Committee tackled a multitude of important issues, providing national leadership in all aspects of our transportation systems and environmental infrastructure.

Through its six subcommittees—Aviation, Coast Guard and Maritime Transportation, Public Buildings and Economic Development, Railroads, Surface Transportation, and Water Resources and Environment—the 64-Member T&I Committee held 137 hearings and markups, heard testimony from over 1,200 public witnesses, and conducted 51 legislative mark-ups. The total of 188 Committee meetings in a single Congress is a testament to the efforts and dedication of Members and staff.

On a substantive level, the Committee shaped legislation to finance the development of our nation’s infrastructure into the next century. In doing so, it reaffirmed the important Federal role in developing both transportation and environmental infrastructure to help create jobs and spur economic growth. At the same time, the Committee reviewed long-standing Federal agencies and programs, reforming or modifying those that no longer served the country well. It sought to streamline Federal regulatory requirements and to return power to States and local communities where appropriate. The Committee also examined the safety of our various transportation modes and developed several legislative reforms to address shortcomings. Finally, the Committee worked to achieve progress in protecting our environment through a sound policy and environmental framework.

Ever since this country was founded, the importance of our transportation system has been a nationally recognized priority. Beginning with our ocean ports, and then later canals, railways, highways, and airports, wherever there were transportation links, communities prospered. Given today’s increasingly global marketplace, where just-in-time manufacturing is becoming a major com-

petitive requirement, the need for an efficient intermodal transportation system is more important than ever before.

Unfortunately, the current budget inhibits investments in infrastructure. Unlike most state governments, the Federal budget does not differentiate between capital and consumption spending. If it did, much of the Transportation and Infrastructure Committee's expenditures would fall under a capital investment budget. Although four user-financed transportation trust funds (aviation, highway, inland waterways, and harbor maintenance) were established to ensure continued capital investment in roads, bridges, transit, airports, harbors, locks, and canals, they are tied to a unified budget. As Federal entitlements grow and pressure to balance the budget increases, spending from the ever-growing trust funds erodes.

To break this destructive status quo, T&I Committee Members unanimously sponsored H.R. 842, the "Truth In Budgeting Act," bipartisan legislation adopted by the full House on an overwhelming 284-143 vote, that would free the transportation trust funds from the Federal budget, thereby allowing them to operate on a pay-as-you-go basis as originally intended. The goal of the legislation is to ensure that money collected from system users is spent as the Federal Government promised—to maintain and improve the infrastructure relied upon to transport goods, services, and people.

With enactment of H.R. 2274/S.440, the "National Highway System Designation Act," the National Highway System (NHS) was established. The NHS, comprised of 160,000 of the most important miles of highway in America, will be to the 21st Century what the Interstate Highway System was to the 20th Century. The Act made available to the States nearly \$12 billion in National Highway System (NHS) and Interstate maintenance funds. This represents a major investment in our economy, creating jobs and ensuring that our network of highways can meet the challenges of the 21st Century. The U.S. Department of Transportation estimates that every \$1 billion invested in highway infrastructure directly creates 42,000 high-paying jobs. But the benefits of our transportation infrastructure extend beyond job creation. Transportation is the lifeblood of our economy. One only needs to recall the historic blizzard that engulfed the Northeast in early January 1996 to understand the vital role transportation plays in our daily lives. Indeed, many cities in the Northeast and Middle Atlantic States were utterly paralyzed. The losses in terms of productivity to all business sectors was pronounced. Imagine if our economy relied on a crippled transportation system year-round.

Another critical transportation investment was made in our aviation system with the successful passage of H.R. 3539, authorizing the Airport Improvement Program (AIP). This bill provides \$7 billion from Aviation Trust Fund receipts for capital expansion projects. Already, 23 airports experience more than 20,000 hours of delays annually. The number of airports with significant delays is expected to grow to 33 by 2002. Moreover, growth in passenger travel is expected to double in the next fifteen years, from 500 million to one billion passengers annually. AIP funds are critical to ensuring our system can safely meet the needs of the flying public.

The Committee also reaffirmed its commitment to our nation's environmental infrastructure. In H.R. 961, the "Clean Water

Amendments of 1995,” the Committee authorized \$2.3 billion a year for the Clean Water State Revolving Fund (SRF) to finance wastewater infrastructure and source water protection. In H.R. 3604/S. 1316, the “Safe Drinking Water Act Amendments,” which became law on August 6, 1996, the Committee was instrumental in assuring that \$1 billion a year would be available to States and communities for an SRF to help fund improved drinking water infrastructure. Communities are able to leverage SRF money in bond markets to reap benefits several times greater than they would through a conventional grant program. Both loan programs allow small and disadvantaged communities to acquire low- or no-interest loans. Moreover, these innovative accounts will become self-sustaining as communities begin to repay the loans.

H.R. 3593/S. 640, the “Water Resources Development Act,” makes further investments in both our economic and environmental infrastructure by providing a \$3.8 billion Federal authorization for navigation, flood control, and environmental restoration projects carried out by the Army Corps of Engineers. Navigation projects undertaken by the Corps and authorized through this legislation represent the backbone of the nation’s waterborne commerce. In the environmental arena, the Corps is uniquely capable to undertake efforts in hurricane and flood protection as well as programs that improve our environment, such as wetlands restoration. The economic and social benefits to the American people are significant and cannot be fully quantified.

In addition to the key role of the Committee in improving the nation’s infrastructure, the Committee advanced a number of other goals in a variety of pieces of legislation:

Downsizing Federal bureaucracy: through the ICC Termination Act (enacted into law) and the Ocean Shipping Reform Act, the Committee addressed the need to eliminate wasteful government spending by downsizing the government where possible.

Making government work better: the House approved legislation to reauthorize and reform Amtrak so that it would be able to operate more as a business. In addition the Committee initiated legislation which was enacted to establish the FAA as an independent agency with greater flexibility in the areas of personnel and procurement and to modernize the Railroad unemployment insurance system.

Streamlining and improving Federal regulations: In a variety of pieces of legislation (e.g. the Deepwater Port Modernization Act and the Pipeline Safety Act) the Committee sought to streamline the regulatory process.

Empowering State and local governments: The Committee found opportunities to return power to the States where appropriate (e.g. the National Highway System Designation Act, which eliminated Federal requirements for management systems and crumb rubber usage).

Promoting Safety: Safety was an important element of many of the Committee’s bills (e.g. the National Highway System Designation Act, which requires States to establish and enforce a “zero tolerance” level for alcohol for drivers under age 21) as well as the oversight activities of the Committee.

Thus is the outstanding record of the Committee during the 104th Congress—and the foundation for our efforts to build for America's future in the 105th Congress.

Few of these many concrete achievements could have been realized without the strong bipartisan commitment of our membership and the leadership of our Ranking Democrat on the Committee, Rep. James Oberstar. Special recognition is also due to the Aviation Subcommittee Chairman John J. Duncan, and Ranking Democrat William O. Lipinski; Coast Guard and Maritime Transportation Subcommittee Chairman Howard Coble and Ranking Democrat Bob Clement; Public Buildings and Economic Development Subcommittee Chairman Wayne Gilchrest and Ranking Democrat James Traficant; Railroads Subcommittee Chairwoman Susan Molinari and Ranking Democrat Bob Wise; Surface Transportation Subcommittee Chairman Thomas Petri and Ranking Democrat Nick Rahall; and Subcommittee on Water Resources Subcommittee Chairman Sherwood Boehlert and Ranking Democrat Robert Borksi.

As productive as the 104th Congress was for our Committee, the 105th promises to be even more so as we continue to develop transportation and environmental programs to meet our nation's needs.

With my good friend James Oberstar, I look forward to building upon the success of the Committee's considerable endeavors in the 104th Congress.

BUD SHUSTER,

Chairman, Committee on Transportation and Infrastructure.

BILLS ENACTED INTO LAW

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104-21	Aug. 4, 1995	H.R. 2017	To authorize an increased Federal share of the costs of certain transportation projects in the District of Columbia for fiscal years 1995 and 1996, and for other purpose. District of Columbia Emergency Highway Relief Act.
104-50	Nov. 15, 1995	H.R. 2002	Making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes (incorporating provisions relating to Federal Aviation Administration personnel and procurement regulation reforms). Department of Transportation and Related Agencies Appropriations Act, 1996.
104-55	Nov. 20, 1995	H.R. 436	To require the head of any Federal agency to differentiate between fats, oils, and greases of animal, marine, or vegetable origin, and other oils and greases, in issuing certain regulations.
104-58	Nov. 28, 1995	S. 395	To authorize and direct the Secretary of Energy to sell the Alaska Power Administration, and to authorize the export of Alaska North Slope crude oil, and for other purposes. Alaska Power Administration Asset Sale and Termination Act.
104-59	Nov. 28, 1995	S. 440 (H.R. 2274).	To amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes. National Highway System Designation Act of 1995; Woodrow Wilson Memorial Bridge Authority Act of 1995 (Title IV).
104-68	Dec. 22, 1995	H.R. 2481	To designate the Federal Triangle Project under construction at 14th Street and Pennsylvania Avenue, Northwest, in the District of Columbia, as the "Ronald Reagan Building and International Trade Center".

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104-75	Dec. 28, 1995	H.R. 395	To designate the United States courthouse and Federal building to be constructed at the southeastern corner of Liberty and South Virginia Streets in Reno, Nevada, as the "Bruce R. Thompson United States Courthouse and Federal Building".
104-77	Dec. 28, 1995	H.R. 965	To designate the Federal building located at 600 Martin Luther King, Jr., Place in Louisville, Kentucky, as the "Romano L. Mazzoli Federal Building".
104-80	Dec. 28, 1995	H.R. 2547	To designate the United States courthouse located at 800 Market Street in Knoxville, Tennessee, as the "Howard H. Baker, Jr. United States Courthouse".
104-85	Dec. 28, 1995	S. 369	To designate the Federal Courthouse in Decatur, Alabama, as the "Seybourn H. Lynne Federal Courthouse", and for other purposes.
104-86	Dec. 28, 1995	S. 965	To designate the United States Courthouse for the Eastern District of Virginia in Alexandria, Virginia, as the "Albert V. Bryan United States Courthouse".
104-88	Dec. 29, 1995	H.R. 2539	To abolish the Interstate Commerce Commission, to amend subtitle IV of title 49, United States Code, to reform economic regulation of transportation, and for other purposes. ICC Termination Act of 1995.
104-99	Jan. 26, 1996	H.R. 2880	Making appropriations for fiscal year 1996 to make a downpayment toward a balanced budget (incorporating provisions directing the Architect of the Capitol to sell the parcel of real property located at 501 First Street, Southeast, in the District of Columbia). Balanced Budget Downpayment Act, I.
104-101	Feb. 1, 1996	H.R. 2061	To designate the Federal building located at 1550 Dewey Avenue, Baker City, Oregon, as the "David J. Wheeler Federal Building".

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104–106	Feb. 10, 1996	S. 1124	To authorize appropriations for fiscal year 1996 for military activities of the Department of Defense, and to prescribe personnel strengths for such fiscal year for the Armed Forces (incorporating provisions relating to the establishment of the Midewin Tallgrass Prairie in Illinois; Armed Forces vessel discharge; Department of Defense emergency preparedness; and the leasing of property requiring environmental remediation). National Defense Authorization Act for Fiscal Year 1996.
104–108	Feb. 12, 1996	H.R. 2111	To designate the Social Security Administration's Western Program Service Center located at 1221 Nevin Avenue, Richmond, California, as the "Frank Hagel Federal Building".
104–112	Mar. 5, 1996	H.R. 1718	To designate the United States courthouse located at 197 South Main Street in Wilkes-Barre, Pennsylvania, as the "Max Rosenn United States Courthouse".
104–135	Apr. 30, 1996	H.R. 255	To designate the Federal Justice Building in Miami, Florida, as the "James Lawrence King Federal Justice Building".
104–136	Apr. 30, 1996	H.R. 869	To designate the Federal building and U.S. Courthouse located at 125 Market Street in Youngstown, Ohio, as the "Thomas D. Lambros Federal Building and U.S. Courthouse".
104–137	Apr. 30, 1996	H.R. 1804	To designate the United States Post Office-Courthouse located at South 6th and Rogers Avenue, Fort Smith, Arkansas, as the "Judge Isaac C. Parker Federal Building".
104–138	Apr. 30, 1996	H.R. 2415	To designate the United States Customs Administration Building at the Ysleta/Zaragosa Port of Entry located at 797 South Ysleta in El Paso, Texas, as the "Timothy C. McCaghren Customs Administration Building".
104–139	Apr. 30, 1996	H.R. 2556	To redesignate the Federal building located at 345 Middlefield Road in Menlo Park, California, and known as the Earth Sciences and Library Building, as the "Vincent E. McKelvey Federal Building".

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104–151	July 1, 1996	H.R. 3029	To designate the United States courthouse in Washington, District of Columbia, as the “E. Barrett Prettyman United States Courthouse”.
104–154	July 2, 1996	S. 1903	To designate the bridge estimated to be completed in the year 2000 that replaces the bridge on Missouri highway 74 spanning from East Girardeau, Illinois, to Cape Girardeau, Missouri, as the “Bill Emerson Memorial Bridge”, and for other purposes.
104–160	July 9, 1996	H.R. 3364	To designate a United States courthouse in Scranton, Pennsylvania, as the “William J. Nealon United States Courthouse”.
104–182	Aug. 6, 1996	S. 1316 (H.R. 3604, H.R. 2747).	To amend title XIV of the Public Health Service Act (the “Safe Drinking Water Act”), and for other purposes. Safe Drinking Water Act Amendments of 1996.

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104–201	Sept. 23, 1996 ...	H.R. 3230	To authorize appropriations for fiscal year 1997 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes (incorporating provisions relating to shipboard solid waste control (Section 324), authority to withhold listing of Federal facilities on the National Priorities List (Section 330), clarification of the meaning of uncontaminated property for purposes of transfer by the United States (Section 331), the Navy program to monitor ecological effects of organotin (Section 333), contaminated Federal property transfers (Section 334), military pay raise for fiscal year 1997 (Section 601), limitation on the use of DOD funds transferred to the Coast Guard (Section 1007), designation and liability of disbursing and certifying officials for the Coast Guard (Section 1009), authority to suspend or terminate collection actions against deceased members of the Coast Guard (Section 1010), senior career service reenlistments (Section 511), reimbursement for adoption expenses (Section 652), defense against weapons of mass destruction (Title XIV), and fiscal year 1998 funding for the Greenville Road improvement project, Livermore, California (Section 3165). National Defense Authorization Act for Fiscal Year 1997.
104–208	Sept. 30, 1996 ...	H.R. 3610	Making appropriations for the Department of Defense for the fiscal year ending September 30, 1997, and for other purposes (incorporating provisions relating to a land conveyance for Hopewell Township (Beaver County, Pennsylvania) (Section 410 of the Treasury-Postal Appropriations for Fiscal Year 1997); and the California Bay-Delta Environmental Enhancement and Water Security Act (Division E, Title I)).

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104-221	Oct. 1, 1996	S. 1636 (H.R. 3134).	To designate the United States Courthouse under construction at 1030 Southwest 3rd Avenue, Portland, Oregon, as the "Mark O. Hatfield United States Courthouse".
104-222	Oct. 1, 1996	S. 1995 (H.R. 3933).	To authorize construction of the Smithsonian Institution National Air and Space Museum Dulles Center at Washington Dulles International Airport.
104-225	Oct. 2, 1996	H.R. 2504	To designate the Federal Building located at the corner of Patton Avenue and Otis Street, and the United States Courthouse located on Otis Street, in Asheville, North Carolina, as the "Veach-Baley Federal Complex".
104-228	Oct. 2, 1996	H.R. 3186	To designate the Federal building located at 1655 Woodson Road in Overland, Missouri, as the "Sammy L. Davis Federal Building".
104-229	Oct. 2, 1996	H.R. 3400	To designate the United States courthouse to be constructed at a site on 18th Street between Dodge and Douglas Streets in Omaha, Nebraska, as the "Roman L. Hruska United States Courthouse".
104-230	Oct. 2, 1996	H.R. 3710	To designate a United States courthouse located in Tampa, Florida, as the "Sam M. Gibbons United States Courthouse".
104-251	Oct. 9, 1996	H.R. 2594	To amend the Railroad Unemployment Insurance Act to reduce the waiting period for benefits payable under that Act, and for other purposes. Railroad Unemployment Insurance Amendments Act of 1996.

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104-264	Oct. 9, 1996	H.R. 3539	To amend title 49, United States Code, to reauthorize programs of the Federal Aviation Administration, and for other purposes. Federal Aviation Reauthorization Act of 1996 (Title II, Air Traffic Management System Performance Improvement Act of 1996; Title V, Pilot Records Improvement Act of 1996; Title VI, Child Pilot Safety Act; Title VII, Aviation Disaster Family Assistance Act of 1996; Title VIII, Airport Revenue Protection Act of 1996; Title IX, Metropolitan Washington Airports Amendments Act of 1996; and Title XI, FAA Research, Engineering, and Development Management Reform Act of 1996).
104-277	Oct. 9, 1996	S. 1931	To provide that the United States Post Office and Courthouse building located at 9 East Broad Street, Cookeville, Tennessee, shall be known and designated as the "L. Clure Morton United States Post Office and Courthouse".
104-291	Oct. 11, 1996	H.R. 3159	To amend title 49, United States Code, to authorize appropriations for fiscal years 1997, 1998, and 1999 for the National Transportation Safety Board. National Transportation Safety Board Amendments of 1996 (Title II, Intermodal Safe Container Transportation Amendments Act of 1996).
104-298	Oct. 11, 1996	S. 811	To authorize the Secretary of the Interior to conduct studies regarding the desalination of water and water reuse. Water Desalination Act of 1996.
104-303	Oct. 12, 1996	S. 640 (H.R. 3592).	To provide for the conservation and development of water and related resources, and to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States. Water Resources Development Act of 1996.
104-304	Oct. 12, 1996	S. 1505 (H.R. 1323).	To reduce risk to public safety and the environment associated with pipeline transportation of natural gas and hazardous liquids, and for other purposes. Accountable Pipeline Safety and Partnership Act of 1996.

BILLS ENACTED INTO LAW—Continued

PUBLIC LAW NO.	DATE ENACTED	BILL NO.	TITLE
104-324	Oct. 19, 1996	S. 1004 (H.R. 1361).	To authorize appropriations for the United States Coast Guard, and for other purposes. Coast Guard Authorization Act of 1996 (Title V, Deepwater Port Modernization Act; Title VI, Coast Guard Regulatory Reform Act of 1996).
104-332	Oct. 26, 1996	H.R. 4283	To provide for ballast water management to prevent the introduction and spread of nonindigenous species into the waters of the United States, and for other purposes. National Invasive Species Act of 1996.
104-333	Nov. 12, 1996	H.R. 4236	To provide for the administration of certain Presidio properties at minimal cost to the Federal taxpayer, and for other purposes (incorporating the provisions of H.R. 2636, relating to a memorial in the District of Columbia honoring Japanese-American patriotism in World War II (Division I, Section 514); and provisions relating to the California Bay Delta Environmental Enhancement (Division I, Title XI). Omnibus Parks and Public Lands Management Act of 1996.

**BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE
SENATE**

BILL NO.	DATE PASSED HOUSE	TITLE
H.R. 653	Dec. 5, 1995	To designate the United States courthouse under construction in White Plains, New York, as the "Thurgood Marshall United States Courthouse".
H.R. 840	Dec. 5, 1995	To designate the Federal building and United States courthouse located at 215 South Evans Street in Greenville, North Carolina, as the "Walter B. Jones Federal Building and United States Courthouse".
H.R. 842	Apr. 17, 1996	To provide off-budget treatment for the Highway Trust Fund, the Airport and Airway Trust Fund, the Inland Waterways Trust Fund, and the Harbor Maintenance Trust Fund.
H.R. 961	May 16, 1995	To amend the Federal Water Pollution Control Act. Clean Water Amendments of 1995.
H.R. 1788	Nov. 30 1995	To reform the statutes relating to Amtrak, to authorize appropriations for Amtrak, and for other purposes.
H.R. 1943	July 25, 1995	To amend the Federal Water Pollution Control Act to deem certain municipal wastewater treatment facilities discharging into ocean waters as the equivalent of secondary treatment facilities.
H.R. 2149	May 1, 1996	To reduce regulation, promote efficiencies, and encourage competition in the international ocean transportation system of the United states, to eliminate the Federal Maritime Commission, and for other purposes.
H.R. 2567	Jan. 23, 1996	To amend the Federal Water Pollution Control Act relating to standards for constructed water conveyances.
H.R. 2689	Dec. 18, 1995	To designate the United States Courthouse located at 301 West Main Street in Benton, Illinois, as the "James L. Foreman United States Courthouse".

**BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE
SENATE—Continued**

BILL NO.	DATE PASSED HOUSE	TITLE
H.R. 3153	Sept. 24, 1996	To amend title 49, United States Code, to exempt from regulation the transportation of certain hazardous materials by vehicles with a gross vehicle weight rating of 10,000 pounds or less.
H.R. 3348	Sept. 18, 1996	To direct the President to establish standards and criteria for the provisions of major disaster and emergency assistance in response to snow-related events.
H.R. 3535	Sept. 26, 1996	To redesignate a Federal building in Suitland, Maryland, as the "W. Edwards Deming Federal Building".
H.R. 3560	Aug. 2, 1996	To designate the Federal building located at 290 Broadway in New York, New York, as the "Ronald H. Brown Federal Building".
H.R. 3572	June 18, 1996	To designate the bridge on United States Route 231 which crosses the Ohio River between Maceo, Kentucky, and Rockport, Indiana, as the "William H. Natcher Bridge".
H.R. 3576	Sept. 27, 1996	To designate the United States courthouse located at 401 South Michigan Street in South Bend, Indiana, as the "Robert K. Rodibaugh United States Bankruptcy Courthouse".
H.R. 4042	Sept. 27, 1996	To designate the United States courthouse located at Pearl Street in New York City, New York, as the "Ted Weiss United States Courthouse".
H.R. 4119	Sept. 27, 1996	To designate the Federal building and United States courthouse located at 475 Mulberry Street in Macon, Georgia, as the "William Augustus Bootle Federal Building and United States Courthouse".
H.R. 4133	Sept. 27, 1996	To designate the United States courthouse to be constructed at the corner of Superior and Huron Roads, in Cleveland, Ohio, as the "Carl B. Stokes United States Courthouse".
H.Con.Res. 39	Mar. 14, 1995	Expressing the sense of the Congress regarding Federal disaster relief.
H.Con.Res. 150	May 7, 1996	Authorizing the use of the Capitol Grounds for an event sponsored by the Specialty Equipment Market Association.

**BILLS AND RESOLUTIONS PASSED BY THE HOUSE BUT NOT ACTED UPON BY THE
SENATE—Continued**

BILL NO.	DATE PASSED HOUSE	TITLE
H.Con.Res. 198	July 12, 1996	Authorizing the use of the Capitol grounds for the first annual Congressional Family Picnic.

BILL REPORTED TO THE HOUSE BUT NOT ACTED UPON

BILL NO.	REPT.	DATE REPTD.	TITLE
H.R. 2145	H.Rept. 104— 693, Part I.	July 18, 1996	To reauthorize and make reforms to programs authorized by the Public Works and Economic Development Act of 1965 and the Appalachian Regional Development Act of 1965.

RESOLUTIONS APPROVED BY THE HOUSE AND THE SENATE (AND CLEARED)

H.CON.RES. NO.	DATE AGREED TO BY HOUSE	DATE AGREED TO BY SENATE	TITLE
H.Con.Res. 34	Mar. 14, 1995 ..	Apr. 3, 1995 ..	Authorizing the use of the Capitol Grounds for the Ringling Bros. and Barnum & Bailey Circus Anniversary Commemoration.
H.Con.Res. 38	June 27, 1995 ..	June 28, 1995	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.
H.Con.Res. 64	May 9, 1995	May 12, 1995	Authorizing the 1995 Special Olympics Torch Relay to be run through the Capitol Grounds.
H.Con.Res. 146	Mar. 26, 1996 ..	Mar. 27, 1996	Authorizing the 1996 Special Olympics Torch Relay to be run through the Capitol Grounds.
H.Con.Res. 147	Mar. 26, 1996 ..	Mar. 27, 1996	Authorizing the use of the Capitol Grounds for the fifteenth annual National Peace Officers' Memorial Service.
H.Con.Res. 153	June 10, 1996 ..	June 21, 1996	Authorizing the use of the Capitol Grounds for the Greater Washington Soap Box Derby.
H.Con.Res. 166	Apr. 23, 1996 ...	Apr. 25, 1996	Authorizing the use of the Capitol Grounds for the Washington for Jesus 1996 Prayer Rally.

RESOLUTIONS APPROVED BY THE HOUSE AND THE SENATE (AND CLEARED)—Continued

H.CON.RES. NO.	DATE AGREED TO BY HOUSE	DATE AGREED TO BY SENATE	TITLE
H.Con.Res. 172	June 10, 1996, June 12, 1996.	June 11, 1996	Authorizing the 1996 Summer Olympics Torch Relay to be run through the Capitol Grounds, and for other purposes.

BILLS AND RESOLUTIONS APPROVED BY THE SENATE BUT NOT APPROVED BY THE COMMITTEE

BILL NO.	DATE PASSED SENATE	TITLE
S. 1005	May 16, 1996	To amend the Public Buildings Act of 1959 to improve the process of constructing, altering, and acquiring public buildings, and for other purposes.
S. 1875	Sept. 24, 1996	To designate the United States courthouse in Medford, Oregon, as the "James A. Redden Federal Courthouse".
S. 1936	July 31, 1996	To amend the Nuclear Waste Policy Act of 1982.
S.Con.Res. 17	June 15, 1995	Authorizing the use of the Capitol Grounds for the exhibition of the RAH-66 Comanche helicopter.

BILLS ENACTED INTO LAW

(Summaries of Public Law)

DISTRICT OF COLUMBIA HIGHWAY RELIEF ACT OF 1995

(Public Law 104–21)

The District of Columbia Highway Relief Act permits certain Federal-aid highway projects undertaken by the District of Columbia to have a Federal share of 100 percent for fiscal years 1995 and 1996 due to the District's difficult financial situation and its inability to contribute the 20 percent match. Without this relief, the District of Columbia would have been unable to use its Federal-aid highway funds for 1995 and 1996. As a condition of the increased Federal share, the Act directs the District to set up a dedicated account for gas tax receipts in an amount sufficient to repay the temporarily waived local match and to meet future local match requirements. The Act also requires that the District's trust fund accounting be analyzed by the General Accounting Office.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1996

(Public Law 104–50)

In addition to providing funding for the Department of Transportation (DOT), the 1996 DOT appropriations law includes legislation to reform the Federal Aviation Administration's (FAA) personnel and procurement rules. The law exempts FAA from many personnel and procurement requirements and allows FAA to establish a unique approach to its personnel and procurement regulations.

EDIBLE OIL REGULATORY REFORM ACT

(Public Law 104–55)

The Edible Oil Regulatory Reform Act responds to a concern that Federal regulatory agencies, acting under the Oil Pollution Act, the Clean Water Act, the Hazardous Materials Transportation Act and other laws, did not adequately distinguish between toxic and petroleum-based oils on the one hand and animal fats and vegetable oils on the other. The law requires Federal agencies other than the Food and Drug Administration and the Food Safety Inspection Service to differentiate between and establish separate classes for such oils and to consider their different properties and environmental effects in implementing such regulatory statutes.

ALASKA POWER ADMINISTRATION ASSET SALE AND TERMINATION ACT

(Public Law 104–58)

The primary purpose of this Act is to authorize the export of Alaska North Slope crude oil and to authorize the Secretary of Energy to sell the Alaska Power Administration. The Act required vessels carrying Alaska North Slope crude oil to be carried aboard U.S.-flag, U.S. manned vessels.

Title IV of this Act requires that the Commandant of the Coast Guard submit to Congress a plan on the most cost effective means of implementing an international private-sector tug-of-opportunity system. This plan must utilize existing towing vessels to provide emergency response services to any vessel in distress transiting the waters within the boundaries of the Olympic Coast National Marine Sanctuary of the Strait of Juan de Fuca.

NATIONAL HIGHWAY SYSTEM DESIGNATION ACT OF 1995

(Public Law 104–59)

The National Highway System Designation Act of 1995 approves the 160,000 mile National Highway System (NHS) and permits nearly \$13 billion in Interstate Maintenance and NHS highway funds to be distributed to the States in 1996 and 1997. While comprising only 4 percent of all highways in America, the NHS will carry 40 percent of all traffic, 75 percent of all freight and 80 percent of all tourism.

In addition to approving the NHS, this legislation eliminates several Federal grant conditions, that had been imposed on the States in ISTEA and other transportation laws. These would have resulted in State highway fund penalties, including the national maximum speed limit, compulsory motorcycle helmet use laws, the requirement that States use crumb rubber in asphalt, States' utilization of certain management systems, preemployment alcohol testing, highway sign metrification and certain transportation conformity requirements. Second, the legislation creates a motor carrier safety pilot program that will permit carriers that utilize commercial motor vehicles between 10,000 and 26,000 pounds flexibility in complying with Federal motor carrier safety regulations if they devise a program of safety management controls that DOT determines will provide an equal or greater level of safety. It also creates a pilot program to permit extended winter deliveries of home heating oil. Third, the legislation amends the hours of service regulations for certain motor carriers whose activities tend to be seasonal, including farmers and farm suppliers during planting and harvesting seasons, water well drillers, construction vehicles and utility service vehicles, and provides waivers from commercial drivers license requirements for part-time employees of small towns and townships during snow emergencies.

TO DESIGNATE THE RONALD REAGAN BUILDING AND
INTERNATIONAL TRADE CENTER

(Public Law 104–68)

This law designates the Federal Triangle Project under construction at 14th Street and Pennsylvania Avenue, NW, in Washington, D.C., as the “Ronald Reagan Building and International Trade Center”. Ronald Reagan was the 40th President of the United States and one of the Country’s and the world’s most famous and beloved citizens. President Reagan began his career as president of the Screen Actor’s Guild, in 1947. He became a Republican in 1962 and the leader of political conservatism in 1964. He was elected Governor of California in a landslide victory in 1966 and handily won reelection in 1968. Winning the Presidential election in 1980, President Reagan revived the Nation’s patriotic spirit with the optimism and dignity he brought to office. The Reagan presidency stood for the message of economic growth and a faith in a future full of opportunity, and it is a fitting tribute to designate this building in his honor.

TO DESIGNATE THE BRUCE R. THOMPSON UNITED STATES
COURTHOUSE AND FEDERAL BUILDING

(Public Law 104–75)

This law designates the United States Courthouse and Federal Building to be constructed at the southeastern corner of Liberty and South Virginia Streets in Reno, Nevada, as the “Bruce R. Thompson United States Courthouse and Federal Building”. Judge Thompson served as Assistant U.S. Attorney for the District of Nevada from 1942 to 1952, and as special master for the U.S. District Court of the District of Nevada from 1952 to 1953. In 1963, he was appointed U.S. District Judge by President John F. Kennedy. From 1975 to 1977, Judge Thompson was president of the Ninth Circuit District Judges. Virtually every legal organization in Nevada has unanimously passed a resolution in favor of naming the courthouse after Judge Thompson.

TO DESIGNATE THE ROMANO L. MAZZOLI FEDERAL
BUILDING

(Public Law 104–77)

This law designates the Federal building in Louisville, Kentucky as the “Romano L. Mazzoli Federal Building”. Romano Mazzoli was elected to the Kentucky State Senate where he served until 1970. In 1970, he was elected to the United States House of Representatives, where he represented Kentucky’s Third Congressional District. He was reelected to 11 consecutive terms until his retirement in 1994. Congressman Mazzoli is, perhaps, best known for his work on immigration issues. During his tenure in Congress, he became known as one of the most dedicated, ethical and courageous Members ever to serve.

TO DESIGNATE THE HOWARD H. BAKER, JR., UNITED
STATES COURTHOUSE

(Public Law 104–80)

This law designates the United States Courthouse in Knoxville, Tennessee, as the “Howard H. Baker, Jr., United States Courthouse”. Howard Baker began his career in public service in 1966 when he became the first Republican popularly elected to the United States Senate from Tennessee. He was reelected in both 1972 and 1978. In 1980, Senator Baker was a candidate for the Republican Presidential Nomination. He closed out his Senatorial career by serving two terms as Minority Leader and two terms as Majority Leader. From 1987 to 1988, Howard Baker served as President Reagan’s Chief of Staff. Additionally, Mr. Baker is a noted author and recipient of both the Presidential Medal of Freedom and the Jefferson Award. Howard Baker is one of the most distinguished and accomplished men ever to serve his country and it is fitting to name this building in his honor.

TO DESIGNATE THE SEYBOURN H. LYNNE FEDERAL
COURTHOUSE

(Public Law 104–85)

This law designates the Federal Courthouse in Decatur, Alabama, as the “Seybourn H. Lynne Federal Courthouse”. Judge Lynne was first elected to serve on the bench in 1934, as the Judge of Morgan County. He later served on the Eighth Judicial Circuit Court of Alabama until stepping down in 1942 to volunteer for service in the United States military. In 1946, he was appointed to the United States District Court by President Harry S. Truman. Judge Lynne became Chief Judge of the Federal Court in 1953 and Senior Judge in 1973. He has served on the United States District Court for the Northern District of Alabama for 49 years. Judge Lynne is respected for his wisdom, integrity and perseverance.

TO DESIGNATE THE ALBERT V. BRYAN UNITED STATES
COURTHOUSE

(Public Law 104–86)

This law designates the United States Courthouse in Alexandria, Virginia, as the “Albert V. Bryan United States Courthouse”. Judge Albert V. Bryan is one of Virginia’s most distinguished jurists. He was appointed to the United States District Court in 1947 by President Harry S. Truman and was then appointed to the Court of Appeals by President John F. Kennedy in 1961. Judge Bryan is most widely recognized for his decisions regarding school desegregation. In fact, his efforts toward the desegregation of Prince Edward County Schools were included in the Supreme Court’s landmark *Brown v. Board of Education* decision. In his years on the Federal bench, Judge Bryan earned a reputation as a legal conservative and strict constructionist.

THE INTERSTATE COMMERCE COMMISSION TERMINATION
ACT OF 1995

(Public Law 104–88)

This legislation substantially deregulates the rail and motor carrier industries and abolishes the 108-year-old Interstate Commerce Commission. The rail portions of the bill eliminate obsolete rail provisions and transfer remaining functions to a 3-member board (the Surface Transportation Board) within the Department of Transportation. Provisions and activities that are repealed or eliminated by this law include: tariff filing, securities jurisdiction, minimum rate regulation, State certification, the commodities clause, recyclable commodities rate regime, and valuation jurisdiction. Functions that are transferred to the Department of Transportation include: maximum rate regulation, rail mergers and consolidations, various intercarrier transactions, abandonments, and labor protection.

The motor carrier provisions of the ICC Termination Act of 1995 eliminates some functions of the ICC and transfers most remaining motor carrier regulatory oversight functions to the Federal Highway Administration. The bill eliminates nearly all tariff filings and rate regulation, Federal grants of operating authority, Federal and State regulation for office and exhibit moves, Federal resolution of routine commercial disputes, any possibility of future undercharge claims, restrictions on intermodal ownership, review of motor carrier mergers, State regulation of transportation intermediaries and restrictions on interlining between buses and rail carriers.

The Act broadens administrative exemption authority, modifies the financial reporting requirement to permit carriers to apply for an exemption from publication or filing of confidential business information, eliminates regulation of interstate bus routes and discontinuances, amends household goods dispute resolution procedure, streamlines Federal regulation of chemical pipelines and directs that registration and insurance filings be merged into a single Federal registration and insurance system to minimize filing requirements. The Act also barred State taxation of interstate bus tickets.

Motor carrier functions transferred to DOT will be carried out with no increase in personnel or funding. The primary DOT responsibility will be registration of motor carriers and the establishment and enforcement of minimum financial responsibility requirements. The other major function transferred is maintenance of background industry commercial rules (such as cargo loss and damage rules and leasing rules).

Subchapter II of chapter 135 of the Act transfers to the Secretary of Transportation and the Surface Transportation Board the jurisdiction of the ICC over water carrier transportation. The jurisdiction was expanded to include port-to-port water carrier transportation and transportation to the U.S. territories that had been regulated by the Federal Maritime Commission (FMC).

Title IV of the ICC Termination Act includes a requirement for the Secretary of Transportation to complete a study of the non-contiguous domestic trades within 6 months of enactment of this Act to analyze the competition and rate structure in the trades, the

impact of tariff filing on the trades, the problems of parallel pricing and its impact in the domestic trades, whether additional protections are needed to protect shippers from the abuse of market power, and whether additional legislative changes are necessary.

AUTHORIZING THE SALE OF 501 FIRST STREET, S.E.

(Public Law 104–99)

This bill authorizes the Architect of the Capitol to sell the parcel of real property located at 501 First Street, S.E. This building, known as the House Annex Building, was acquired by Congress in 1984. The Architect of the Capitol was to direct the sale of the House Annex Building under the direction of the House Office Building Commission at fair market value and relocate current tenants to suitable space. Proceeds from the sale are to be placed into the Treasury of the United States as miscellaneous receipts with the moving costs of the Capitol Child Care Center and the Architect of the Capitol Employees currently located in the building to come from this account. The marketing costs of the sale are limited to \$75,000.

TO DESIGNATE THE DAVID J. WHEELER FEDERAL BUILDING

(Public Law 104–101)

This law designates the Federal Building in Baker City, Oregon, as the “David J. Wheeler Federal Building”. David J. Wheeler of Baker City, Oregon, was a civil engineer with the United States Forest Service who lost his life while performing his duties in the Payette National Forest. On April 26, 1995, Mr. Wheeler was on a work detail in the forest inspecting bridges, a trip scheduled to last fewer than six weeks. While inspecting a bridge at a guard station, he was murdered by two boys who had walked away from a detention center. At the time of his death, Mr. Wheeler was president-elect of the Baker City Rotary Club; a leader in the United Methodist Church; coach at the local YMCA; and a member of the Baker City County Community Choir. In 1994, Mr. Wheeler had been selected by the Baker County Chamber of Commerce as the Baker County Father of the Year.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 1996

(Public Law 104–106)

The National Defense Authorization Act for Fiscal Year 1996 (Public Law 104–106) amends section 312 of the Federal Water Pollution Control Act to add a subsection to establish uniform national standards for certain discharges from vessels of the Armed Forces. This Act also amends section 120(h) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980

to allow the Federal government to lease Federal property prior to completion of any necessary cleanup of that property.

The legislation also contains several provisions to bring Coast Guard personnel benefits and other matters into line with those of the Department of Defense.

ILLINOIS LAND CONSERVATION ACT

Title XXIX of the Act contains the Illinois Land Conservation Act, to establish the Midewin National Tallgrass Prairie (MNP) near Joliet, Illinois, and to provide for the disposal of certain real property at the Joliet Army Ammunition Plant subject to the requirements of Superfund and other environmental laws. Land transfers allow for establishment of the MNP as well as the transfer of lands for economic redevelopment, a National Veterans Cemetery, and a landfill.

TO DESIGNATE THE FRANK HAGEL FEDERAL BUILDING

(Public Law 104–108)

This law designates the Social Security Administration's Western Program Service Center in Richmond, California, as the "Frank Hagel Federal Building". Frank Hagel began his government service as a file clerk with the Social Security Administration in 1965. In 1986, he came to the Western Program Service Center in Richmond, California, and was promoted to Assistant Regional Commissioner for Processing Center operations. After the 1991 Legionnaire's disease outbreak among center staff, Mr. Hagel received his second Social Security Commission's Citation. He was appointed the Assistant Regional Commissioner for Management and Budget in 1994. Mr. Hagel passed away on January 1, 1995.

TO DESIGNATE THE MAX ROSENN UNITED STATES COURTHOUSE

(Public Law 104–112)

This law designates the U.S. Courthouse in Wilkes-Barre, Pennsylvania, as the "Max Rosenn United States Courthouse". Judge Rosenn began his long and distinguished career in public service in 1941 as Assistant District Attorney for Luzerne County, Pennsylvania. During World War II, he served in the South Pacific as a member of the Judge Advocate General Corps. Judge Rosenn served as a member of the State Welfare Board from 1964 to 1966 and was appointed by Governor Scranton to become Secretary of Public Welfare. He was reappointed by Governor Shafer and also served on the Governor's Commission to Revise the Public Employee Laws, as Chairman of the Executive-Legislative Task Force Restructure Human Delivery Services, and on the Committee on Children and Youth for the 1970 White House Conference. On October 7, 1970, Judge Rosenn was appointed to the United States Court of Appeals for the Third Circuit.

ANTITERRORISM AND EFFECTIVE DEATH PENALTY ACT OF
1996

(Public Law 104–132)

This law covers a variety of provisions to support antiterrorism measures. Section 322 requires foreign airlines to have a security program which provides the same level of safety that is required of U.S. domestic airlines.

TO DESIGNATE THE JAMES LAWRENCE KING FEDERAL
JUSTICE BUILDING

(Public Law 104–135)

This law designates the Federal Justice Building in Miami, Florida as the “James Lawrence King Federal Justice Building”. James Lawrence King served as a United States District Judge for the Panama Canal Zone and as Chief Judge. He acted as an advocate for improved judicial administration, and devoted countless hours to the improvement of our justice system. He served on the Judicial Conference of the United States and as the Chairman of the Conference’s Implementation Committee on Admission of Attorneys to Federal Practice. He also served as a member of the Conferences’ Judicial Ethics Committee, a member of the Judicial Counsel of the Eleventh Circuit Administrative Conference, and as a member of the Long Range Planning Committee for the Federal Judiciary.

TO DESIGNATE THE THOMAS D. LAMBROS FEDERAL
BUILDING AND UNITED STATES COURTHOUSE

(Public Law 104–136)

This law designates the Federal Building and United States Courthouse located in Youngstown, Ohio, as the “Thomas D. Lambros Federal Building and United States Courthouse”. In 1960, Mr. Lambros was elected Judge of the Court of Common Pleas in Ohio’s Ashtabula County. President Lyndon B. Johnson nominated him to preside on the U.S. District Court in the Northern District of Ohio. Judge Lambros was responsible for many important reforms, such as the voluntary public defender program to provide indigent criminals with free counsel. His work in this area preceded the Supreme Court’s landmark *Gideon v. Wainwright* decision, assuring free counsel to indigent criminal defendants. Judge Lambros was appointed Chief Judge in the Northern District of Ohio in 1990. He retired in 1995.

TO DESIGNATE THE JUDGE ISAAC C. PARKER FEDERAL
BUILDING

(Public Law 104–137)

This law designates the United States Post Office-Courthouse in Fort Smith, Arkansas as the “Judge Isaac C. Parker Federal Building”. Judge Parker is a legendary figure in Arkansas and the sur-

rounding States. In 1875 after his retirement from Congress, President Ulysses S. Grant appointed Judge Parker Chief Justice of the Utah territory. He later resigned and accepted an appointment as Judge of the United States Court for the Western District of Arkansas. When he assumed office, Judge Parker dedicated himself to the reestablishment of the court as a power in the land. It was a court of no vacations, except for Sundays and Christmas. He disposed of 13,500 cases, of which 12,000 were criminal. 8,600 resulted in convictions either by jury trials or guilty pleas. He held this position for 21 years until his death in November of 1896.

TO DESIGNATE THE TIMOTHY C. McCAGHREN CUSTOMS
ADMINISTRATION BUILDING

(Public Law 104–138)

This law designates the United States Customs Administration Building in El Paso, Texas, as the “Timothy C. McCaghren Customs Administration Building”. Timothy McCaghren was one of the top narcotics interdiction officers at the Yselta Port of Entry in El Paso. On February 19, 1990, Officer McCaghren attempted to stop a van at the port. The driver of the van accelerated through the border crossing, dragging Officer McCaghren until he was flung from the vehicle. Officer McCaghren died the following day from head injuries sustained in the incident. Reportedly, with every seizure he made, Officer McCaghren was known to comment “That’s one load that won’t reach my kids.” This is a fitting tribute and memorial to Officer McCaghren and his devoted service to his family, community and country.

TO REDESIGNATE THE VINCENT E. McKELVEY FEDERAL
BUILDING

(Public Law 104–139)

This law redesignates the Federal Building in Menlo Park, California, known as the Earth Sciences and Library Building, as the “Vincent E. McKelvey Federal Building”. Vincent E. McKelvey was a distinguished American geologist and the ninth Director of the United States Geological Survey. He was an internationally recognized scientist in his field and received numerous honors for his contributions to the geological sciences, including the naming of a 7,000 foot high peak in Antarctica in his honor. During his tenure as director of the USGS, he oversaw its transformation from a war time uranium research team to a highly effective mapping and research agency, which provides early warning for natural disasters, assists local authorities in land surveys and helps save lives.

TO DESIGNATE THE E. BARRETT PRETTYMAN UNITED
STATES COURTHOUSE

(Public Law 104–151)

This law designates the United State Courthouse in Washington, D.C., as the “E. Barrett Prettyman United States Courthouse”. E. Barrett Prettyman served on the Federal Bench for 26 years. He was first appointed in 1945 and then sat as Chief Judge of the U.S. Circuit Court from 1953 to 1960. Judge Prettyman also served as chairman of the Judicial Conference. As a jurist, his most notable decision came when he ruled that the State Department has the right to bar travel by U.S. citizens to certain areas. He was also a strong advocate of providing legal assistance to the indigent, establishing a program at Georgetown University to train attorneys to better assist indigent clients. Judge Prettyman passed away August 4, 1971.

TO DESIGNATE THE BILL EMERSON MEMORIAL BRIDGE

(Public Law 104–154)

This Act names the bridge crossing the Mississippi River between Cape Girardeau, Missouri, and East Girardeau, Illinois, on Missouri Highway 74, as the “Bill Emerson Memorial Bridge.” Bill Emerson, a Congressman who represented the 8th District in southeastern Missouri for many years, died in 1996 after a long bout with cancer. He was a longtime member of the Transportation and Infrastructure Committee, one of whose top transportation priorities was the reconstruction of the Cape Girardeau Bridge.

TO DESIGNATE THE WILLIAM J. NEALON UNITED STATES
COURTHOUSE

(Public Law 104–160)

This law designates the United States Courthouse to be constructed in Scranton, Pennsylvania, as the “William J. Nealon United States Courthouse”. Judge Nealon was first appointed to the bench as Judge of the Lackawanna County Court of Common Pleas in January 1960. In 1962, President John F. Kennedy appointed him the United States District Judge for the Middle District of Pennsylvania, making him the youngest Federal judge in the country. He has been a member of the Federal Bench for 33 years, the longest tenure ever for a judge in the Middle District. He currently serves as a Senior Judge. Judge Nealon has received numerous awards including being named the “Most Outstanding Federal Judge in the United States” by the American Trial Lawyers Association.

SAFE DRINKING WATER ACT AMENDMENTS OF 1996

(Public Law 104–182)

This law reauthorizes and amends the Safe Drinking Water Act of 1974. Major provisions affecting the jurisdiction of the Committee on Transportation and Infrastructure include establishment of a new \$9.6 billion drinking water State Revolving Loan Fund (SRF), modeled on the SRF established under the Clean Water Act; establishment of a \$350 million program for grants for water infrastructure and watershed protection; infrastructure grants for hardship communities and for Alaska and the “colonias” along the U.S.-Mexico border; programs for source water protection and ground water protection; modernization of, and authority to transfer from Federal ownership, the Washington Aqueduct facilities of the Corps of Engineers; and authority to transfer a percentage of funds between the drinking water SRF and the Clean Water Act SRF. The law also includes various regulatory reforms, reporting and consumer protection requirements, and scientific research provisions to protect the Nation’s public water supplies.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL
YEAR 1997

(Public Law 104–201)

The National Defense Authorization Act for Fiscal Year 1997 amends section 3(c) of the Act to Prevent Pollution from Ships, which is the implementing legislation for Annex V to the International Convention for the Prevention of Pollution from Ships, to allow Navy vessels to discharge certain non-plastic, nonfloatable solid wastes, where the Secretary of the Navy determines that the vessel has a unique military design and that full compliance with Annex V is not technologically feasible or would impair the operation or operational capability of the ship.

This Act also amends the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Section 120(d) provides the Administrator of the Environmental Protection Agency with the authority under section 105 of CERCLA to defer listing a Federal facility on the National Priorities List if the site is being cleaned up under other law. Section 120(h)(3) allows the Federal government to transfer Federal property prior to completion of a required response action necessary to protect human health and the environment, if the property is suitable for the use intended by the transferee, if the use is consistent with the protection of human health and the environment, the deed or other agreement governing the transfer contains the response action assurances specified in this section, if public notice is provided, and the deferral and transfer will not substantially delay cleanup. Section 120(h)(4)(A) clarifies that Federal property is not considered contaminated if hazardous substances were merely stored on the property, without any release to the environment.

This Act also requires the Navy to develop and implement, and EPA to pay for, a program to monitor the concentrations of organotin in coastal waters.

Other provisions address preparedness regarding certain emergencies and include roles for the Federal Emergency Management Agency (FEMA).

This legislation also contains several provisions to bring Coast Guard personnel benefits and other matters into line with those of the Department of Defense. In addition, the Act includes a requirement that the Secretary of Transportation certify that all funds transferred from the Secretary of Defense to the Coast Guard are used for national defense purposes.

OMNIBUS CONSOLIDATED APPROPRIATIONS FOR FISCAL YEAR 1997

(Public Law 104–208)

The Omnibus Consolidated Appropriations Act includes an amendment to the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) to clarify when lenders and fiduciaries may be held liable under section 107 of CERCLA for the cleanup of contaminated property.

HOPEWELL TOWNSHIP LAND CONVEYANCE

Section 410 of the Treasury-Postal Appropriations section provides for the conveyance of certain lands and improvements in Hopewell, Township, Pennsylvania, to a non-profit organization known as the “Beaver County Corporation for Economic Development” to provide for economic development. The bill requires that the General Services Administration transfer this land designated as surplus in 1993 at no cost. The goal of the land transfer is to utilize this property as the centerpiece of a Hopewell Aliquippa Airport Industrial Park and thereby promote economic development and create needed jobs for the people of Hopewell Township.

SUPERFUND LIABILITY

Title II of Division A of the Omnibus Consolidated Appropriations bill includes the “Economic Growth and Regulatory Paperwork Reduction Act of 1996,” a banking regulatory reform bill. Subtitle E of the banking bill consists of the ‘Asset Conservation, Lender Liability, and Deposit Insurance Protection Act of 1996.’ This Act amends the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) to clarify when lenders and fiduciaries may be held liable under section 107 of CERCLA for the cleanup of contaminated property.

CALIFORNIA BAY-DELTA ENVIRONMENTAL ENHANCEMENT

Division E includes provisions to support the California-Federal Bay-Delta Program in developing, funding, and implementing solutions to problems regarding ecosystem quality, water quality, water supply and reliability, and system vulnerability affecting the San Francisco Bay/Sacramento-San Joaquin Delta Watershed in California.

TO DESIGNATE THE MARK O. HATFIELD UNITED STATES
COURTHOUSE

(Public Law 104–221)

This legislation designates the United States Courthouse under construction at 1030 Southwest 3rd Avenue, Portland, Oregon, as the “Mark O. Hatfield United States Courthouse”. Senator Mark O. Hatfield was born on July 12, 1922, in Dallas, Oregon. Senator Hatfield is a dedicated public servant, who began his career with a tour of duty in World War II as a Navy Lieutenant, j.g. He served in the Oregon Legislature, both House and Senate. He became the youngest Secretary of State in Oregon history, and in 1958 was elected Governor.

In 1966, he was elected to the U.S. Senate, where he served with distinction for 30 years. Senator Hatfield is known for his work on international human rights and environmental issues as well as his leadership as Chairman of the Senate Appropriations Committee.

TO AUTHORIZE CONSTRUCTION OF THE SMITHSONIAN IN-
STITUTION NATIONAL AIR AND SPACE MUSEUM DULLES
CENTER AT WASHINGTON DULLES INTERNATIONAL AIR-
PORT

(Public Law 104–222)

The legislation authorizes the Board of Regents of the Smithsonian Institution to construct an extension to the air and space museum on a 185 acre site at Dulles Airport. The new facility will house airplanes, spacecraft, and related aeronautical artifacts currently stored outdoors or at the Garber facility in suburban Maryland. The extension will also provide a restoration facility capable of handling large aircraft such as the Enola Gay B–29 bomber. No federally appropriated funds will be used to pay for the construction and the Commonwealth of Virginia will provide infrastructure support with funding, loans, and a bond issue. The Smithsonian is responsible for raising funds from the private sector for its share of the construction project.

TO DESIGNATE THE VEACH-BALEY FEDERAL COMPLEX

(Public Law 104–225)

This legislation designates the Federal building located at the corner of Patton Avenue and Otis Street, and the U.S. courthouse located on Otis Street, in Asheville, North Carolina, as the “Veach-Baley Federal Complex”. Veach-Baley is a combination of the names of two distinguished men from western North Carolina who committed their lives to public service: John B. “Jack” Veach and Judge James M. “Jim” Baley, Jr. Jack Veach was a pioneer in North Carolina’s timber industry, and a community leader who served as Chairman of the United Way of Asheville and Buncombe County. He also was co-founder and Chairman of Western Carolina Bank and a past director of Carolina Power and Light Company. Judge Jim Baley was a lawyer, State Representative, a naval offi-

cer, U.S. Attorney and Judge to the North Carolina Court of Appeals. He also served as Special Judge for the Superior Court. Judge Baley was active in church and civic activities. He was a deacon in his church, President of the Asheville Civitan Club, and a member of the Daniel Boone Council of the Boy Scouts.

TO DESIGNATE THE SAMMY L. DAVIS FEDERAL BUILDING

(Public Law 104–228)

This bill designates the Federal Building in Overland, Missouri, as the “Sammy L. Davis Federal Building”. In 1966, Sammy Davis enlisted in the United States Army and was stationed in Viet Nam with the ninth Infantry Division. In November 1967, Private First Class Davis distinguished himself above and beyond the call of duty. At a remote fire support base west of Cai Lay, PFC Davis’ position came under heavy attack. During a direct enemy assault, his gun crew was killed. Sammy Davis took up ranks behind the gun and began returning fire himself. After surviving several more attacks and sustaining injuries, PFC Davis crossed the river on an air mattress to rescue three wounded comrades. After returning to the base, he refused medical attention and joined another Howitzer crew continuing its assault on the enemy. For his gallantry, PFC Davis received the Congressional Medal of Honor. Today, Sammy L. Davis travels the country speaking extensively on the plight of POW’s, Agent Orange and other veterans’ issues.

TO DESIGNATE THE ROMAN L. HRUSKA UNITED STATES COURTHOUSE

(Public Law 104–229)

This bill designates the United States Courthouse to be constructed in Omaha, Nebraska, as the “Roman L. Hruska United States Courthouse”. Roman L. Hruska began his career in public service as a member and then Chairman of the Douglas County Board of Commissioners. In 1952, he was elected to serve in the United States House of Representatives. After serving 1 year in the House Chamber, he was elected to fill a vacancy in the U.S. Senate where he served from 1954 until his retirement in 1976. Senator Hruska rose to prominence as the Ranking Republican member of the Judiciary Committee. In that position he took part in the review of over 300 appointments to the Federal Bench. He remained active in local civic affairs.

TO DESIGNATE THE SAM M. GIBBONS UNITED STATES COURTHOUSE

(Public Law 104–230)

This law designates the United States Courthouse in Tampa, Florida, as the “Sam M. Gibbons United States Courthouse”. After graduating from the University of Florida in 1941, Mr. Gibbons enlisted in the United States Army, where he earned a bronze star

for his role as part of the initial assault force on D-Day. He began his career in public service in 1952 as a member of the Florida House of Representatives and was elected to the United States House of Representatives in 1962. Congressman Gibbons served 17 consecutive terms in Congress until his retirement in 1996. In 1994, he was appointed acting Chairman of the Ways and Means Committee. During the 104th Congress he served as ranking Democrat on that Committee. Through his 34 years of service to Congress, Sam Gibbons has conducted himself with dignity and earned the respect of those who served with him. This law was amended to include an effective date of January 3, 1997, to correspond with Congressman Gibbon's retirement from Congress.

RAILROAD UNEMPLOYMENT INSURANCE AMENDMENTS ACT OF 1996

(Public Law 104–251)

This law amends the Railroad Unemployment Insurance Act to increase the daily unemployment benefits for railroad workers from \$36 to \$42 and reduces the waiting period before benefits begin to accrue from 14 days to 7 days.

FEDERAL AVIATION REAUTHORIZATION ACT OF 1996

(Public Law 104–264)

This law is an omnibus aviation bill dealing with numerous issues including FAA reauthorization, FAA reform, aviation security, aviation safety, pilot record sharing, child pilot safety, family disaster assistance, airport revenue protection, and the Metropolitan Washington Airports issue (P.L. 104–264).

The bill authorizes three of FAA's four accounts for 2 years. The total authorization amount is \$19.5 billion for 2 years. The following table shows the funding levels by account.

FAA AUTHORIZED LEVELS FOR 1997 AND 1998

(dollars in billions)

	1997	1998
Operations	5.158	5.344
Facilities and Equipment	2.068	2.129
Airport Improvement Program	2.28 ...	2.347
Research, Engineering, and Development	0.208	—
Total	9.714	9.820

The Research, Engineering, and Development (RE&D) account is the jurisdiction of the House Science Committee. That Committee and the Senate Commerce, Science, and Transportation Committee chose to reauthorize RE&D for only 1 year.

The bill also simplifies the Airport Improvement Program (AIP) grant formula for 2 years. The new formula assures that Letters

of Intent (LOIs) are funded, but the discretionary fund will be \$300 million in 1997 instead of the \$325 million previously guaranteed. This allows airport entitlement grants to increase in 1997 because FAA will no longer need to reduce entitlement grants to pay for the discretionary grants.

The law also establishes an airport privatization pilot program. Five airports may volunteer to enter into long-term leases or privatization contracts. The program is limited to one large airport and three medium, small, or non-hub airports that can enter long-term leases and one general aviation airport that can enter either a long-term lease or a sale agreement. An airport's application for this program has to be approved by the Department of Transportation (DOT) and by a supra-majority of airlines operating at the airport. This program is an attempt to allow private funds to supplement the growth of airports since it appears that both local and federal funds for airport growth do not satisfy the current needs of airports. The program will be audited by the Secretary of Transportation.

Various safety issues were dealt with in this law including eliminating FAA's current dual mandate to both regulate and promote civil aviation. The law reforms FAA by making FAA more independent of DOT and by assuring that the new procurement and personnel laws are working effectively. Under the law, FAA needs DOT approval only on regulations that impose more than \$100 million per year in cost. Less expensive regulations can be approved by FAA without DOT interference. The law also establishes a Management Advisory Council with representatives from the aviation industry to advise the FAA Administrator on how to improve FAA. This law establishes the National Civil Aviation Review Commission, which will study various FAA funding and safety issues. FAA's needs; the benefits of taking the Aviation Trust Fund off-budget; the establishment of user fees; and aviation safety issues will be some of the issue reviewed.

ANTITERRORISM

The law incorporates many security provisions passed by the House shortly before the August 1996 recess including requiring criminal history background checks for the people who screen carry-on luggage at airports. The effectiveness of weapon and explosive detection systems will be studied including the effectiveness of bomb sniffing dogs as a result of this law. The law also requires the FAA Administrator to certify companies providing security screening services and to improve the training and testing of screeners by establishing uniform performance standards for the screeners.

AIRLINE PILOT HIRING AND SAFETY ACT

The law also requires that airlines must request and receive the performance records of pilots they are interested in hiring. Currently, airlines do not share the records of pilots. Although the vast majority of pilots are excellent, pilots whose performance may present a safety problem need to be weeded out. This law will protect the public from pilots with questionable performance records.

CHILD PILOT SAFETY ACT

The law also includes the Child Pilot Safety Act passed by the House in July. In the spring of 1996, we all witnessed the aircraft wreckage after 7-year old Jessica Dubroff tried and failed to set a world record by becoming the youngest person to fly across the country. The law forbids a flight instructor from allowing someone without a pilot's licence to attempt to set a record or engage in aeronautical feats. Since one must be 16 years old to hold a pilot's licence, and anyone without a pilot's licence has to fly with a certified flight instructor, this will ensure that children cannot be used to set records.

AVIATION DISASTER FAMILY ASSISTANCE ACT

The law incorporates the bill to assist families of passengers involved in aircraft accidents. The law requires the National Transportation Safety Board (NTSB) to be responsible for acting as a point of contact within the Federal Government for the families of passengers involved in the accident. After a major accident, NTSB will designate an independent non-profit agency, such as the American Red Cross, to have primary responsibility for coordinating the emotional care and support of the families of passengers involved in the accident. The law requires that airlines provide the passenger manifest with the best available information to the non-profit organization designated for the accident, if requested. The non-profit organization can use the passenger manifest to help family members with information about their loved ones. The law requires airlines to submit plans to DOT to address the needs of families of passengers involved in an airline accident. In addition, the bill establishes a task force to develop guidelines for such plans. The law also prohibits unsolicited communication from lawyers to families of victims or passengers who were injured in an accident until 30 days after the accident.

METROPOLITAN WASHINGTON AIRPORTS AMENDMENTS ACT

The law also dealt with issues surrounding the Metropolitan Washington Airports Authority (MWAA). The law terminates the Board of Review, but increases the Board of Directors from 11 to 13 by increasing the Presidentially appointed members from 1 to 3. The law also guarantees that the Dulles Airport Access Highway remains dedicated for use to Dulles Airport. Congress will have to revisit this issue by October 1, 2001, when the FAA will no longer be able to issue Airport Grants or approve new Passenger Facility Charges for MWAA. Congress has more involvement with the Washington airports because National and Dulles are the only Federally owned commercial airports in the country.

Finally, the law includes some miscellaneous provisions, including an amendment to restore the legal standards for coverage under the Railway Labor Act which existed prior to the enactment of the Interstate Commerce Commission Termination Act.

TO DESIGNATE THE L. CLURE MORTON UNITED STATES
POST OFFICE AND COURTHOUSE

(Public Law 104–277)

This law designates the United States Post Office in Cookeville, Tennessee, as the “L. Clure Morton United States Post Office and Courthouse”. Judge Morton began his career with the government as an agent with the Federal Bureau of Investigation from 1941 to 1945. In 1970, Judge Morton was appointed U.S. District Judge by President Richard M. Nixon. He was elevated to Chief Judge in 1977 and took Senior Status in 1984. Judge Morton is best remembered for his decision ordering the massive cross-town busing in Nashville which led to the desegregation of the Nashville public school system. During his tenure on the bench, Judge Morton also ordered sweeping reforms in the Tennessee State prison, and welfare and health systems.

NATIONAL TRANSPORTATION SAFETY BOARD
AMENDMENTS OF 1996

(Public Law 104–291)

This law reauthorizes the National Transportation Safety Board (NTSB) for 3 years with funding levels of \$42.407 million in 1997, \$44.46 million for 1998, and \$45.04 million for 1999. The law also makes several legislative changes which were originally requested by NTSB including: (1) permitting NTSB to withhold foreign accident information which will promote cooperation with foreign aviation safety authorities and improve NTSB’s ability to make safety recommendations regarding information from foreign aviation accidents; (2) permitting NTSB to withhold voluntarily-provided safety information allowing NTSB to review safety information that previously the airlines would not share with NTSB for fear that the government would release it; and (3) allowing NTSB to conduct accident investigation classes and charge non-NTSB employees who attend, thereby recouping some of its costs.

WATER DESALINATION ACT OF 1996

(Public Law 104–298)

The Water Desalination Act of 1996 authorizes the Secretary of the Interior, in consultation with the Secretary of the Army and other Federal agencies, to carry out various projects, programs, and activities regarding water desalination and reuse.

WATER RESOURCES DEVELOPMENT ACT OF 1996

(Public Law 104–303)

The Water Resources Development Act of 1996 (WRDA) authorizes water resources development and conservation projects of the U. S. Army Corps of Engineers. It also modifies Corps water projects and policies and modifies the agency’s water resources pro-

grams. The WRDA reflects a continuing Federal commitment to water infrastructure maintenance and development, responds to initiatives to update water policies, and takes advantage of opportunities to strengthen the Corps' role in protecting and restoring the Nation's aquatic environment. It also resumes the biennial authorization of Corps water resources programs and projects. It authorizes approximately \$3.8 billion in Federal appropriations for water resources projects and programs. The total estimated cost (Federal and non-Federal) is \$5.4 billion.

Title I of the bill authorizes 31 projects which have received final reports of the Chief of Engineers. To address projects for which reports were nearly complete, it authorizes an additional 13 projects subject to the completion of a final Chief of Engineers' report by not later than December 31, 1996. Title I also directs the Secretary of the Army to study and, if feasible, carry out projects for flood control, navigation, stream bank stabilization, shoreline protection, snagging, clearing and sediment removal, and improvement of the environment under the Corps of Engineers' "continuing authorities" program.

Title II contains provisions that are generally applicable to Corps of Engineers projects and policies. Among the more significant provisions are changes to cost-sharing requirements and procedures applicable to the development and implementation of flood control projects. The minimum non-Federal share for such projects is raised from 25 percent to 35 percent, applicable to projects authorized after WRDA '96 and to continuing authority projects where project approval occurs after enactment of this Act. Procedures relating to the non-Federal sponsor's "ability to pay" are also revised, as are requirements for floodplain management plans. In both instances, the changes are designed to respond to the evolving needs of non-Federal interests in the reduction of damages resulting from flooding. Title II also modifies the cost sharing applicable to dredged material disposal areas associated with navigation projects. The non-Federal share will be the same for all methods of disposal, regardless of whether the dredged material is placed in open water or in containment areas on-shore or near-shore. Title II also modifies or creates "environmental" authorities for the Corps. For example, it broadens authority given to the Corps in section 1135 of WRDA '86 to modify Corps projects to restore environmental quality, thus allowing the Corps to undertake measures where benefits may accrue off project lands. It also creates a new "continuing authority" for the Corps by authorizing \$25,000,000 annually for cost-effective projects to improve the quality of the environment, provided the Federal cost for individual projects does not exceed \$5,000,000. Title II also creates a new national dam safety program to facilitate improvements in the design and operation of dams. This program consolidates within the Federal Emergency Management Agency the lead role in coordinating Federal dam safety efforts and in providing incentives to States for the effective implementation of State programs. Title II addresses numerous other policies relating to water resources programs of the Corps, including provisions restating Congressional support of, and the Federal interest in, the Corps role in shoreline protection, assuring fairness to non-Federal sponsors in the cost sharing of feasibility

studies, facilitating construction of flood control projects by non-Federal interests, privatizing the Federal hopper dredge fleet, and strengthening current requirements for removing obstructions to navigation.

Title III contains provisions relating to previously authorized projects. It modifies projects to reflect changed physical, economic and environmental conditions at project sites, changing local priorities, and increased project costs. It also reauthorizes several projects that were previously deauthorized but for which local support has returned. In addition, several projects or portions of projects are deauthorized to accommodate local desires.

Title IV authorizes various studies of potential water resources projects and requires several reviews of Corps policies and capabilities. Although most Corps studies of potential water resources projects are authorized by Committee resolution, the nature and scope of most of these study proposals are beyond that which could be authorized in this manner.

Title V contains provisions responding to miscellaneous water resources issues and problems within the Corps program. It allows for conveyances of unneeded parcels at existing Corps projects to local entities; changes the names of selected Corps projects or project features; addresses unique site-specific water resources problems; requires the conditional Federal assumption of maintenance of locally constructed navigation channels; reaffirms the Corps responsibility in periodically maintaining beach projects; addresses regional environmental issues, such as the restoration and protection of the Chesapeake Bay, the Great Lakes, and the New York City watershed; establishes a major new program to restore the Everglades ecosystem; and creates a new authority to address water resource issues on a watershed basis.

Title VI makes a conforming amendment to the Internal Revenue Code to accompany the changes made to the cost-sharing requirements for dredged material disposal for navigation projects.

ACCOUNTABLE PIPELINE SAFETY AND PARTNERSHIP ACT OF 1996

(Public Law 104–304)

The Act reauthorizes the pipeline safety program for fiscal years 1996 through 2000. A total of \$103.841 million is authorized for hazardous liquid and gas pipeline programs, and \$71 million is authorized for the State grant program. Most of the funding is provided through industry user fees.

The bill incorporates risk assessment and cost-benefit analysis in the setting of new pipeline safety standards, based on current Office of Pipeline Safety practices in accordance with the recent Executive Order regarding cost-benefit analysis. In order to focus resources on the greatest risks, the bill establishes a risk management demonstration program whereby pipeline operators may be exempted from any or all safety requirements if the operator submits, and DOT approves, a safety plan which will achieve a level of safety equal to, or greater than, that which would be achieved through following the regulations. The Secretary may revoke any

exemption for substantial noncompliance or in the case of emergencies. The bill also expands criminal penalties to persons who damage pipelines and do not report the damage, removes the requirement that every pipeline be inspected every 2 years (leaving it in the discretion of the Secretary), and makes a series of minor and technical changes and corrections.

COAST GUARD AUTHORIZATION ACT OF 1996

(Public Law 104–324)

The primary purpose of this legislation is to authorize the expenditures of the U.S. Coast Guard for fiscal years 1996 and 1997. The Coast Guard Authorization Act of 1996 authorizes the portion of the Coast Guard budget that requires an authorization at the level of \$3.9 billion in fiscal year 1997, as requested by the President.

Title I of the Coast Guard Authorization Act of 1996 authorizes Coast Guard appropriations, active-duty military strengths, and military training student loads for fiscal years 1996 and 1997. Title I also requires the Coast Guard to submit quarterly reports to the Committee on Transportation and Infrastructure in the House of Representatives and the Committee on Commerce, Science, and Transportation in the Senate concerning the level of expenditures on illegal drug interdiction. These reports will allow Congress to ensure that resources are not diverted from this vital mission to support other Coast Guard functions.

Title II contains many provisions related to internal Coast Guard management matters, including personnel management, recruiting, and Coast Guard housing.

Title III includes various amendments concerning marine safety and waterways services management. This title extends the charter of several important maritime advisory groups, authorizes electronic filing of commercial instruments with the Secretary of Transportation, establishes or increases civil penalties for violations of certain maritime laws, requires emergency locating devices on vessels operating on the Great Lakes, provides guidelines for future closures of Coast Guard small boat stations, prohibits the repair of Coast Guard vessels in foreign shipyards, and limits the use of Coast Guard casualty investigations in civil litigation.

Title IV contains amendments to allow the U.S. Coast Guard Auxiliary, a 36,000 member voluntary organization, to provide greater assistance to the Coast Guard and the boating public. This provision clarifies the organization, legal status, and mission of the Coast Guard Auxiliary.

DEEPWATER PORT MODERNIZATION ACT

Title V which will promote greater construction and use of deepwater ports by improving the statutory and regulatory framework under which deepwater ports operate. Since the Deepwater Port Act of 1974 was enacted, only one deepwater port has been licensed, the Louisiana Offshore Oil Port (LOOP), off the coast of Louisiana. The Secretary of Transportation's 1993 Deepwater Ports study reported that deepwater ports are the least environmentally

risky of the four modes of delivering oil to the United States. This provision reduces unnecessary government regulation and will increase the use of LOOP, while encouraging the future development of deepwater ports in other areas off our Nation's coasts.

COAST GUARD REGULATORY REFORM ACT

Title VI implements the new international convention entitled the "International Safety Management Code" and establishes U.S. ship construction and operational standards that are comparable to international standards. These provisions will allow the U.S. maritime industry to be more competitive with foreign ocean carriers, and increase the size of the U.S.-flag fleet.

Title VII contains various technical and conforming amendments related to implementation of international tonnage measurement (ITC) requirements and other matters, to allow the Coast Guard to use ITC tonnage measurements for the application of various U.S. laws instead of the old regulatory tonnage system used by the Coast Guard.

Title VIII contains additional requirements related to prevention of plastics pollution from ships, including new requirements for inspections of port or terminal reception facilities and the establishment of a marine debris coordinating committee to provide a forum to coordinate national and international research, monitoring, education, and regulatory actions addressing problems associated with marine debris.

Title IX contains several amendments concerning towing vessel safety. These amendments include requirements that the Secretary of Transportation issue regulations requiring single-hull, non-self-propelled tank vessels and towing vessels to have additional protections against oil spills following the grounding of the vessel and allowing the Secretary to require fire suppression devices aboard towing vessels. Title IX also requires the Secretary of Transportation to perform several studies involving oil pollution.

Title X contains conveyances of Coast Guard lighthouses and other excess property to various organizations.

Title XI contains several common-sense amendments to the Oil Pollution Act of 1990. These amendments relieve thousands of marina owners from the burden of securing \$150 million in oil spill liability insurance. Most marina owners are small "mom and pop" businesses which would be forced out of business without this change in the law. The provision also provides important insurance relief for oil refineries, pipelines, and traditional offshore oil facilities from unnecessary and burdensome insurance requirements. The legislation reduces the financial responsibility required for traditional offshore facilities to \$35 million, with the authority for the President to increase that amount if he determines that the risks require such a result. The provision also amends the authority for an oil spill claimant to proceed directly against an oil spill insurer to allow "direct action" only in cases in which the claimant is the Federal government, or when the offshore facility owner is insolvent or bankrupt.

Title XI includes limited double hull exemptions for certain vessels carrying refined oil in some parts of Alaska; eliminates several trust requirements for mortgagees of U.S.-flag vessels; eliminates

the U.S. stock ownership requirement for leasing companies financing U.S.-flag vessels engaged in the coastwise trade; provides authority for the Secretary of Transportation to establish manning requirements for oil spill response vessels; includes amendments to the Johnson Act affecting gambling aboard vessels in California, Indiana, and Alaska; provides authority to charge certain Coast Guard user fees for services to foreign passenger vessels; provides a cap on Coast Guard user fees for the inspection of certain small passenger vessels; includes new vessel financing provisions to allow greater foreign investment in the U.S.-flag fleet; eliminates certain towing vessel manning and watch requirements for the Great Lakes; repeals the requirement for vessels to obtain a Great Lakes endorsement; authorizes eight U.S.-flag vessels to be placed under foreign registry; provides the authority to use foreign flag oil spill response vessels under emergency circumstances; and authorizes “Jones Act” waivers (exemptions from the coastwise trading laws) for approximately 140 vessels.

Title XI contains authority for vessel mortgagees to use extrajudicial remedies to enforce preferred mortgage liens or the outstanding indebtedness secured by the mortgaged vessel; amendments to maritime law involving liability of cruise vessel operators in certain circumstances; a sense of the Congress resolution regarding Coast Guard regulations differentiating between petroleum oils and vegetable oils; a requirement for the Secretary of Transportation to submit a plan and cost estimate to the relevant Congressional Committees for the engineering, design, and retrofitting of the Coast Guard icebreaker MACKINAW; “cross-border” financing authority for owners of U.S.-flag vessels; authority for the Secretary of Transportation to issue certificates of inspection for certain vessels currently under foreign registry; additional law enforcement authority for the Coast Guard against vessels suspected of drug smuggling on the high seas; amendments to the Title XI loan guarantee program administered by the Maritime Administration to provide for reactivation of certain U.S. shipyards; and amendments to the Oil Pollution Act of 1990 regarding interim payments for oil spill damages, compliance with oil spill response plans, and information on scientists with oil spill expertise.

NATIONAL INVASIVE SPECIES ACT OF 1996

(Public Law 104–332)

The National Invasive Species Act of 1996 reauthorizes and amends the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 (NANPCA). NANPCA established a program for preventing, researching, monitoring and controlling infestations of nonindigenous aquatic species as well as set up the Aquatic Nuisance Species Task Force to develop and oversee the program. It also created the Great Lakes Aquatic Nuisance Species Panel to help coordinate Federal, State, local and private efforts concerning nonindigenous species within the Great Lakes basin. NANPCA required the Coast Guard to establish voluntary ballast water exchange guidelines for the Great Lakes which later became mandatory.

Public Law 104–332 reauthorizes the NANPCA through the year 2002 and amends NANPCA to establish a national ballast water management program to address concerns about the unintentional introductions of aquatic nuisance species in many parts of the country. Currently, the exchange of ballast water on the high seas is the primary method to prevent the introduction of alien species into U.S. waters. Under this Act, the Coast Guard must establish voluntary ballast water exchange guidelines which may become mandatory for certain vessels throughout the United States.

OMNIBUS PARKS AND PUBLIC LANDS MANAGEMENT ACT
OF 1996

(Public Law 104–333)

TRANSFER OF FEDERAL PROPERTY FOR JAPANESE-AMERICAN
PATRIOTISM MEMORIAL

Section 514 of this bill transfers parcels of land from the Architect of the Capitol to the Interior Department, from the Interior Department to the Architect of the Capitol and from the Federal Government to the District of Columbia for the purpose of setting aside land suitable for the proposed memorial to honor Japanese-American patriotism during World War II. It also clarifies the jurisdiction of property near the Capitol Grounds. The proposed memorial was authorized in 1992 by H.J.Res. 271. There are two parcels of land to be transferred from the Architect of the Capitol to the Interior Department. The first, slated for the proposed memorial, is 31,775 square feet and is located at the intersection of New Jersey Avenue, Louisiana Avenue and D Street, N.W. The other parcel is 11,550 square feet and is bounded by Louisiana Avenue and D Street, N.W. This parcel will be set aside for future use for a memorial. The land transfer to the District is a portion of New Jersey Avenue adjacent to the memorial. The land to be transferred to the Architect of the Capitol from the Interior Department is land adjacent to, and south of, the Hart Senate Office Building.

CALIFORNIA BAY-DELTA ENVIRONMENTAL ENHANCEMENT

The provisions of the California Bay-Delta Enhancement and Water Security Act were incorporated into Public Law 104–208, the Omnibus Consolidated Appropriations for fiscal year 1997. Title XI of this Act authorizes \$429,900,000 for fiscal years 1998 through 2000 for Federal activities and support of the program.

COMMITTEE VIEWS AND ESTIMATES REPORTS

Pursuant to section 310(d) of the Congressional Budget Act, the Committee submitted its Views and Estimates Reports to the Committee on the Budget for fiscal years 1996 and 1997 on March 1, 1995, and February 25, 1994, respectively.

These reports, intended to provide the Budget Committee with an early and comprehensive indication of Committee legislation plans for the next fiscal year, contained the views and estimates of new budget authority and outlays to be authorized in legislation under the Committee's jurisdiction which would become effective during the next fiscal year.

SUMMARY OF ACTIVITIES OF THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

TAKING TRANSPORTATION TRUST FUNDS OFF-BUDGET

The Committee's top legislative priority was taking the four transportation trust funds off-budget. This legislation fulfills a promise made by Congress when it levied user fees on transportation and dedicated these fees for an intended purpose—transportation and not to mask the size of the deficit.

H.R. 842, the Truth in budgeting Act, was ordered reported by the Full Committee by unanimous voice vote on May 3, 1995. The legislation eventually had 226 cosponsors, including every member of the Committee and passed the House on April 17, 1996, by a 284–143 vote.

The legislation takes off-budget four self-financed trust funds: the Highway Trust Fund, the Airport and Airways Trust Fund, the Harbor Maintenance Trust Fund, and the Inland Waterways Trust Fund. Under the current budget process, spending out of these four trust funds is held down to mask the size of the general fund deficit. Currently, the accumulated cash balances from all four trust funds is over \$30 billion.

Taking the transportation trust funds off-budget restores faith with the taxpayers. The transportation taxes that go into the trust funds were levied on the express promise that they would be used only for transportation purposes. Under the law, amounts in these trust funds cannot be used for anything else. In addition, the law provides that interest on the amounts in the trust funds will be credited to and become part of the trust funds. While these funds cannot be used for other purposes, if spending is held down under the unified budget, the general fund deficit will appear to be smaller. H.R. 842 treats these trust funds from a budget standpoint as they were intended to be treated when the taxes were enacted.

On March 10, 1995, the Subcommittee on Surface Transportation held a hearing on H.R. 842 and heard testimony from Members of Congress and outside witnesses. In addition to testimony on the size of the withheld balances, witnesses described the high level of transportation needs waiting to be funded and the link between transportation investments and improved productivity and economic growth.

STREAMLINING AND IMPROVING EFFICIENCY OF TRANSPORTATION AND INFRASTRUCTURE PROGRAMS

On January 31, 1995, the Committee held a hearing to identify opportunities for streamlining and improving efficiency of transportation and infrastructure programs. Testimony was received from a panel of governors, including Governor Nelson of Nebraska speaking on behalf of the National Governors' Association, Gov-

ernor Schafer of North Dakota, Governor Thompson of Wisconsin, Governor Dean of Vermont, Governor Whitman of New Jersey, and Governor Branstad of Iowa. The testimony of the witnesses specifically focussed on mandates and inefficiencies in environmental programs within the Committee's jurisdiction (including the Clean Water Act, Superfund, the Safe Drinking Water Act, and the Clean Air Act as it applies to transportation) and in transportation programs (including the Intermodal Surface Transportation Efficiency Act of 1991 and Amtrak). In addition, witnesses addressed the importance of taking the transportation trust funds off budget for achieving infrastructure improvement.

ILLINOIS LAND CONSERVATION ACT

On April 17, 1995, the Full Committee held a field hearing on H.R. 714, the Illinois Land Conservation Act of 1995 in Elwood, Illinois. Testimony was received from Federal, State and local officials and representatives of veterans, conservation, economic development and educational organizations. H.R. 714 provides for the conversion of the Joliet Ammunition Plant to the Midewin National Tallgrass Prairie (MNP) and provides for disposal of real property at the Arsenal. The Subcommittee was discharged and H.R. 714, as amended, was ordered reported by the Full Committee on June 14, 1995. H.R. 714 passed the House on July 31, 1995. The bill was signed into law as part of Public Law 104-106.

THE PROPOSED CSX-CONRAIL MERGER

The Committee on Transportation and Infrastructure held a hearing on the proposed acquisition of Conrail by other major rail carriers on November 19, 1996. This hearing focused on the standards and procedures employed by the Surface Transportation Board (STB) in evaluating major rail merger applications, including situations where multiple carriers seek approval to acquire the same railroad. The hearing also explored the various Federal laws still in force which are limited in their application solely to Conrail. No further action was taken on the issue during the remainder of the 104th Congress.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON AVIATION

During the 104th Congress, the Subcommittee on Aviation was chaired by Congressman John J. Duncan, Jr. Congressman James L. Oberstar served as the Ranking Democrat Member of the Subcommittee from the beginning of the 104th Congress until he assumed the ranking Democrat position for the Full Committee. Congressman William O. Lipinski served as the Ranking Democrat Member of the Subcommittee for the remainder of the 104th Congress. The Aviation Subcommittee held 37 hearings and developed significant legislation on Federal Aviation Administration (FAA) reform and reauthorization, and reauthorization of the National Transportation Safety Board.

ENACTED LEGISLATION

(For a description of the enacted legislation, see section on “Bills Enacted into Law.”)

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1996

In addition to providing funding for the Department of Transportation (DOT), Public Law 104–50 includes legislation to reform the Federal Aviation Administration’s (FAA) personnel and procurement rules. The law exempts FAA from many personnel and procurement requirements and allows FAA to establish a unique approach to its personnel and procurement regulations. These provisions were nearly identical to the personnel and procurement reform in the Committee’s bill, H.R. 2276, the Federal Aviation Administration Revitalization Act of 1995. One difference between the two bills was that H.R. 2276 required that FAA’s new personnel and procurement rules be submitted to Congress. If Congress did not like the new rules, legislation would have to be passed to change them. If Congress took no action, FAA’s new personnel and procurement rules would have gone into effect. P.L. 104–50 did not require any Congressional approval.

ANTITERRORISM AND EFFECTIVE DEATH PENALTY ACT OF 1996

Public Law 104–132 covers a variety of provisions to support antiterrorism measures. Section 322 requires foreign airlines to have a security program which provides the same level of safety that is required of U.S. domestic airlines. Prior to this law, foreign airlines could have security programs which provided a similar level of safety. U.S. airlines believed the previous law allowed for-

eign airlines to provide a less secure system for U.S. travelers, which cost less and provided the foreign airline with a competitive advantage.

FEDERAL AVIATION AUTHORIZATION ACT OF 1996

Public Law provides a 2-year authorization for three of the accounts in the Federal Aviation Administration (FAA), and a 1-year authorization for FAA's Research, Engineering, and Development (RE&D) account. The total authorization level was \$19.5 billion for fiscal years 1997 and 1998. Several other aviation bills were incorporated into this law addressing issues such as FAA reform, aviation security, aviation safety, pilot record sharing, child pilot safety, assistance to families of victims after aviation accidents, and the Metropolitan Washington Airports.

NATIONAL TRANSPORTATION SAFETY BOARD AMENDMENTS OF 1996

Public Law 104-291 reauthorizes the National Transportation Safety Board (NTSB) for 3 years with funding levels of \$42.407 million in 1997, \$44.46 million for 1998, and \$45.04 million for 1999. The law also makes several legislative changes which were originally requested by NTSB.

The law permits NTSB to withhold foreign accident information from public disclosure. Before this law, foreign aviation authorities would not give accident information to NTSB for fear that the Board would have to release it under the Freedom of Information Act. As a result, Board employees had to travel to foreign countries or embassies to review data. This was inefficient and costly. The law allows NTSB to receive the data without having to release it. This will promote cooperation with foreign aviation safety authorities. It will not deny the public any information that is currently available. NTSB will use the data to make safety recommendations.

The law also permits NTSB to withhold voluntarily-provided safety information. Before this law, NTSB would learn of safety problems only after an accident occurred. A major initiative in the aviation community is to try to spot trends or unsafe practices before they cause an accident. This would be accomplished by voluntarily sharing data among airlines and with the government. In the past, this effort was stymied by the airlines reluctance to share information with the government for fear that the government would then have to release it. Protecting voluntarily-provided safety information from public disclosure would not deny the public any information they now receive and could lead to safety improvements. This proposal was strongly supported by the FAA and the aviation community. (Similar provisions of law for the FAA were included in the Federal Aviation Revitalization Act.)

The law also allows NTSB to conduct accident investigation classes and charge non-NTSB employees who attend. NTSB conducts classes for its employees. Sometimes States or foreign countries send employees for training. This law allows NTSB to charge outsiders for safety training and thereby recoup some of its costs.

OTHER LEGISLATION

FEDERAL AVIATION ADMINISTRATION REVITALIZATION ACT OF 1995

The Committee reported and the House passed H.R. 2276, to reform the Federal Aviation Administration (FAA). Portions of this bill were included in the Federal Aviation Reauthorization Act of 1996. This bill would reorganize FAA so that it would be independent of the Department of Transportation (DOT). In addition, the FAA would be run by a board and a chief executive officer, reflecting a structure similar to a private business. By reducing the amount of unnecessary management by DOT and restructuring FAA's management, this structure would allow FAA to run more efficiently and effectively. The bill would have established a Management Advisory Committee consisting of aviation industry and interested parties to provide advice and counsel to the Administration on issues regarding FAA and the industry. A similar advisory committee was included in the Federal Aviation Reauthorization Act of 1996.

The bill would have removed DOT from FAA's rulemaking process, except in cases of regulations that would likely have a significant effect on other modes of transportation or the Secretary's aviation responsibilities.

The bill would have reformed FAA's personnel system by exempting FAA from parts II and III of Title 5. FAA would have to establish its own personnel management system which would then have to be submitted to Congress for review. The goals of the new personnel management system would have to include: hiring and firing employees as in the private sector; promoting and paying employees based on merit; providing market-based salaries to attract the best qualified employees within available resources; and moving personnel to those facilities where they are most needed. Certain provisions of Title 5 were specifically identified as still pertaining to FAA's new personnel system, including: whistle-blower protection; veterans' preference; limitations on the right to strike; certain anti-discrimination provisions; and certain retirement, life insurance, and health insurance provisions.

The bill would have also reformed FAA's procurement system by exempting FAA from parts of various procurement laws. Exemptions in the bill included: Title III of the Federal Property and Administrative Services Act of 1949; the Office of Federal Procurement Policy Act; the Federal Acquisition Streamlining Act of 1994; and the Small Business Act (except that the Administration shall provide reasonable opportunities to small business concerns). FAA would then have to establish its own procurement rules.

The Department of Transportation and Related Agencies Appropriations Act of 1996 (P.L. 104-50) included provisions on procurement and personnel reforms very similar to those that appeared in H.R. 2276. Other portions of the bill, including the Management Advisory Committee, were included in the Federal Aviation Reauthorization Act (FARA) of 1996.

PILOT RECORD SHARING

The Committee reported and the House passed H.R. 3536, to require airlines to request and receive the performance records of pi-

lots they are interested in hiring. Although the vast majority of pilots are excellent, pilots whose performance may present a safety problem need to be weeded out. The bill would protect the public from pilots with questionable performance records. It was modified and included as Title V of the Federal Aviation Reauthorization Act of 1996, P.L. 104-264.

CHILD PILOT SAFETY ACT

The Committee reported and the House passed H.R. 3267 which forbids someone without a pilots license from attempting to set a record or engage in aeronautical feats. This will ensure that children cannot be used to set aviation records. The bill was included as Title VI of the Federal Aviation Reauthorization Act of 1996, P.L. 104-264.

AVIATION DISASTER FAMILY ASSISTANCE ACT

The Committee reported and the House passed H.R. 3923 which requires that the National Transportation Safety Board (NTSB) act as a point of contact within the Federal Government for the families of passengers involved in an accident.

After a major accident, NTSB will designate an independent non-profit agency, such as the American Red Cross, to have primary responsibility for coordinating the emotional care and support of the families of passengers involved in the accident.

The bill requires that airlines provide the passenger manifest with the best available information to the non-profit organization designated for the accident if requested. The non-profit organization can use the passenger manifest to help family members with information about their loved ones.

The bill requires airlines to submit plans to DOT to address the needs of families of passengers involved in an airline accident. In addition, the bill establishes a task force to develop guidelines for such plans. The bill also prohibits unsolicited communication from lawyers to families of victims or passengers who were injured in an accident until 30 days after the accident. This legislation, with minor changes, was included in the Federal Aviation Reauthorization Act as Title VII.

METROPOLITAN WASHINGTON AIRPORTS AMENDMENTS ACT OF 1995

The Committee reported H.R. 1036. The bill was needed to address a constitutional problem with the Metropolitan Washington Airports Board of Review. This bill eliminates the Board of Review, adds four Presidential appointees to the airport board, replaces the Board of Review with a nine member Federal Advisory Commission, subjected to periodic congressional reauthorization the eight airport actions that were formerly subject to review by the Board of Review, freezes current airport regulations governing the Dulles access road, and liberalizes the slot rules at National Airport. A scaled down version of this bill was included in the Federal Aviation Reauthorization Act of 1996 as Title IX.

HEARINGS

During the 104th Congress, the Aviation Subcommittee held 37 days of hearings covering 25 different topics. Many of these hearings related to legislation developed by the Subcommittee. Other hearings described below enabled the Subcommittee to carry out its oversight responsibilities.

On February 1, 1995, the Subcommittee held a hearing on ways to reduce Federal mandates and regulatory burdens on the aviation industry without affecting the safety of the traveling public. Representatives from airports and airlines testified at the hearing and offered examples of existing regulations whose costs were underestimated by DOT and FAA. FAA Administrator David Hinson testified that FAA is doing its best to estimate potential costs of regulations, but that improvements can always be made. A few weeks prior to the hearing, FAA requested public comments on what regulations could be examined and improved to reduce unnecessary burdens on the industry.

On February 9, 1995, the Subcommittee held a hearing on the Metropolitan Washington Airports Authority Board of Review. The Board of Review was found to be unconstitutional, so the hearing focused on the role of Congress regarding the two airports owned by the Federal Government; National and Dulles Airports.

On February 14, 15, and 23, 1995, the Subcommittee held hearings on restructuring the air traffic control system as a private or government corporation. Over 3 days, many witnesses testified including representatives from DOT, the Air Line Pilots Association, Aircraft Owners and Pilots Association, and the German Air Traffic Control Corporation. Many of the witnesses and most of the members of Congress were more interested in making FAA an independent organization rather than a private corporation.

On March 22, 1995, the Subcommittee held a hearing on the financial condition of the airline industry; present and future, focusing on the continuation of the fuel tax exemption. The airlines testified that they were paying several types of Federal taxes and they should not have to pay additional taxes to reduce the deficit. In addition, the airlines had experienced several years of losses and, therefore, they felt they should be exempted from an additional tax that could force some airlines into bankruptcy. DOT testified that the airlines' economic situation was improving and, therefore, they could pay the fuel tax without detrimental consequences.

On May 11, 1995, the Subcommittee held a hearing entitled, "Denver Airport: What Went Wrong?" The hearing looked at the original design and cost of the Denver Airport versus the actual costs and design. Witnesses included DOT and representatives from the Denver Airport. Denver airport representatives testified that flight delays were down due to the new airport. The automated baggage system was not fully operational, but the Denver airport representatives were confident that the airport would run smoothly even with the limited automated system.

On May 18, 1995, the Subcommittee met in executive session for a briefing on aviation security and the FAA's anti-terrorism program in the wake of the Oklahoma City bombing. held hearings on

On June 8 and November 30, 1995, the Subcommittee held hearings on preventing delays and cost overruns in the FAA's new global positioning (satellite navigation) system. The hearing included testimony from various members of the aviation industry, FAA, the Department of Defense, and Wilcox, the company that won the initial Wide Area Augmentation System (WAAS) contract. The government and Wilcox representatives assured the Subcommittee that the program was being managed properly and they were confident the project would run smoothly.

On July 20, 1995, the Subcommittee held a hearing on aviation relations between the United States and Japan. Witnesses included representatives from United Air Lines, Federal Express, and the General Aviation Manufacturers Association. The day after the hearing, DOT Secretary Pena announced that Japan had acknowledged the rights of U.S. cargo companies and that an agreement was imminent.

On July 27, 1995, the Subcommittee held a hearing on reasons for, and reporting of, airline flight delays. The hearing was held, in part, because DOT had changed its position on whether or not to report mechanical problems as a delay, or exclude delays caused by mechanical problems because of safety concerns. DOT testified at the hearing along with airline representatives and consumer representatives. DOT now includes delays due to mechanical problems in the on-time calculations.

On September 26, 1995, the Subcommittee held a field hearing in Aurora, Illinois on computer outages at the FAA's air traffic control center. FAA air traffic control equipment had been experiencing several outages; some that left the controllers with limited information on their computers and other, more serious outages that left the controllers with only voice communication with aircraft. The Subcommittee heard from FAA, controllers, FAA employees that maintain the air traffic computers, and airline representatives. FAA will be replacing the failing equipment, but it may take years in some cases.

On September 28, and October 11, 1995, the Subcommittee held hearings on H.R. 2276, the Federal Aviation Administration Revitalization Act. After the 3 days of hearings in February on restructuring the FAA and air traffic control, many members of the Subcommittee introduced H.R. 2276. This bill would make FAA independent of DOT; would establish a new personnel and procurement system to make FAA more effective and efficient; and reorganize FAA to be run by a board and a Chief Executive Officer similar to a business. Witnesses included representatives from the Aircraft Owners and Pilots Association, the air traffic controllers union, the Association of Flight Attendants, the airlines, and DOT. Most supported the bill.

On October 19 and December 7, 1995, the Subcommittee held hearings on the regulation of public aircraft and on H.R. 1320, the Special Purpose Aircraft Safety Act. Prior to 1994, government agencies operated their aircraft without having to comply with certain Federal regulations. Legislation passed in 1994 changed the definition of a public aircraft which forced many State and local agencies to comply with FAA rules when their planes carry people for transport; not for certain types of duties, such as fire fighting.

The hearing allowed many witnesses to testify about the difficulties of the change in law and how the law was imposing significant costs on certain State and local governments.

On November 9, 1995, the Subcommittee held a hearing on FAA's Expanded East Coast Plan. In an attempt to increase capacity, improve safety, and reduce delays, the FAA altered the flight patterns of aircraft in the East Coast in 1987. The change in flight paths created increased aircraft noise for residents in New Jersey and New York. The hearing provided an opportunity for several members of Congress and local residents to testify about their problems with aircraft noise. FAA also testified at the hearing.

On December 13 and 14, 1995, the Subcommittee held hearings on aviation safety and whether airlines should be required to share pilot performance records. At the time of the hearing, airlines did not have to share a pilot's record when hiring. The hearings allowed representatives from airlines, the National Transportation Safety Board, FAA, and pilot unions to discuss the pros and cons of record sharing and how best to develop legislation requiring pilot record sharing. Legislation regarding this subject was included in the Federal Aviation Authorization Act of 1996.

On February 29, March 7, 13, 14, and 20, 1996, the Subcommittee held hearings on the reauthorization of the Airport Improvement Program and the FAA. On February 29, the hearing addressed the pros and cons of privatizing airports. On March 7, the hearing focused on airport revenue diversion. On March 13, the hearing focused on airport needs. On March 14, the hearing addressed the State block grant program which allows States to distribute and administer Airport Improvement Grants to general aviation airports. On March 20, the hearing provided an opportunity for FAA to testify about FAA reauthorization issues and other miscellaneous items. These hearings helped to shape the Federal Aviation Reauthorization Act of 1996.

On March 6, 1996, the Aviation Subcommittee and the Railroad Subcommittee held a joint hearing on the National Transportation Safety Board (NTSB). The hearing was part of the Committee's general oversight effort and ultimately led to legislation reauthorizing that agency. The Subcommittee heard testimony from NTSB Chairman Jim Hall and other top agency officials.

On March 18, 1996, the Subcommittee held a field hearing in Des Moines, Washington, on the proposed third runway at the Seattle-Tacoma International Airport. The hearing allowed representatives from the airport, airlines, and the surrounding communities to testify about the potential impacts of building the third runway.

On March 27 and April 30, 1996, the Subcommittee held hearings on problems in the United States aviation relationship with the United Kingdom and Japan. The concerns discussed at the hearing included the fifth freedom rights from Japan. The lack of slots and the desire to have open skies with the United Kingdom were also discussed. The hearing allowed airline representatives to voice their opinions on these issues.

On May 1, 1996, the Subcommittee held a hearing on H.R. 3267, the Child Pilot Safety Act. After the tragic death of 7-year-old Jessica Dubroff, her father, and a flight instructor, while they were trying to make Jessica the youngest person to fly across the coun-

try, the Subcommittee held a hearing to discuss the possibility of protecting children from unnecessary aviation accidents. The hearing allowed pilots and other interested parties to discuss the pros and cons of limiting children from participating in flying general aviation aircraft. A bill was introduced on the subject and incorporated into the Federal Aviation Reauthorization Act of 1996.

On May 29, 1996, the Subcommittee held a hearing on the high-performance take-offs by military aircraft at civilian airports. This hearing was held after a serious accident occurred on January 29, 1996. A U.S. Navy air crew was preparing to depart on a cross-country flight in their F-14 Tomcat from Nashville International Airport to Miramar Naval Air Station in San Diego, California. Shortly after take-off, the F-14 crashed into a residential community killing the pilot, his radar intercept officer, and three individuals who were inside a home. The hearing offered an opportunity to discuss the potential problems of high-performance take-offs.

On June 19, 1996, the Subcommittee held a hearing on the treatment of families after airline accidents. The hearing allowed families that had lost loved ones due to airline accidents to testify about their interaction with the airlines and how improvements could be made. The hearing also allowed the airlines and the National Transportation Safety Board to comment on potential approaches to improve the treatment of families after airline accidents.

On June 25, 1996, the Subcommittee held a hearing on aviation safety and specifically on issues raised by the crash of ValuJet Flight 592. ValuJet is a new entrant airline known for its competitive air fares. ValuJet had experienced several minor incidents, but did not have a major accident until Flight 592. The hearing focused on the possible cause of the accident, and ValuJet's ability to operate safely. FAA conducted an extensive investigation of ValuJet and decided to ground the airline. ValuJet is now operating again with a limited number of aircraft.

On July 10, 1996, the Subcommittee held a hearing on H.R. 3187, the Aviation Safety Protection Act. The hearing focused on whether or not airline employees should have whistle blower protection. Witnesses who work for airlines testified that without whistle blower protection, the employees would lose their jobs if they reported a potential safety violation.

On July 16, 1996, the Subcommittee held a hearing on H.R. 969, the Airliner Cabin Air Quality Act. Witnesses testified for and against banning smoking on international flights. Currently, smoking is banned on most domestic flights.

On August 1, 1996, the Subcommittee held a hearing on H.R. 1309, regarding child safety restraint system requirements on commercial aircraft. Currently, children under 2 years old may sit on an adult's lap during a flight for no additional charge. Representatives from the National Transportation Safety Board and flight attendant unions testified in favor of requiring child safety restraint systems on board aircraft. Representatives from the FAA testified that according to their studies if families were required to purchase seats for infants, the additional cost would force some families to drive instead of fly, placing the entire family at higher risk.

On September 5, 1996, the Subcommittee held a hearing on H.R. 3923, the Aviation Disaster Family Assistance Act. After the hear-

ing on June 19 regarding the treatment of families after airline accidents, the Subcommittee introduced legislation on this issue. The September 5th hearing allowed family members to comment on ways the legislation could be improved. The FAA reauthorization bill did include language on improving the treatment of families of victims of aviation accidents based on the testimony received.

On September 11, 1996, the Subcommittee held a hearing on aviation security and anti-terrorism. The hearing was, in part, a reaction to the TWA accident where investigators originally suspected terrorism as the cause. The airlines, airports, bomb detection companies, and a British airport representative testified on ways to improve aviation safety. Part of the hearing was conducted in executive session.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

During the 104th Congress, the Subcommittee on Coast Guard and Maritime Transportation, Chaired by Congressman Howard Coble with Congressman James A. Traficant, Jr., and later Congressman Bob Clement, serving as Ranking Minority Members, developed major legislation dealing with the U.S. Coast Guard and U.S. Federal Maritime Commission. This legislation involved the Coast Guard's responsibilities to ensure safety of life and property at sea, enforce all Federal laws on the high seas and U.S. waters, maintain aids to navigation, protect the marine environment, and ensure the safety and security of vessel, ports, waterways, and related facilities. Major legislation to eliminate the Federal Maritime Commission and deregulate international ocean shipping was also developed. The Federal laws amended under these initiatives include the Oil Pollution Act of 1990, the Shipping Act of 1984, the Deepwater Port Act of 1974, the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990, and many other miscellaneous laws. The Subcommittee held oversight hearings on the President's National Drug Control Strategy and drug interdiction, the Coast Guard's vessel traffic service systems, and the Coast Guard acquisitions, research and development, and icebreaking missions. During the 104th Congress, the Subcommittee also held oversight hearings on the natural resource damages assessment regulations implemented under "Superfund" and the Oil Pollution Act, the impact of U.S. coastwise trade laws ("Jones Act") on the transportation system in the United States, and the Federal requirements for evidence of financial responsibility for oil spill liability under the Oil Pollution Act.

ENACTED LEGISLATION

(For a more detailed description of the enacted legislation, see the "Bills Enacted into Law" section.)

ALASKA POWER ADMINISTRATION ASSET SALE AND TERMINATION ACT

The primary purpose of Public Law 104-58 is to authorize the export of Alaska North Slope crude oil and to authorize the Secretary of Energy to sell the Alaska Power Administration. The Act requires vessels carrying Alaska North Slope crude oil to be carried aboard U.S.-flag, U.S. manned vessels.

Title IV of this Act requires that the Commandant of the Coast Guard submit to Congress a plan on the most cost effective means of implementing an international private-sector tug-of-opportunity system. This plan must utilize existing towing vessels to provide

emergency response services to any vessel in distress transiting the waters within the boundaries of the Olympic Coast National Marine Sanctuary of the Strait of Juan de Fuca.

INTERSTATE COMMERCE COMMISSION TERMINATION ACT OF 1995

(Public Law 104–88)

The primary purpose of the Interstate Commerce Commission (ICC) Termination Act of 1995 was to terminate the ICC and transfer its remaining functions to a new Surface Transportation Board within the Department of Transportation, effective January 1, 1996.

Subchapter II of chapter 135 of the Act transferred to the Secretary of Transportation and the Surface Transportation Board the jurisdiction of the ICC over water carrier transportation. The jurisdiction was expanded to include port-to-port water carrier transportation and transportation to the U.S. territories that has been regulated by the Federal Maritime Commission (FMC).

Title IV of the ICC Termination Act includes a requirement for the Secretary of Transportation to complete a study of the non-contiguous domestic trades within 6 months of enactment of this Act to analyze the competition and rate structure in the trades, the impact of tariff filing on the trades, the problems of parallel pricing and its impact in the domestic trades, whether additional protections are needed to protect shippers from the abuse of market power, and whether additional legislative changes are necessary.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 1996

Public Law 104–106 contains several provisions to bring Coast Guard personnel benefits and other matters into line with those of the Department of Defense.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 1997

Public Law 104–201 contains several provisions to bring Coast Guard personnel benefits and other matters into line with those of the Department of Defense. The Act also includes a requirement that the Secretary of Transportation certify that all funds transferred from the Secretary of Defense to the Coast Guard are used for national defense purposes.

COAST GUARD AUTHORIZATION ACT OF 1996

The primary purpose of Public Law 104–324 is to authorize the expenditures of the U.S. Coast Guard for fiscal years 1996 and 1997. The Act authorizes the portion of the Coast Guard budget that requires an authorization at the level of \$3.9 billion in fiscal year 1997, as requested by the President.

This public law also contains provisions relating to the illegal drug interdiction mission of the Coast Guard; marine safety and waterways services management; the Deepwater Port Modernization Act; the Coast Guard Regulatory Reform Act; implementation of international tonnage measurement (ITC) requirements; the prevention of plastics pollution from ships; the conveyance of various Coast Guard lighthouses and other excess properties; and amendments to the Oil Pollution Act of 1990.

NATIONAL INVASIVE SPECIES ACT OF 1996

Public Law 104–332 reauthorizes and amends the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 (NANPCA). NANPCA establishes a program for preventing, researching, monitoring and controlling infestations of nonindigenous aquatic species as well as set up the Aquatic Nuisance Species Task Force to develop and oversee the program. It also creates the Great Lakes Aquatic Nuisance Species Panel to help coordinate Federal, state, local and private efforts concerning nonindigenous species within the Great Lakes basin. NANPCA requires the Coast Guard to establish voluntary ballast water exchange guidelines for the Great Lakes which later became mandatory.

This Act reauthorizes the NANPCA through the year 2002 and amends NANPCA to establish a national ballast water management program to address concerns about the unintentional introductions of aquatic nuisance species in many parts of the country. Currently, the exchange of ballast water on the high seas is the primary method to prevent the introduction of alien species into U.S. waters. Under this Act, the Coast Guard must establish voluntary ballast water exchange guidelines which may become mandatory for certain vessels throughout the United States.

OTHER LEGISLATION

THE OCEAN SHIPPING REFORM ACT OF 1995

During the Second Session of the 104th Congress, the House of Representatives passed H.R. 2149, the Ocean Shipping Reform Act of 1995. H.R. 2149 deregulates international ocean shipping and eliminates the need for the Federal Maritime Commission. This bill would lower ocean shipping costs for American exporters and importers, increase the flow of cargo through our ports, improve our competitive position in the world, and keep jobs in this country.

Specifically, H.R. 2149 authorizes private contracts for ocean transportation, as provided in all other areas of transportation, eliminates tariffs and tariff enforcement, preserves common carriage for all sizes of shippers, and strengthens the laws related to unfair trade practices. This legislation also substantially weakens the ability of the ocean shipping conferences to control U.S. shipping rates by removing government enforcement of the conference rates, or tariffs, and by removing the authority of the conferences to require individual carriers to divulge their private contractual negotiations with U.S. businesses.

The Senate failed to act on the House-passed bill.

HEARINGS

During the 104th Congress, the Coast Guard and Maritime Transportation Subcommittee, chaired by Congressman Howard Coble, with Congressman James A. Traficant, Jr., and later Congressman Bob Clement, serving as Ranking Minority Members, held 15 hearings and other meetings. Many of the Subcommittee hearings related to legislation developed by the Subcommittee. Other hearings described below, covered a wide variety of issues involving the U.S. Coast Guard, the President's National Drug Control policy, the Oil Pollution Act of 1990, and water transportation in general.

THE SHIPPING ACT OF 1984

On February 2, 1995, the Subcommittee held a hearing to determine whether the current regulatory scheme governing ocean common carriage in the foreign commerce of the United States should be reformed to provide a greater degree of competition in ocean shipping. The Subcommittee received testimony from a wide variety of witnesses representing all facets of the ocean shipping industry.

The first panel of witnesses represented small, medium, and large businesses that ship goods by water in international commerce. These witnesses testified about their problems with the current U.S. system which governs international ocean shipping, and highlighted some of the reasons they support elimination of U.S. economic regulation of the ocean liner industry. Specifically, the witnesses on this panel testified in favor of a repeal of U.S. laws granting antitrust immunity for ocean carriers to collectively set rates and restrict capacity. They also stated that the Federal Maritime Commission (FMC) has failed to adequately protect U.S. shippers under the current ocean shipping regime. Shippers on this panel testified in favor of repealing the prohibition against shippers and carriers signing confidential contracts, and in favor of elimination of the requirement for ocean carriers to file tariffs, or rates, with the FMC. One witness representing a single company on the west coast testified in favor of the current system of international ocean shipping.

The second panel of witnesses represented U.S. and foreign liner operators. These witnesses testified in strong support of the current system of ocean shipping regulation under the Shipping Act of 1984. This panel agreed that abolishing the FMC and antitrust immunity for ocean carriers would promote significant rate instability, discourage investment in the ocean shipping industry, and place U.S. carriers at a competitive disadvantage with foreign ocean carriers.

On the third panel of witnesses were representatives of freight "intermediaries", including ocean freight forwarders, non-vessel operating common carriers, and customs brokers. These witnesses described their suggestions for reform of the current system of ocean shipping regulation, including abolishing the distinction between freight forwarders and non-vessel operating common carriers and abolishing tariff filing. One of these witnesses testified in favor of retaining antitrust immunity for ocean carriers.

Also on the third panel were a witness representing U.S. ports and two witnesses who were former commissioners of the FMC. The witness representing U.S. ports testified in support of retaining the current system of ocean shipping regulation. One of the former FMC commissioners testified in favor of the current regulatory regime under the Shipping Act of 1984, and the other former commissioner testified in favor of reform of the current system.

The only witness on the fourth panel was William Hathaway, Chairman of the Federal Maritime Commission. Chairman Hathaway argued against repeal of the Shipping Act of 1984, in particular, the antitrust exemption. He also testified that the FMC should remain an independent agency for the predictability, the stability, and the perception by foreign governments that the maritime laws of the U.S. are not being administered by the White House or by an executive agency, but rather by an independent agency.

VESSEL TRAFFIC SERVICE SYSTEMS

The Subcommittee held a series of hearings to consider whether any of the Coast Guard missions should be performed differently, or even eliminated, to improve the overall level of Coast Guard service to the public. The first of this series of hearings occurred on June 29, 1995, when the Subcommittee examined the Coast Guard's Vessel Traffic Service (VTS) 2000 initiative, and considered whether the private sector should be involved to a greater extent in providing vessel traffic information services (VTIS). Testimony was received from the U.S. Coast Guard, port authority officials, marine pilots, a private VTIS system in the Ports of Los Angeles and Long Beach, ocean going vessel operators, and inland vessel operators. The Coast Guard reported on its progress with the VTS 2000 procurement and its opposition to changing user fees to finance VTS systems. The Coast Guard views VTS services as an inherently government function which should be financed by tax dollars. The Marine Exchange of Los Angeles and Long Beach Harbor, which operates the private vessel traffic information service (VTIS) system in Los Angeles and Long Beach Harbor, reported about the success of its VTIS system which is supported by a specific harbor user fee related to VTIS use. Several vessel operators, who use the private system in Los Angeles, reported their satisfaction with the privately run system. Inland vessel operators expressed their dissatisfaction with the Coast Guard's plans for its new VTS-2000 system. These operators felt the new systems would not result in a significant increase in safety, but will result in a very large public cost. These groups were very much opposed to user fees to pay for a system that they believe may be unnecessary in many ports.

Due to the Subcommittee's concerns about the issue, Chairman Coble and Ranking Member Traficant asked the General Accounting Office (GAO) to determine the degree to which parties with an interest in marine transportation have a level of interest in acquiring and funding VTS systems. GAO was also asked to assess the key issues which could affect the establishment of alternatively funded VTS systems. The Coast Guard also contracted with the Marine Board of the National Academy of Sciences to examine the issue of marine information systems in general. Due to the concerns raised at our hearing and the results of these two independ-

ent studies, the conference report to the fiscal year 1997 Department of Transportation appropriations bill prohibited funds for continuing the VTS 2000 program. The appropriations law does give the Coast Guard one million dollars to propose a viable new production program, supported by local communities, which will provide near-term safety benefits.

NATURAL RESOURCE DAMAGES UNDER THE OIL POLLUTION ACT OF 1990

On July 7, 1995, the Subcommittee held a joint hearing with the Water Resources and Environment Subcommittee regarding the implementation of the natural resource damages programs under the Comprehensive Environmental Response Compensation, and Liability Act of 1980 (Superfund) and the Oil Pollution Act of 1990 and considered comments on the fairness, effectiveness, and efficiency of these programs. Under Superfund and the Oil Pollution Act, trustees of publicly owned natural resources may seek recovery of injury to those resources caused by the release of hazardous substances or oil. The hearing focused on serious concerns about how natural resource damages should be estimated, what releases should trigger liability, and how the trustees may use any monies they receive as part of a claim. The four natural resource damages issues of particular concern are the measurement of use and non-use damages, retroactive liability, caps on damages, and rebuttable presumption.

The first panel of witnesses represented several Federal and State agencies which deal with the natural resource damage issue including the National Oceanic and Atmospheric Administration, the U.S. Department of Interior, the U.S. Department of Justice, and the States of New Jersey and New Mexico. These agencies represent Federal and State natural resources trustees. These trustees are responsible for restoring injured natural resources which result from the spilling of oil or hazardous substances. The Federal witnesses testified that the Administration strongly supports the current system of natural resource damage liability.

During the last two panels, the Subcommittees heard from companies that have been subject to or affected by natural resource damage claims, the environmental community, and experts who have been on both sides of the claims process. The Coalition for Legislative Natural Resource Damage Reform testified that the natural resource damage program must be reformed before it bankrupts industry and the government by creating huge financial liabilities. The Natural Resources Defense Council testified that it strongly supports the natural resource damage recovery provisions of both Superfund and the Oil Pollution Act.

NATIONAL DRUG CONTROL STRATEGY

On August 1, 1995, and on September 12, 1996, the Subcommittee held hearings to examine the effectiveness of the Administration's National Drug Control Strategy in controlling the use of illegal drugs in this country, and specifically the Coast Guard's drug interdiction program. The 1995 hearing heard from the U.S. Coast Guard, Office of National Drug Control Policy, several other Federal agencies which are involved in controlling the flow of illicit

drugs, and several private witnesses were critical of the Administration's drug control policies. The 1996 hearing was a joint hearing with the Senate Caucus on International Narcotics Control and focused on drug interdiction and other matters related to the National Drug Control Policy. The Subcommittee and the Caucus received testimony from the Coast Guard, Office of National Drug Control Policy, the Drug Enforcement Administration, the U.S. Customs Service, the Department of State, and several private witnesses. While the Administration's witnesses strongly supported the President's policies, John Walters, former Deputy Director for Supply Reduction of the Office of National Drug Control Policy, argued that after a decade of consistent progress, almost every available indicator today shows that the United States is losing the struggle against illegal drugs.

COAST GUARD ACQUISITIONS

On May 9, 1996, the Subcommittee held an oversight hearing to review the Coast Guard's policies and procedures relating to the Coast Guard's capital acquisition program, its research and development program, as well as its domestic and international icebreaking activities. The Coast Guard discussed its current proposals for these programs, and also informed the Subcommittee about the Coast Guard's long-range plans for these areas. Several witnesses, including representatives from the Lake Carriers Association, Great Lakes ports, and maritime labor, testified about the importance of continuing the Coast Guard's icebreaking mission on the Great Lakes.

JONES ACT

On June 12, 1996, the Subcommittee held an extensive hearing about the impact of U.S. coastwise trade laws on the transportation system in the United States. These laws are referred to as cabotage laws, or simply, the "Jones Act", after its chief sponsor, Senator Wesley Jones. The Jones Act requires that no merchandise may be transported by water, or by land and water, between U.S. ports or points, either directly or by a foreign port, or for any part of the transportation, in any vessel except one that was built in the U.S., owned by U.S. citizens (corporate ownership must be 75 percent U.S.-owned), and documented under U.S. law.

The Subcommittee heard from five panels of witnesses. The first panel included Federal government witnesses including the U.S. Maritime Administration, which strongly supports the Jones Act, the U.S. Customs Service, and the U.S. International Trade Commission, which has issued an analysis of the Jones Act's economic effects. The second panel included witnesses who support reforms of the Jones Act. These included representatives from the Jones Act Reform Coalition, the American Farm Bureau, the National Cattleman Beef Association, and several private businesses. These witnesses argued that the Jones Act greatly increases U.S. water transportation costs and has left the U.S. with only a small and aging deepwater fleet. The third panel represented U.S. inland and ocean going vessel operators who are strongly opposed to amending U.S. coastwise trade laws. These witnesses included representatives from Matson Navigation, SeaLand, the American Waterways

Operators, and the Lake Carriers Association. These witnesses argued that U.S. cabotage laws are vital to safety on our waterways, crucial to U.S. national defense, and provide for a competitive balance in the transportation system. The fourth panel included witnesses representing U.S. maritime labor unions and U.S. shipyards which also support the retention of U.S. coastwise trade laws. The fifth panel included witnesses who represented the Steel Manufacturers Association, the Governor of Guam, the Puerto Rico Jones Act Reform Coalition, and a U.S. maritime company. These witnesses supported reforms to the Jones Act and testified that these laws greatly increase water shipping costs and prevent water transportation from effectively competing with railroads and trucks.

FINANCIAL RESPONSIBILITY UNDER THE OIL POLLUTION ACT OF 1990

On June 26, 1996, the Subcommittee held an oversight hearing about the Federal requirements for vessels to obtain certificates of financial responsibility (COFRs) mandated by the Oil Pollution Act of 1990 (OPA 90). The hearing focused on the effectiveness of the Coast Guard's regulations in implementing the OPA 90 COFR requirement, and whether the Coast Guard's regulations provide additional coverage for oil pollution liability. OPA 90 created a comprehensive national scheme to compensate victims of oil spills for a broad range of environmental damages, to prevent future oil spills in U.S. waters, to clean up oil spills that do occur, and to punish those who cause oil spills. OPA 90 imposes liability for oil discharges from any source, including U.S.-flag and foreign-flag vessels, onshore and offshore facilities, pipelines, and deepwater ports. The Coast Guard regulations that implement the OPA 90 COFR requirement provide that financial responsibility can be established by insurance, surety bond guarantee, self-insurance, or a combination of the four.

The Subcommittee heard from two panels of witnesses during the COFR hearing. On the first panel Daniel Sheehan, Director of the Coast Guard's National Pollution Funds Center which wrote and implemented the Coast Guard's regulations, testified that implementation of the COFR rule was very smooth, and that the annual cost of obtaining COFRs for oceangoing vessels of private shipping interests has been approximately \$70 million in gross combined annual premiums. Mr. Sheehan pointed out that this amount is only about fifteen percent of the worst-case scenario of \$450 million identified by the Department of Transportation in the final regulatory impact analysis.

The second panel of witnesses included representatives from the Water Quality Insurance Syndicate, the American Institute of Marine Underwriters, the International Chamber of Shipping, the International Association of Independent Tankers Owners, and a U.S. vessel operator. These witnesses, who represent the international shipping community and insurance industry, testified about their dissatisfaction with Coast Guard's regulations. The industry believes that the U.S. should join the international regime for oil spill liability established by the 1992 International Oil Spill Protocols which significantly increased the limits of oil spill compensation. The shipping industry also believes that the direct ac-

tion provision in OPA 90 greatly increases the cost of obtaining a COFR since the Protection and Indemnity Clubs, the traditional maritime insurers, have refused to issue COFRs due to concerns about unlimited liability. These witnesses also testified that the \$70 million cost of this Federal requirement imposes a significant expense on the industry while adding little or no additional oil spill protection to the U.S. public.

SUMMARY OF THE ACTIVITIES OF THE SUBCOMMITTEE ON PUBLIC BUILDINGS AND ECONOMIC DEVELOPMENT

During the 104th Congress, the Subcommittee on Public Buildings and Economic Development was chaired by Republican Congressman Wayne T. Gilchrest with Congressman James A. Traficant, Jr. serving as ranking Democrat Member. The Subcommittee held numerous hearings on a variety of issues, including the General Services Administration Capital Improvement Program, and the U.S. Court Construction Program, procurement issues as a result of the Oklahoma City bombing, security issues, sale of a House office building, construction of a Smithsonian Air and Space Museum Annex, construction of a Capitol visitor's center, numerous naming bills of Federal buildings, and numerous requests for the use of the Capitol Grounds. The Subcommittee began an in-depth review of GSA's leasing program including oversight hearings on the delegation of leasing authority by GSA.

ENACTED LEGISLATION

(For a description of the enacted legislation, see section on "Bills Enacted into Law.")

OTHER LEGISLATION

In addition to the numerous bills and resolutions that were enacted, the Subcommittee held hearings and reported several bills that passed the House but did not pass the Senate. The Subcommittee reported several resolutions authorizing the use of the Capitol Grounds and supported similar measures that were considered on the House Floor absent Committee consideration. The Subcommittee also supported bills that were discharged from Committee consideration and approved by the House.

RESOLUTIONS AUTHORIZING THE USE OF THE CAPITOL GROUNDS

RINGLING BROTHERS, BARNUM AND BAILEY CIRCUS

H.Con.Res. 34 authorized the use of the Capitol Grounds by Ringling Brothers, Barnum and Bailey Circus in commemoration of the circus' 125th anniversary. Under the measure, Ringling Brothers was required to undertake all costs and responsibility for all liabilities incident to the activities of this event. The Architect of the Capitol was authorized to prescribe the conditions under which the event would be undertaken so as not to interfere with Congressional activities. The resolution was approved by the House on March 14, 1995. It was approved by the Senate on April 3, 1995.

1995 SPECIAL OLYMPICS TORCH RELAY

H.Con.Res. 64 authorized the 1995 Special Olympics Torch Relay to be run through the Capitol Grounds under the supervision of the Architect of the Capitol and the Capitol Police. The event was to take place on May 19, 1995, and was part of the Torch Relay's journey to the District of Columbia Special Olympics Summer Games held at Gallaudet University. By law, open flames are prohibited on the Capitol Grounds. The resolution would permit open flames on this special occasion. The Special Olympics is a program which gives handicapped children and adults the opportunity to compete in sporting events and thereby enhance their self-esteem. This resolution was approved by the House on May 9, 1995, and by the Senate on May 12, 1995.

1995 GREATER WASHINGTON AREA SOAP BOX DERBY

H.Con.Res. 38 authorized the use of the Capitol Grounds for the 1995 Greater Washington Area Soap Box Derby. This was the fourth time the Greater Washington Soap Box Derby was held on the Capitol Grounds, and the 55th running of the event overall. The resolution authorized the Architect of the Capitol and the Capitol Police Board to prescribe conditions for the event, including the approval of the erection of any stage, sound amplification devices or related structures for the event. The Greater Washington Soap Box Derby Association assumed full responsibility for all expenses and liabilities associated with the event. This resolution was passed by the House on June 27, 1995, and by the Senate on June 28, 1995.

1996 SPECIAL OLYMPICS TORCH RELAY

H.Con.Res. 146 authorized the 1996 Special Olympics Torch Relay to be run through the Capitol Grounds under the supervision of the Architect of the Capitol and the Capitol Police. The event took place on May 24, 1996, and was part of the Torch Relay's journey to the District of Columbia Special Olympics Summer Games held at Gallaudet University. There is a law that prohibits open flames on the Capitol Grounds. The Resolution would permit open flames on this special occasion. The Special Olympics is a program which gives handicapped children and adults the opportunity to compete in sporting events and thereby enhance their self-esteem. The resolution was passed in the House on March 26, 1996, and was passed by the Senate on March 27, 1996.

NATIONAL PEACE OFFICERS' MEMORIAL SERVICE

H.Con.Res. 147 authorized the use of the Capitol Grounds on May 15, 1996, for the fifteenth annual National Peace Officers' Memorial Service. This public event honors those police officers who have died in the line of duty during the past year. In 1995, 155 peace officers died, many of them victims of the Oklahoma City, Oklahoma, bombing. The first annual observance of the service took place on the Capitol Grounds in 1982. This year's observance drew over two thousand friends and family members of officers killed in the line of duty. In addition, fifteen thousand local, State, and Federal police officers attended the event to honor their fallen

comrades. This year the United States Capitol Police had the honor of serving as the host agency for the memorial service. The resolution authorized the Architect of the Capitol and the United States Capitol Police Board to set the governing conditions for the memorial service. This resolution was passed in the House on March 26, 1996, and approved in the Senate on March 27, 1996.

AUTOMOBILE AND TRUCK DISPLAY

H.Con.Res. 150 authorized the use of the Capitol Grounds on May 16, 1996, for a display of custom, antique, and racing automobiles and trucks. An amendment to this resolution permitted these vehicles to be displayed without alteration. The sponsor would assume full responsibility for all expenses and liabilities associated with the event. The resolution provided that the event would be conducted only after the Architect and the Capitol Police Board enter into an agreement with the sponsor and the owners and manufacturers of vehicles to be displayed prohibiting the use of photos taken at the event for commercial purposes. This resolution passed the House on May 7, 1996. No action was taken in the Senate.

1996 GREATER WASHINGTON AREA SOAP BOX DERBY

H.Con.Res. 153 authorized the use of the Capitol Grounds for the 1996 Greater Washington Area Soap Box Derby. This was the fifth time the Greater Washington Soap Box Derby was held on the Capitol Grounds, and the 56th running of the event overall. The resolution authorized the Architect of the Capitol and the Capitol Police Board to prescribe conditions for the event, including the approval of the use of any stage, sound amplification devices or related structures for the event. The Greater Washington Soap Box Derby Association was to assume full responsibility for all expenses and liabilities associated with the event. The resolution passed the House on June 10, 1996, and passed the Senate on June 21, 1996.

WASHINGTON FOR JESUS PRAYER RALLY

H.Con.Res. 166 authorized the use of the Capitol grounds for the Washington for Jesus Prayer Rally held on April 29 and 30, 1996. No admission was to be charged and the Architect of the Capitol was responsible for establishing conditions for the event. Liabilities and expenses associated with the rally were to be assumed by the sponsor. The resolution specifically disclaimed any governmental sponsorship or endorsement of the rally. The House passed the resolution on April 23, 1996, and it passed the Senate on April 25, 1996.

1996 SUMMER OLYMPICS TORCH RELAY

H.Con.Res. 172 authorized the 1996 Summer Olympic Torch to be run through the Capitol Grounds. This event was in connection with the ceremony for the Centennial Olympic Games held in Atlanta, Georgia. The event was held on June 20, 1996. The Architect of the Capitol and the Capitol Police Board were required to take any action necessary to prohibit the display of advertisements for commercial products during the event, including advertisements on

vehicles accompanying the runners. The resolution also permitted the Olympic Torch to be displayed on the Capitol Grounds overnight, suspending laws which prohibit open flames on the Capitol Grounds. Any commercial sponsor of the relay may not represent directly or indirectly that the resolution, or any activity carried out under the resolution, constitutes approval or endorsement by the Federal Government of the sponsor or any product or service offered by the sponsor. The resolution passed the House on June 10, 1996, and was passed by the Senate with an amendment on June 11, 1996. The House agreed to the Senate amendment on June 12, 1996.

CONGRESSIONAL FAMILY PICNIC

H.Con.Res. 198 authorized the use of the Capitol Grounds for the first annual Congressional Family Picnic held on July 30, 1996, under the auspices of the Advisory Board of the Member's and Family Room. The event would be arranged under conditions prescribed by the Architect of the Capitol and the Capitol Police Board. The erection of structures and equipment (including cooking equipment) necessary to carry out the event was authorized. The House agreed to the resolution on July 12, 1996. The Senate took no action.

THURGOOD MARSHALL UNITED STATES COURTHOUSE

H.R. 653 would designate the United States Courthouse under construction in White Plains, New York, as the "Thurgood Marshall United States Courthouse". Justice Marshall was one of the most noted jurists in United States history. Upon his graduation from law school, Justice Marshall embarked on a legal career with the National Association for the Advancement of Colored People (NAACP). In 1940, he became the head of the newly formed NAACP Legal Defense and Education Fund, a post that he held for 20 years. In 1961, Marshall was appointed to the Second Circuit Court of Appeals by President John F. Kennedy and was appointed the Nation's first African-American solicitor general 4 years later by President Lyndon B. Johnson. On June 13, 1967, President Johnson chose Marshall to become the first African-American Supreme Court Justice where he served with distinction until his retirement in 1991. Justice Marshall passed away in 1993. The bill passed the House on December 5, 1995.

WALTER B. JONES FEDERAL BUILDING AND UNITED STATES COURTHOUSE

H.R. 840 would designate the Federal Building and United States Courthouse in Greenville, North Carolina, as the "Walter B. Jones Federal Building and United States Courthouse". Walter Jones began his career in public service in 1949, when he was elected mayor of Farmville, North Carolina. In 1955, he was elected to the North Carolina State Assembly and in 1965 was elected to the State Senate. In 1966, he won a special election to fill the seat left vacant by the death of former Congressman Herbert Bonner. Walter Jones became a tireless advocate for the American worker and the American Farmer. He was reelected to eleven successive

Congresses, serving in the United States House of Representatives until his death in 1992. He was a member of the House Agriculture Committee and served as Chairman of the Merchant Marine and Fisheries Committee from the 97th through the 100th Congresses. This bill passed the House on December 5, 1995.

JAMES L. FOREMAN UNITED STATES COURTHOUSE

H.R. 2689 would designate the United States Courthouse in Benton, Illinois, as the “James L. Foreman United States Courthouse”. Judge Foreman was appointed U.S. District Judge in 1972 by President Richard M. Nixon and became Chief Judge in 1978. In 1992, he took senior status. Judge Foreman was instrumental in implementing a formal case management system long before the concept was mandated for all Federal courts. He served on the Judicial Resource Committee of the Judicial Conference of the United States. Judge Foreman has served with honor and distinction during his tenure on the bench. This bill passed the House on December 18, 1995.

W. EDWARDS DEMING FEDERAL BUILDING

H.R. 3535 would designate the Federal Building in Suitland, Maryland, as the “W. Edwards Deming Federal Building”. W. Edwards Deming began his career in public service with the United States Department of Agriculture in 1928. In 1929, he became the mathematical advisor to the Chief of the Population Division in the Census Bureau. In this position, he helped to design the statistical sampling techniques used in the census as a quality-control measure. Mr. Deming left the Census Bureau in 1945 and began a series of public and private consultancies, helping to revolutionize modern management services. Many of his ideas became precursors of today’s theories on total quality management. Mr. Deming passed away in 1993. This legislation was passed by the House on September 26, 1996.

RONALD H. BROWN FEDERAL BUILDING

H.R. 3560 would designate the Federal building located at 290 Broadway in New York City as the “Ronald H. Brown Federal Building”. Ron Brown was the first African-American Secretary of Commerce in United States history. As Commerce Secretary, Ron Brown served as a champion for expanded markets for U.S. goods and services worldwide and increased employment at home. He was a strong advocate of civil rights and served for 10 years as an officer in the National Urban League. Tragically, Secretary Brown lost his life along with 32 others on April 3, 1996, when their Air Force jet crashed as it was attempting to land during inclement weather. This bill passed the House on August 2, 1996.

ROBERT K. RODIBAUGH BANKRUPTCY COURTHOUSE

H.R. 3576 would designate the United States Courthouse in South Bend, Indiana, as the “Robert K. Rodibaugh Bankruptcy Courthouse”. Judge Rodibaugh was appointed as United States Bankruptcy Judge for the Northern District of Indiana in 1960. On August 30, 1995, he was appointed Chief Bankruptcy Judge for

that region. During Judge Rodibaugh's tenure, he oversaw growth in both the number of courtrooms and employees within his district. Judge Rodibaugh has fulfilled his duties as a Bankruptcy Judge with patience, fairness, dedication and legal scholarship. This bill was passed in the House on September 27, 1996. The Senate took no action.

TED WEISS UNITED STATES COURTHOUSE

H.R. 4042 would designate the United States Courthouse located at 500 Pearl Street in New York City, New York, as the "Ted Weiss United States Courthouse". Ted Weiss immigrated from Gava, Hungary, to the United States in 1938. He served in the Army in 1946 as a news broadcaster. He later attended law school at Syracuse University and practiced law in New York City. After serving on the city council, he was elected to the U.S. Congress where he sat on the Banking, Foreign Affairs, and Government Operations Committees. While in Congress, he authored military base conversion legislation and received numerous awards including the Consumer Federation of America's Public Service Award. The Committee was discharged and the bill passed the House on September 27, 1996. The Senate took no action.

WILLIAM AUGUSTUS BOOTLE FEDERAL BUILDING AND UNITED STATES COURTHOUSE

H.R. 4119 would designate the Federal Building and United States Courthouse located at 475 Mulberry Street in Macon, Georgia, as the "William Augustus Bootle Federal Building and United States Courthouse". Judge Bootle was born in Walterboro, South Carolina. He attended Mercer University, where he received both his undergraduate and law degrees. In 1928, Judge Bootle served as U.S. Attorney. President Dwight Eisenhower appointed him as a U.S. District Judge in 1954. Judge Bootle was respected by lawyers for his keen intellect, sense of humor and fairness. The Committee was discharged and the bill passed the House on September 27, 1996. The Senate took no action.

CARL B. STOKES UNITED STATES COURTHOUSE

H.R. 4133 would designate the United States courthouse to be constructed at the corner of Superior and Huron Roads, in Cleveland, Ohio, as the "Carl B. Stokes United States Courthouse". Carl Stokes began his career in the Army. He attended West Virginia State College where he earned the title of middleweight division boxing champion. He later attended the University of Minnesota, where he earned his law degree. Mr. Stokes served in the Ohio General Assembly and was elected Mayor of Cleveland, Ohio. After political office, Mr. Stokes turned to journalism. He moved to New York City where he worked as an anchorman for WNBC-TV and received an Emmy for his work. In 1983, he returned to Cleveland where he was elected to the Municipal Court. In 1994, President Clinton appointed him Ambassador to the island republic of Seychelles. He passed away on April 3, 1996. The Committee was discharged, and the bill passed the House on September 27, 1996. The Senate took no action.

ECONOMIC DEVELOPMENT PARTNERSHIP ACT

The Committee reported H.R. 2145, to reauthorize and reform the programs of the Economic Development Administration (EDA) and the Appalachian Regional Commission (ARC) for 5 years. The legislation improved the program delivery and decisions, focused funds on cost-effective programs in truly distressed areas, and contributed to deficit reduction. This legislation continued a commitment by the Federal government to assist distressed communities through locally derived projects meeting local needs, improving the capacity for economic growth and creating employment within distressed communities. Furthermore, H.R. 2145 helped meet the needs of communities facing the effects of defense downsizing and base closures. The legislation continued EDA and ARC successes, utilizing an atmosphere in which Federal, State, and local officials work cooperatively, thereby reducing bureaucracy and enhancing the regional approach to problem solving in order to provide a greater accountability for project decisions. This ensures that the best projects are selected for investment. The Committee also concluded that there remained a need for a separate regional commission to administer the programs of the ARC due to continued economic distress in Appalachia.

HEARINGS

On February 10 and 22, 1995, the Subcommittee held hearings on the reauthorization of the Economic Development Administration and the Appalachian Regional Development Act. In conducting oversight over both the Economic Development Administration and the Appalachian Regional Commission, the Committee heard strong endorsements in favor of the commission approach utilized by the ARC as a model program for State-Federal cooperation. Supportive testimony was received from the 13 Governors of States within the jurisdiction of the ARC. On a bipartisan basis, they unanimously supported the ARC model. The Committee also heard testimony from local government officials and business people on the continued need of EDA programs to provide Federal assistance to areas suffering economic distress and from the effects of defense downsizing and base closures and realignment.

On March 2, 6, and 9, 1995, the Subcommittee held hearings on the General Services Administration's capital investment plan, reform legislation, and related matters. The purpose of these hearings was two-fold; one, to examine GSA's basic authority to manage the Federal government's real estate, and two, to review GSA's FY 1996 request for new construction, repair and alteration to existing Federal buildings, and any request for advance design for future projects. The first hearing was devoted to legislative reform of GSA's basic authority under the Public Buildings Act of 1959, as amended, which was last reviewed in 1988. The second day was devoted to a review of GSA's FY 1996 capital improvement program. The requested amounts were \$1.022 billion to construct new buildings, of which over \$630 million was for the construction of new courthouses and \$911 million to repair existing buildings. The Sub-

committee also heard from private sector witnesses on ways to improve real property asset management.

On June 15, 1995, the Subcommittee held a hearing on various naming bills and H.R. 308, the Hopewell Township Investment Act. The purpose of this hearing was to inform the Subcommittee about the individuals for whom the buildings were to be named and to discuss the specifics of the land transfer in Hopewell Township.

On June 22, 1995, the Subcommittee held a hearing on H.R. 1230, the Capitol Visitor Center to be constructed under the East Plaza of the United States Capitol. The Capitol was never designed to adequately accommodate the growing influx of visitors. There is a lack of amenities such as cafeteria services, restrooms, telephones, or any organized educational assistance. In the Legislative Branch Appropriations Act of 1991, funds were provided to the Architect of the Capitol for the conceptual design and planning for a Capitol Visitor Center. This hearing focused on the various design and construction aspects of the center, the financing of construction and related matters.

On July 20, 1995, the Subcommittee held a hearing on the GSA court construction program. The Committee had deferred taking action on approving the FY 1996 courthouse construction program, because of concerns about the cost of courthouse construction, and the size of the facilities and the finishes that tended to add costs to already costly projects. The Subcommittee expressed an interest in greater sharing of facilities by the Courts, and urged the Judicial Conference to revise its Design Guide to reflect modern building constraints. This review continued through the 104th Congress. The Subcommittee held additional hearings on courthouse construction in 1995 and 1996.

On July 27, 1995, the Subcommittee held a hearing on GSA's leasing program and focused on the request to consolidate the Patent and Trademark office, which will result in the government leasing over 2 million square feet of space to house the PTO.

On October 26, 1995, the Subcommittee held a hearing on the sale of 501 1st Street, an annex to the House Complex. The purpose of the hearing was to provide an opportunity for proponents of this action to urge approval of legislation authorizing the sale of the property. Witnesses included Members of Congress, the Architect of the Capitol and local residents.

On April 17, 1996, the Subcommittee held a hearing on the payment of stipends to bidders relating to the construction of Federal buildings. During the House consideration of H.R. 1670, the Procurement Reform Act of 1995, an amendment was adopted which created a two-step process for design-build projects for Federal buildings. One part of this original amendment authorized the payment of stipends to bidders. This provision was ultimately dropped, with the understanding that the Subcommittee would review that proposal. The hearing provided the opportunity for proponents of the stipend measure to express views on the matter. Witnesses from GSA were joined by witnesses from the private sector, providing expert commentary on the issue. To date, GSA has paid over \$700,000 to bidders in connection with three projects under existing authority.

On April 24, 1996, the Subcommittee held an oversight hearing on Federal building security measures that have been instituted since the bombing of the Murrah Federal Building in Oklahoma City, Oklahoma. In the year since that tragic event, the Federal Government had reviewed security measures in public facilities and had released a report on "Vulnerability Assessment of Federal Facilities". The Administration recommended spending \$280 million on improving security in Federal facilities, including \$40 million for new courthouses and modifications to existing Federal buildings. The Subcommittee heard from the FBI, Secret Service, Marshals Service, as well as GSA, on measures underway to protect Federal facilities.

During the Second Session of the 104th Congress, the Subcommittee initiated a review of GSA's leasing program. GSA had embarked upon an internal review of its program and hired a consultant to analyze the cost of operation of leasing as compared with private sector leasing costs. While the consultant found that GSA was competitive in its leasing program, an effort was made to contract out certain aspects of the leasing program. That effort was opposed by the Subcommittee, until GSA demonstrated that it would achieve savings, promote efficiency or save time by contracting out these functions.

During July 1996, the Subcommittee held hearings on GSA's leasing program. By then, GSA had taken a new approach to its leasing program and was structuring a plan to offer Federal agencies a choice of using GSA to continue leasing space for agency needs, or delegate the leasing authority to agencies upon demand. During the hearings the Subcommittee heard from the Department of the Navy Exchange Service Command (NEXCOM), a non-appropriated fund instrumentality (NAFI), regarding a lease award where the Navy had no authority to enter into the lease, but GSA provided a retroactive delegation of leasing authority. In November 1994, Congresswoman Susan Molinari wrote to Navy Secretary Dalton raising serious concerns about this lease. The Department of the Navy opened a review of this lease transaction. The fundamental question was whether or not NAFIs have leasing authority. The purpose of this hearing was to focus on what officials did during this series of events, when they did it, and, why it had taken so long to respond to concerns raised by Congresswoman Molinari.

On September 11, 1996, the Subcommittee held a hearing on H.R. 1995, a bill to authorize construction of the Smithsonian Institution National Air and Space Museum Dulles Center at Washington-Dulles International Airport. Public Law 103-57 authorized the Smithsonian Institution to plan and design an Air and Space Museum extension at Dulles International Airport. S. 1995 authorized construction of this facility without the use of Federal funds. The purpose of this hearing was to learn more about plans to pay for the facility, its construction details, and the commitment of the Commonwealth of Virginia to aid in the facility's development.

SITE VISITS

On April 19, 1995, a home-made bomb exploded outside the Murrah Federal Building in Oklahoma City, Oklahoma, killing 168

persons, and causing damage to 320 buildings in the area at an estimated cost of \$500 million. This act of domestic terrorism was the worst in modern U.S. history. Two days after this event, the Chairman of the Committee decided to personally visit the site and meet with local and Federal officials in Oklahoma City. After touring the devastation, the Chairman committed to help in any way, and sponsored a resolution directing GSA to survey Federal space in Oklahoma City with a specific focus on the continuing need to house agencies displaced by the bombing of the Murrah Federal Building. The resolution, passed May 3, 1995, also requested GSA to review security for Federal personnel affected by this event.

In conjunction with the Subcommittee review of the GSA courthouse construction program, Subcommittee staff conducted site visits to several recently completed projects and also visited cities where court projects were being requested. A total of 9 site visits were made. The results of these visits were summarized in a staff report which concluded that the procedure GSA and the Courts followed to select courthouse projects often results in courthouses that are either unnecessary or excessive. The problems identified in the report were due to the lack of detail in prospectuses; the flexible nature of the U.S. Courts Design Guide, permitting wide variance in design, features and finishes of a project; the lack of priority setting by the Courts; and the influence of the Judiciary in the design and construction process. The report made several recommendations regarding the program, including limiting funding for construction related finish work and detail; reflecting budgeting constraints as urged by Congress; and requiring GSA to submit prospectuses with more in-depth information.

GAO REVIEWS

Finally, the Subcommittee has requested the General Accounting Office to study two important matters. In November 1995, the Chairman, Vice-Chair and a senior Member of the Subcommittee requested GAO to review the Federal Triangle Building, a 3.1 million square foot building currently under construction in downtown Washington, D.C. The request asked GAO to review the housing plan, financing, construction costs, soft costs and other related matters of this project. Secondly, the Chairman and Ranking Minority Member asked GAO to review the utilization of existing courthouses in cities where GSA proposes to construct new courthouses or annexes to existing courthouses. There is a growing concern that existing facilities are under-utilized at a time when plans call for an expansion of court facilities. Both reports are due in 1997.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON RAILROADS

During the 104th Congress, the Subcommittee on Railroads chaired by Congresswoman Susan Molinari with Congressman Robert E. Wise, Jr. serving as Ranking Democratic Member, developed major legislation dealing with the reauthorization of Amtrak, the termination of the Interstate Commerce Commission, and the amendment of the Railroad Unemployment Insurance Act. Congressman William O. Lipinski served as the Subcommittee's Ranking Democratic Member until the Fall of 1995. Due to Committee reorganization, Congressman Wise assumed the position of Ranking Member at that time. The Subcommittee also held oversight hearings on a wide variety of railroad issues.

ENACTED LEGISLATION

(For a description of the enacted legislation, see section on "Bills Enacted into Law.")

THE RAILROAD UNEMPLOYMENT INSURANCE AMENDMENTS ACT OF 1996

Public Law 104-251 amends the Railroad Unemployment Insurance Act to increase the daily unemployment benefits for railroad workers from \$36 to \$42 and reduces the waiting period before benefits begin to accrue from 14 days to 7 days. This legislation enjoyed bipartisan support in the Transportation and Infrastructure Committee as well as from rail labor and rail management.

THE ICC TERMINATION ACT OF 1995

Public Law 104-88 substantially deregulated the rail and motor carrier industries and abolishes the 108-year-old Interstate Commerce Commission. The rail portions of the bill eliminate obsolete rail provisions and transfer remaining functions to a 3-member board (the Surface Transportation Board) within the Department of Transportation. Provisions and activities that are repealed or eliminated by this law include: tariff filing, securities jurisdiction, minimum rate regulation, State certification, the commodities clause, recyclable commodities rate regime, and valuation jurisdiction. Functions that are transferred to the Department of Transportation include: maximum rate regulation, rail mergers and consolidations, various intercarrier transactions, abandonments, and labor protection.

OTHER LEGISLATION

AMTRAK REFORM AND PRIVATIZATION ACT OF 1995

The Committee reported and the House passed H.R. 1788 by a vote of 406–4. This legislation would place Amtrak in full control of its assets and allow Amtrak to deploy their resources where the opportunities are the most promising. The restrictive Federal laws that dictate Amtrak's labor benefits and practices would be replaced through an accelerated collective bargaining process between labor and management. Amtrak would be given the benefit of private sector business expertise through a reform board of directors and a Temporary Rail Advisory Council of business experts who would help Amtrak develop its strategy for the future. The Senate failed to take any action on this bill.

HEARINGS

The Subcommittee held hearings on January 26 and February 22, 1995, on sunseting the Interstate Commerce Commission, and the subsequent transfer of any retained functions to other agencies. The need for legislation came in response to the FY 1995 DOT Appropriations bill which reduced funding for the ICC by 30 percent, and the Clinton Administration's FY 1996 budget which proposed complete elimination of the agency. A bill (H.R. 2539) was introduced on October 26, 1995, by Representatives Shuster, Petri, Rahall, and Molinari. An amended bill was ordered reported by the Committee on Transportation and Infrastructure on November 1, 1995, and was passed by the House on November 14, 1995, by a vote of 417–8. This legislation became Public Law 104–88.

On February 7, 10, and 13, 1995, the Subcommittee held hearings on the reauthorization of Amtrak. These hearings focused on Amtrak's fiscal crisis; Member testimony on Amtrak's situation; and an examination of the impediments to greater efficiency imposed upon Amtrak by current Federal laws. H.R. 1788 was introduced on June 8, 1995, and ordered reported, as amended, by the Committee on Transportation and Infrastructure on September 21, 1995. This bill was passed by the House on November 30, 1995.

A hearing was held on September 14, 1995, concerning the proposed renewal and expansion of Federal railroad safety user fees. The renewal and expansion of fees was assumed in the reconciliation assignments of the Transportation and Infrastructure Committee. Testimony was heard from the Federal Railroad Administration as well as from freight and commuter rail. The fees were not renewed, but the required revenues were generated through other legislation.

In March 1996, oversight hearings were conducted concerning railroad safety issues. These hearings came in response to numerous railroad accidents which occurred during the month of February. The first hearing, on March 5, 1996, dealt with human factors and grade-crossing safety issues. The second was related to equipment and Federal Railroad Administration (FRA) regulatory procedures. The final hearing was jointly held with the Technology Subcommittee of the Committee on Science concerning high technology train control devices. Testimony was heard from Federal

safety agencies, rail labor, freight and commuter railroads, the National Association of Rail Passengers, Operation Lifesaver, Rockwell Railroad Electronics, and GE-Harris Corporation.

The Subcommittee held oversight hearings on The Rails to Trails Act on July 10 and September 18, 1996. The first hearing focused on how the Surface Transportation Board and the Federal Highway Administration administer the Federal transportation laws and related programs that promote the conversion of abandoned railroad lines to recreational trails. The second hearing examined the actual conversion of rail rights-of-way to recreational trails and their impact on adjacent landowners. Testimony was heard from Federal agencies, landowners, and trail advocates. There was no legislative action on this issue.

The Committee on Transportation and Infrastructure held a hearing on the proposed acquisition of Conrail by other major rail carriers on November 19, 1996. This hearing focused on the standards and procedures employed by the Surface Transportation Board (STB) in evaluating major rail merger applications, including situations where multiple carriers seek approval to acquire the same railroad. The hearing also explored the various Federal laws still in force which are limited in their application solely to Conrail. No further action was taken on the issue during the remainder of the 104th Congress.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

In the 104th Congress, the Subcommittee on Surface Transportation was chaired by Thomas Petri of Wisconsin. Nick Joe Rahall II of West Virginia was the Subcommittee's Ranking Democratic Member. The Subcommittee developed and reported significant legislation in all of its areas of jurisdiction, including approval of the National Highway System, termination of the Interstate Commerce Commission, a 5-year reauthorization of the pipeline safety program, amendments to implement the Intermodal Safe Container Act of 1992, and an accommodation for the District of Columbia. Enacted Legislation

ENACTED LEGISLATION

(For a description of the enacted legislation, see section on "Bills Enacted into Law.")

DISTRICT OF COLUMBIA HIGHWAY RELIEF ACT OF 1995

Public Law 104-21, the District of Columbia Highway Relief Act permits a Federal share of 100 percent for certain projects for the years 1995 and 1996 due to the District's financial crisis and its inability to contribute its 20 percent match. Without this relief, the District of Columbia would have been unable to use its Federal-aid highway funds for 1995 and 1996. As a condition of the increased Federal share, the Act directs the District to set up a dedicated account for gas tax receipts in an amount sufficient to repay the temporarily waived local match and to meet future local match requirements. The Act also requires that the District's trust fund accounting be analyzed by the General Accounting Office.

H.R. 2017 was ordered reported, as amended, by the Full Committee on July 27, 1995 (after the Subcommittee on Surface Transportation was discharged). H.R. 2017, as amended, passed the House on July 31, 1995, the Senate cleared the measure for the President's signature on August 4, 1995.

NATIONAL HIGHWAY SYSTEM DESIGNATION ACT OF 1995

The Subcommittee's top priority was passage of legislation that approved the National Highway System (NHS). In the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Congress directed that a network of roads of national significance be designated by the States in cooperation with DOT and metropolitan areas and submitted to the Congress for approval. If Congress did not approve the NHS by September 30, 1995, then nearly \$13 bil-

lion in NHS and Interstate Maintenance funds would not be apportioned to the States.

Public Law 104-59, the National Highway System Designation Act of 1995, approved the 160,000 mile National Highway System and permitted nearly \$13 billion in NHS and Interstate Maintenance highway funds to be distributed to the States in 1996 and 1997. While comprising only 4 percent of all highways in America, the NHS will carry 40 percent of all traffic, 75 percent of all freight, and 80 percent of all tourism traffic.

In addition to approving the NHS, this legislation contained several other provisions. First, the legislation provides flexibility to States to make up for the one-time shortfall in funding in fiscal year 1996 that was caused by section 1003 of ISTEA. Section 1003 results in a 13 percent reduction in the amount of funds distributed to the States. The NHS Designation Act allows States to mitigate these cuts by giving them flexibility to utilize categorical funds for different types of projects. The Act also rescinds nearly \$500 million in unneeded or unused budget authority and redistributes those funds to the States to help make up their budget shortfall.

Second, the legislation eliminates several Federal mandates that had been imposed on the States in ISTEA and other transportation laws, including the national maximum speed limit, motorcycle helmet laws, a requirement for States to use crumb rubber in asphalt, a requirement that States adopt certain management systems, preemployment alcohol testing for transportation employees, and certain transportation conformity requirements. The Act also prohibits any requirement that highway signs be converted to metric prior to September 30, 1997.

Third, the legislation creates a motor carrier safety pilot program that will permit carriers that utilize commercial motor vehicles between 10,000 and 26,000 pounds flexibility in complying with Federal motor carrier safety regulations if they devise a program of safety management controls that DOT determines will provide an equal or greater level of safety than following the motor carrier safety regulations. Fourth, the Act creates a pilot program for extended winter deliveries of home heating oil. Fifth, the Act amends hours of service regulations for certain motor carrier segments whose activities are seasonal, including farmers and farm suppliers during planting and harvesting seasons, water well drillers, construction vehicles and utility service vehicles, and waives commercial drivers license requirements for part-time employees of small towns and townships during snow emergencies to ensure that roads are plowed.

Finally, the NHS Designation Act contains several innovative financing provisions that give States flexibility to use scarce resources to leverage Federal-aid highway and transit funds, including an infrastructure bank pilot project.

H.R. 2274 was approved by the Subcommittee on Surface Transportation in draft form on September 7, 1995, and forwarded to the Full Committee. The Full Committee ordered the measure reported, as amended, on September 8, 1995. By a vote of 419-7, the House passed H.R. 2274, as amended, on September 20, 1995. Subsequently, the House passed the Senate bill, S. 440, and requested a conference with the Senate. The conference report was agreed to

by the House on November 18, 1995; after Senate approval on November 17, 1995. It was signed by the President on November 28, 1995.

INTERSTATE COMMERCE COMMISSION TERMINATION ACT OF 1995

The motor carrier provisions of Public Law 104-88, the ICC Termination Act of 1995, eliminate unnecessary functions of the ICC and transferred remaining motor carrier oversight functions to the Federal Highway Administration.

Motor carrier functions transferred to the Department of Transportation will be carried out with no increase in personnel or funding. The primary Department responsibility will be registration of motor carriers and the establishment and enforcement of minimum financial responsibility requirements. Maintenance of industry commercial rules (such as cargo loss and damage and leasing rules) is also transferred to DOT.

H.R. 2539 was approved for Full Committee action by both the Surface Transportation and Railroads Subcommittees on October 31, 1995. The Full Committee met on November 1, 1995, and ordered the bill to be reported, as amended, by a vote of 36-22. House passage took place on November 14, 1995, by a vote of 417-8. The Senate passed the legislation, as amended by the text of the Senate companion bill. After a conference, the Senate agreed to the conference report on December 21, 1995; and the House agreed to the conference report on December 22, 1995. The President signed the measure on December 29, 1995.

DESIGNATION OF THE BILL EMERSON MEMORIAL BRIDGE

Public Law 104-154 names the bridge crossing the Mississippi River between Cape Girardeau, Missouri, and East Girardeau, Illinois, on Missouri Highway 74 the "Bill Emerson Memorial Bridge."

S.1903 would have been referred to the Committee on Transportation and Infrastructure, but in response to the untimely death of Congressman Emerson, it was taken directly to the House and Senate Floors. It passed both Houses on June 25, 1996, and it was signed into law by the President on July 2, 1996.

INTERMODAL SAFE CONTAINER TRANSPORTATION ACT AMENDMENTS OF 1996

The Intermodal Safe Container Transportation Act Amendments of 1996 became title II of Public Law 104-291. It made several changes to the Intermodal Safe Container Act of 1992, to permit that statute to be implemented. Industry and DOT agreed that the 1992 Act would impede the transfer of intermodal containers between ocean carriers, railroads and trucking companies, and that modifications were necessary. DOT regulations making the 1992 Act effective were to go into effect on January 1, 1997.

H.R. 4040, the original bill, was ordered reported by the Full Committee on September 12, 1996, and it was passed by the House

under suspension of the rules on September 18, 1996. The Senate incorporated its provisions into an amendment to H.R. 3159, the National Transportation Safety Board Amendments of 1996, on September 18, 1996. The President signed H.R. 3159 into law on October 11, 1996.

ACCOUNTABLE PIPELINE SAFETY AND PARTNERSHIP ACT OF 1996

Public Law 104–304 reauthorizes the pipeline safety program for fiscal years 1996 through 2000. Pipelines remain our safest form of transportation. Fatalities from pipeline accidents represent less than .003 percent of the total number of fatalities of all modes of transportation on an annual basis. Over the past 3 decades, the safety record of pipelines has continued to improve while the total number of miles of pipelines has steadily increased.

The Act moves the program to a new risk-based approach by incorporating risk assessment and cost-benefit analysis in the establishment of new pipeline safety standards, based on current Office of Pipeline Safety practices in accordance with Executive Order 12866, regarding cost-benefit analysis. The Act establishes a risk management demonstration program, whereby pipeline operators may be exempted from any or all safety requirements if the operator submits, and DOT approves, a safety plan that will achieve a level of safety equal to or greater than that which would be achieved through following the regulations. The Secretary may revoke any exemption for substantial noncompliance or in emergencies.

The bill authorizes a total of \$103.841 million for hazardous liquid and gas pipeline programs, and \$71 million for the State grant program. The primary source of funding is provided through industry user fees. The bill also expands criminal penalties to persons who damage pipelines and do not report the damage, removes the 2-year pipeline inspection requirement (leaving it to the discretion of the Secretary), and makes other minor and technical changes.

H.R. 1323, the Pipeline Safety Act of 1995 (the original House bill) was reported by both the Committees on Transportation and Infrastructure (on May 1, 1995), and Commerce (on June 1, 1995). The Senate bill, S. 1505, was passed by the Senate, as amended, on September 26, 1996, and the House also passed S. 1505 on September 27, 1996. The President signed S. 1505 into law on October 12, 1996.

OTHER LEGISLATION

SMALL BUSINESS TRANSPORT CORRECTION ADVANCEMENT ACT

The Subcommittee reported H.R. 3153, a bill to direct the Secretary of Transportation to complete by December 31, 1996, a pending rulemaking concerning “materials of trade” exceptions to hazardous materials regulation. The bill was amended during consideration by the House to provide that if a final rule extending Federal hazardous materials regulation to intrastate transportation does not allow States to grant exceptions for not-for-hire intrastate transportation by farmers and farm-related service industries, then

the portion of the rule affecting farm vehicles cannot take effect before the earlier of the date of the enactment of the reauthorization of the hazardous materials program or the 180th day following the effective date of the final rule. The bill passed the House on the Corrections Calendar by voice vote on September 24, 1996, but was not acted on by the Senate.

DESIGNATION OF THE WILLIAM NATCHER BRIDGE

H.R. 3572 named the bridge currently under construction on U.S. 231 that would link U.S. 60 near Maceo, Kentucky, with Rockport, Indiana, in honor of the late William Natcher. William Natcher, a Congressman for over 40 years and former Chairman of the Appropriations Committee, was well known for casting over 18,000 consecutive votes. He died in 1994.

HEARINGS

During the 104th Congress, the Subcommittee held an extensive series of hearings on programs under its jurisdiction and on legislation developed and reported by the Subcommittee. The Subcommittee held a total of 25 hearings—22 hearings in Washington and 3 field hearings in Laredo and McAllen, Texas, and in Buffalo, New York.

The Subcommittee held 9 hearings involving 124 witnesses during the first session of the 104th Congress. The Subcommittee held a comprehensive series of six hearings on legislation to approve the National Highway System (NHS) and other issues relating to highway and transit programs. On February 8, 28, and March 1, 1995, the Subcommittee examined mandates and burdens in the Federal-aid highway and transit programs on States, municipalities and transit authorities and private industry. The Subcommittee heard testimony from a wide range of witnesses which included Governors, State Secretaries of Transportation, heads of transit authorities, county and municipal officials, private industry and labor, and safety and environmental groups about the impact of Federal requirements.

On March 2, 1995, the Subcommittee heard testimony on the designation of the National Highway System. On March 8, 1995, the Subcommittee heard testimony from Members and local and business officials on specific highway and transit needs in their districts.

On March 10, 1995, the Subcommittee held a hearing on behalf of the Full Committee on H.R. 842, the Truth in Transportation Budgeting Act, a bill to take four transportation trust funds off budget. The largest of the four trust funds is the Highway Trust Fund, which contains the Highway and Mass Transit Accounts. The Subcommittee heard testimony on how the Congressional budget process has resulted in the use of the trust funds to offset the overall size of the Federal deficit, and has prevented the use of over \$6 billion of ISTEA-authorized funds.

In connection with the decision by Congress in the Budget Resolution and the Administration budget to eliminate the Interstate Commerce Commission (ICC), the Subcommittee held a hearing on

March 3, 1995, on the disposition of the motor carrier functions of the ICC. The Subcommittee heard testimony from DOT, the ICC, the General Accounting Office, the trucking industry, shippers and labor. Both DOT and the ICC submitted reports to Congress recommending which functions should be retained and transferred to DOT or an independent entity, which functions should be eliminated, and which should be streamlined.

On March 14, 1995, the Subcommittee held a hearing on the reauthorization of the Natural Gas and Hazardous Liquid Pipeline Safety Acts. The statutory authorization for these programs expired at the end of fiscal year 1995. The Subcommittee heard testimony from the Office of Pipeline Safety and from representatives of industry on pipeline transportation safety and the need to ensure that safety resources are directed toward their most efficient use.

On July 25, 1995, the Subcommittee held a hearing on the District of Columbia Emergency Highway Relief Act.

In the Second Session of the 104th Congress, the Subcommittee held 16 hearings, including 3 field hearings, and heard testimony from 279 witnesses.

In connection with the 1997 reauthorization of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Subcommittee held 12 days of oversight hearings on ISTEA. On March 28, 1996, the Subcommittee held a hearing to assess the importance of highway and transit infrastructure investment to the Nation's future health and economic growth. On May 2 and 7, 1996, the Subcommittee held hearings to examine the Federal role for highway and transit transportation and infrastructure programs. On May 16, 1996, the Subcommittee held a hearing on the status of the Highway Trust Fund. On June 5, 1996, the Subcommittee held a hearing to examine the core highway infrastructure programs, including the Interstate maintenance, National Highway System, bridge and Interstate reimbursement programs. On June 18, 1996, the Subcommittee heard testimony on the Federal transit grant programs. On July 11, 1996, the Subcommittee held a hearing on the distribution of Federal highway funding among the various States. On July 18, 1996, the Subcommittee held a hearing on provisions in the NHS Designation Act and other initiatives to permit States and localities to use innovative financing mechanisms for Federal-aid highway and transit projects. On July 25, 1996, the Subcommittee held a hearing on the surface transportation program established in ISTEA. On July 30, 1996, the Subcommittee held a hearing to examine the metropolitan and Statewide planning processes established in ISTEA and the role of metropolitan planning organizations. On September 19, 1996, the Subcommittee held a hearing to examine the Federal highway safety programs, including the section 402, 403 and 410 grant programs, and other highway traffic safety issues. On September 26, 1996, the Subcommittee held a hearing examining ways to improve the delivery of Federal highway and transit grant programs and on the congestion mitigation and air quality program (CMAQ) established in ISTEA.

The Subcommittee held a hearing on April 25, 1996, on unauthorized highway and transit statutory changes requested by the

Administration in its fiscal year 1997 budget. In addition, the Subcommittee heard testimony from transit agencies requesting funding in fiscal year 1997 for transit projects not authorized in ISTEA or that would exceed their ISTEA authorizations.

The Subcommittee also held three field hearings. On August 8, 1996, the Subcommittee held a hearing in Laredo, Texas, on the infrastructure and motor carrier safety and regulatory issues related to the implementation of the North American Free Trade Agreement (NAFTA). The Subcommittee heard testimony from DOT, the Texas DOT, Texas motor carrier safety officials, local officials, representatives of the trucking industry, and representatives of labor groups from the US and Mexico.

On August 9, 1996, the Subcommittee held a second hearing on the US-Mexican border in McAllen, Texas, to examine the border infrastructure needs in the Lower Rio Grande Valley. The Subcommittee heard testimony from State, local, and Mexican officials on the infrastructure needs of the rapidly growing region.

On October 8, 1996, the Subcommittee held a field hearing in Buffalo, New York, on the Route 219 high priority corridor and its importance to international trade.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

During the 104th Congress, the Subcommittee on Water Resources and Environment, chaired by Congressman Sherwood L. Boehlert with Congressman Robert A. Borski serving as Ranking Minority Member, had referred to it or took action on 7 bills which became public laws and 4 bills which were approved by the House but not acted on by the Senate. In addition, 4 bills were enacted which contained subject matter within the jurisdiction of the Subcommittee but were not referred to the Committee. The Committee also approved 56 Committee Resolutions authorizing studies by the Corps of Engineers of potential water resources projects. The Subcommittee held 24 hearings during the 104th Congress.

ENACTED LEGISLATION

(For a description of the enacted legislation, see section on "Bills Enacted into Law.")

WATER RESOURCES DEVELOPMENT ACT OF 1996

Public Law 104-303, the Water Resources Development Act of 1996 (WRDA), authorizes water resources development and conservation projects of the Army Corps of Engineers. It also modifies Corps water policies and modifies the agency's water resources programs. The WRDA reflects a continued Federal commitment to water infrastructure, responds to initiatives to update water policies, and takes advantage of opportunities to strengthen the Corps' role in protecting and restoring the aquatic environment.

The WRDA resumes the biennial authorization of Corps water resources programs. It authorizes approximately \$3.8 billion in Federal appropriations for water projects and programs. The total estimated cost (Federal and non-Federal) is \$5.4 billion. Highlights include: authorization of 44 projects with final or pending reports of the Chief of Engineers; modification of cost-sharing requirements for flood control projects, navigation projects involving dredged material disposal facilities, and feasibility studies; creation of a new authority for the restoration of aquatic ecosystems; expansion of authorities for modifications to existing projects for environmental restoration and for environmental dredging; authorization of construction of flood control projects by non-Federal interests; modifications to the national dam safety program; affirmation of the Federal role in shoreline protection projects; modification of the Federal hopper dredge fleet; modifications to projects to reflect changed conditions and cost increases; and authorization of various water resources studies.

Subcommittee hearings on water resources issues and projects were held on February 7, 1995, February 27 and 28, 1996, and March 21, 1996. On June 6, 1996, Representatives Shuster, Oberstar, Boehlert and Borski introduced H.R. 3592, the House version of WRDA. The bill was referred to the Transportation and Infrastructure Committee. On June 27, 1996, the amended bill was ordered reported by the committee. The Senate version of the bill, S. 640, passed the Senate on July 11, 1996, and was referred in the House to the Transportation and Infrastructure Committee. On July 30, 1996, H.R. 3592, as amended, was passed by the House under suspension of the Rules. The text of H.R. 3592 was then passed as an amendment to S. 640 in the form of a substitute. The conference report accompanying S. 640 was approved by the House and Senate by voice vote. The bill became Public Law 104–303.

WATER DESALINATION ACT OF 1996

S. 811, the Water Desalination Research and Development Act of 1995, passed the Senate on May 3, 1996, and was referred to the Resources Committee and, in addition, the Transportation and Infrastructure Committee and the Science Committee. The legislation authorized desalination research and demonstration programs for the Secretary of the Interior and the Secretary of the Army. On September 16, 1996, the Transportation and Infrastructure Committee agreed to be discharged from further consideration of the bill. The House passed S. 811, as modified, on September 24, 1996, and the Senate passed S. 811, as modified by the House, on September 27, 1996. The final version of the Water Desalination Act of 1996 (Public Law 104–298) authorizes the Secretary of the Interior, in consultation with the Secretary of the Army and other Federal agencies, to conduct various projects, programs, and activities for desalination research, development and demonstration.

WATER SUPPLY INFRASTRUCTURE ASSISTANCE ACT OF 1995

Included as title V of the Safe Drinking Water Act Amendments of 1996 (Public Law 104–182), this legislation authorizes \$350 million over 7 years for EPA grants to States for drinking water infrastructure and watershed protection. Up to 70 percent of the grants may be used for the construction, rehabilitation, or improvement of water supply, treatment and distribution facilities; up to 30 percent may be used for certain watershed protection activities consistent with nonpoint source pollution management programs under the Clean Water Act.

Representatives Shuster, Oberstar, Boehlert and Borski introduced the legislation, H.R. 2747, on December 7, 1995. The Water Resources and Environment Subcommittee held a hearing on the bill on January 29, 1996. The bill passed the House on June 25, 1996, as title V of H.R. 3604, the Safe Drinking Water Act Amendments of 1996. House and Senate conferees on the Safe Drinking Water legislation included the water infrastructure and watershed protection grants program in title V of the Safe Drinking Water Act Amendments; other provisions in H.R. 2747, relating to a drinking

water SRF and grants for Alaska and the New York City watershed, were included in other titles of the drinking water law.

In addition, Transportation and Infrastructure Committee conferees agreed with other House and Senate conferees to include provisions in the Safe Drinking Water Act Amendments of 1996 regarding, among other things: modernization of the Washington Aqueduct facilities, source water and groundwater protection programs, authority to transfer a percentage of funds between the drinking water SRF and the Clean Water Act SRF, and grants for wastewater assistance in “colonias” in the U.S. along the Mexican border.

EDIBLE OIL REGULATORY REFORM ACT

Over the last several years, the Committee has received testimony and other information regarding the regulation of animal fats and vegetable oils, particularly regarding spill prevention, response and cleanup requirements under the Oil Pollution Act, Clean Water Act, and Hazardous Materials Transportation Act. The concern was that regulatory agencies were not adequately taking into account the differences between toxic, petroleum-based oils and edible oils. In response, Representatives Tom Ewing, Pat Danner and others introduced H.R. 436 to require that agencies make such distinctions under various laws.

H.R. 436 passed the House of Representatives on October 10, 1995, as part of the Corrections Day Calendar. The Committee worked with the Commerce Committee and the Agriculture Committee to develop an acceptable substitute to the bill reported by the Commerce Committee. On November 7, 1995, the House agreed by voice vote to accept minor revisions to H.R. 436 made by the Senate. The bill became Public Law 104-55.

DEEPWATER PORT MODERNIZATION ACT

Title V of the Coast Guard Authorization Act of 1996 (Public Law 104-324) includes the Deepwater Port Modernization Act, which updates and improves the Deepwater Port Act of 1974 to increase flexibility in the use of deepwater ports and to coordinate various regulatory and licensing authorities under the Act.

Title V of Public Law 104-324 is identical to H.R. 2940, the Deepwater Port Modernization Act, as reported by the Committee on July 18, 1996, and as passed by the House on September 18, 1996. The bill was introduced on February 1, 1996, and referred to the Transportation and Infrastructure Committee and in addition the Judiciary Committee. The Water Resources and Environment Subcommittee and the Coast Guard and Maritime Transportation Subcommittee held a joint hearing on the bill on March 28, 1996. On June 27, 1996, the Subcommittees were discharged from further consideration and the full Committee ordered the bill reported, as amended. On July 18, 1996, the Judiciary Committee agreed to be discharged from further consideration of the bill. On September 18, 1996, the House passed H.R. 2940 by voice vote under suspension of the rules. House and Senate conferees on the Coast Guard Authorization bill then included the House-passed bill as Title V of Public Law 104-324.

NATIONAL INVASIVE SPECIES ACT

H.R. 4283, the National Invasive Species Act of 1996 (NISA), re-authorizes and amends the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 to strengthen and improve the Nation's response to threats posed by aquatic nuisance plants and animals. The legislation provides for, among other things, a Nation-wide voluntary ballast water management program and other measures to prevent the introduction and spread of invasive species into waters of the United States.

NISA originally was introduced, reported favorably by the Committee on Transportation and Infrastructure, and passed the House by voice vote on September 24, 1996, as H.R. 3217. The Senate did not act on H.R. 3217 so in the last days of the 104th Congress, Congressman LaTourette reintroduced NISA, with a few amendments to address concerns raised after passage of H.R. 3217, as H.R. 4283. The House passed H.R. 4283 by voice vote on September 28, 1996. The Senate cleared the measure for Presidential signature on October 3, 1996. The bill was signed into law on October 26, 1996, as Public Law 104-332.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 1996

Public Law 104-106 includes several provisions within the jurisdiction of the Subcommittee on Water Resources and Environment.

Section 325 amends section 312 of the Federal Water Pollution Control Act to add a subsection to address certain discharges from vessels of the Armed Forces. New section 312(n) requires the Administrator of EPA and the Secretary of Defense to identify those Armed Forces vessels for which it is reasonable and practicable to require use of a marine pollution control device. The Secretary of the Defense must then require the use of these devices on such vessels. EPA and the Secretary of Defense are required to jointly promulgate performance standards for marine pollution control devices, taking into consideration vessel class, types, and sizes. This subsection also prohibits individual States from regulating such marine pollution control devices, except that individual States may prohibit discharges from vessels in waters identified by the State if EPA agrees that such a prohibition is necessary to protect and enhance water quality in those waters.

Section 2834 amends section 120(h) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980 to allow the Federal government to lease Federal property prior to completion of any necessary cleanup of that property.

This bill was not referred to the Committee on Transportation and Infrastructure. However, the Committee participated in the conference on this bill.

ILLINOIS LAND CONSERVATION ACT

As part of the National Defense Authorization Act for Fiscal Year 1996 (Public Law 104-106), this legislation provides for the conversion of the Joliet Army Ammunition Plant to the Midewin National Tallgrass Prairie (MNP) and other uses, and provides for the disposal of real property at the Arsenal. The provision is based on a

land use plan developed by the Joilet Arsenal Planning Commission. The total acreage involved is approximately 23,500 acres. Of this amount 3,000 acres will be turned over to the State of Illinois for use in economic redevelopment as an industrial park; 982 acres will be turned over to the Department of Veterans Affairs for use as a National Veterans Cemetery; 455 acres will be turned over to Will County for use as a nonhazardous landfill; and the remaining acreage will be turned over to the Department of Agriculture for management as the MNP. The Secretary of the Army retains the responsibility for cleaning up Superfund sites and for compliance with environmental laws. Transfers are to be made without consideration, except that the State is to pay fair market value for lands transferred to it 20 years after conveyance or upon subsequent conveyance of the property, whichever occurs first. The Secretary of Agriculture is to manage the MNP as part of the National Forest System and shall manage its land and water resources to conserve and enhance the native populations and habitats of fish, wildlife and plants. Additional purposes of the MNP are to provide opportunities for scientific, environmental, educational, recreational and research uses.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 1997

Public Law 104-201 includes several provisions within the jurisdiction of the Subcommittee on Water Resources and Environment.

Section 324 amends section 3(c) of the Act to Prevent Pollution from Ships to allow Navy vessels to discharge certain nonfloatable non-plastic solid wastes, notwithstanding the requirements of Annex V to the International Convention for the Prevention of Pollution from Ships, where the Secretary of the Navy determines that the vessel has a unique military design and full compliance with Annex V is not technologically feasible or would impair the operation or operational capability of the ship.

Section 330 amends section 120(d) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) to provide the Administrator of the Environmental Protection Agency with the authority under section 105 of CERCLA to withhold listing a Federal facility on the National Priorities List. The section specifically States that the Administrator may take into account the fact that a facility is being cleaned up under another authority when deciding whether or not to place a Federal facility on the National Priorities List.

Section 331 amends section 120(h)(4)(A) of CERCLA to clarify that Federal property is not considered contaminated if hazardous substances were merely stored on the property, without any release to the environment.

Section 333 requires the Navy to develop and implement a program to monitor the concentrations of organotin in coastal waters. Under the Organotin Antifouling Paint Control Act of 1988, this monitoring program was originally to be developed and implemented by the Environmental Protection Agency (EPA). Under this section, the Navy must consult with EPA and EPA must pay the costs of the program.

Section 334 amends section 120(h)(3) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to allow the Federal government to transfer Federal property prior to completion of a required response action necessary to protect human health and the environment, if the property is suitable for the use intended by the transferee, the use is consistent with the protection of human health and the environment, the deed or other agreement governing the transfer contains the response action assurances specified in this section, public notice is provided, and the deferral and transfer will not substantially delay cleanup.

This bill was not referred to the Committee on Transportation and Infrastructure. However, the Committee participated in the conference on this bill.

OMNIBUS CONSOLIDATED APPROPRIATIONS FOR FISCAL YEAR 1997

This law contains several provisions within the jurisdiction of the Subcommittee on Water Resources and Environment.

Title II of Division A of the Omnibus Consolidated Appropriations Bill includes the "Economic Growth and Regulatory Paperwork Reduction Act of 1996," a banking regulatory reform bill. Subtitle E of the banking bill consists of the "Asset Conservation, Lender Liability, and Deposit Insurance Protection Act of 1996." This Act amends the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) to clarify when lenders and fiduciaries may be held liable under section 107 of CERCLA for the cleanup of contaminated property.

In 1992, the Environmental Protection Agency (EPA) issued a rule specifying when lenders could be held liable under CERCLA. In 1994, the U.S. Court of Appeals for the D.C. Circuit vacated this rule on the grounds that EPA has no statutory authority to establish rules of liability. In the 104th Congress, several bills were introduced and referred to the Transportation and Infrastructure Committee to address this issue by substantively amending the statute to clarify when lenders and fiduciaries can be held liable under CERCLA. Similar language also was included in H.R. 1858, the banking regulatory reform bill that was reported by the Banking Committee. However, at the request of the Commerce Committee and the Transportation Committee, the Banking Committee agreed to address lender liability through "Sense of Congress" language. This "Sense of Congress" language was included in Banking Committee regulatory reform bills, H.R. 2520 and H.R. 4079, subsequently introduced by Congressman Leach. The Senate banking regulatory reform bill, S. 650, as reported by the Senate Finance Committee, included substantive environmental liability provisions for lenders and fiduciaries, including amendments to CERCLA.

Neither the House nor the Senate banking regulatory reform bills, nor any other bills addressing lender liability, were acted upon as stand-alone legislation by the full House or Senate. Instead, a revised version of the Senate banking legislation was incorporated into the Omnibus Consolidated Appropriations for Fiscal Year 1997, H.R. 4278. Ultimately, the Conference Report for H.R. 3610, the Department of Defense Appropriations Act for FY 1997, was used as the legislative vehicle for the omnibus appro-

priations bill, including the lender and fiduciary liability provisions. In general, the enacted legislation takes the approach of substantively amending CERCLA to clarify the potential liability of lenders and fiduciaries under CERCLA.

Title I of Division E of the Omnibus Consolidated Appropriations Act of 1997 included the "California Bay-Delta Environmental Enhancement and Water Security Act." This Act authorizes \$429,900,000 for fiscal years 1998 through 2000 to support the California-Federal Bay-Delta Program for developing, funding, and implementing solutions to problems regarding ecosystem quality, water quality, water supply and reliability, and system vulnerability affecting the San Francisco Bay/Sacramento-San Joaquin Delta Watershed. This Act was introduced on September 19, 1996, by Congressman Bill Baker and others, and was referred to the Committee on Transportation and Infrastructure and, in addition, the Committee on Resources. It was also enacted into law as Title XI of the Omnibus Parks and Public Lands Management Act of 1996, Public Law 104-333.

The bill making Omnibus Consolidated Appropriations for Fiscal Year 1997 was not referred to the Committee on Transportation and Infrastructure. However, the Committee participated in the negotiations over the language of the lender liability provisions of this bill and the California Bay-Delta Environmental Enhancement and Water Security Act.

OTHER LEGISLATION

CLEAN WATER AMENDMENTS OF 1995

H.R. 961, the Clean Water Amendments of 1995, was developed and introduced by a bipartisan coalition of certain Members from the Committee. The legislation would have reauthorized and amended the Federal Water Pollution Control Act of 1972 (commonly referred to as the Clean Water Act (CWA)). The Act was last amended comprehensively in 1987 and most of its authorizations of appropriations expired in 1991.

During 7 days of hearings in February and March 1995, and at hearings held in the 103rd Congress, the Committee heard extensive testimony about specific areas to be addressed through comprehensive Clean Water Act reauthorization legislation, including the need to (1) respond to concerns about unfunded mandates, (2) develop effective approaches to reduce pollution from nonpoint and stormwater runoff and other wet weather flows, (3) provide additional flexibility—with accountability—and increased State and local roles in implementation of the Act, (4) modify certain aspects of the financing and regulatory authorities of the Act to address the particular needs of smaller communities, (5) modify the way EPA incorporates risk assessment, cost-benefit analysis, and performance-based measures into the standard setting process, and (6) comprehensively reform the regulatory process for permitting activities that take place in wetlands.

Title I, Research and Related Programs, concerned various research and related programs and authorizations for some core programs in the Act. \$150 million per year were authorized for State

program grants. In addition, title I authorized new grant assistance for sanitation facilities in rural and Native Alaska villages (\$25 million per year), reauthorized Chesapeake Bay programs (\$18 million per year), and reauthorized Great Lakes programs (\$17.5 million per year). Additional provisions addressed Great Lakes research and implementation of the Great Lakes Water Quality Initiative.

Title II, Construction Grants, provided certain technical amendments to the construction grants title of the Act concerning assistance for construction of municipal wastewater treatment plants. The bill also authorized title II grant funds (\$300 million in FY 1996) to assist small communities with construction of wastewater treatment works and to assist economically disadvantaged or hard-ship coastal localities.

Title III, Standards and Enforcement, amended CWA title III, concerning standards, regulation, and enforcement. Several sections in this title allowed for some modification of point source discharge requirements or permit limitations. The bill also allowed for modifying CWA requirements imposed on industrial facilities whose wastes are treated by municipal wastewater treatment plants. Title III also reauthorized the National Estuary Program.

Title III contained a number of amendments to section 319 of the Act, concerning management of nonpoint sources of pollution. Section 319 grant funds would have been reauthorized and increased from \$100 million in FY 1996 to \$300 million in FY 2000 (a total of \$1 billion). Title III also established a new watershed management program in the Clean Water Act. The bill would have allowed, among other things, pollutant trading or transfer between sources or dischargers in a watershed. H.R. 961 added new section 322 to the Act which would significantly modify the current stormwater permit program (section 402(p)) into a nonpoint source management-type program. In addition, title III would have added new provisions to the CWA concerning risk assessment and cost-benefit analysis.

Title IV, Permits and Licenses, contained amendments to permit provisions of CWA title IV. Several of the proposed amendments would have modified section 402 of the Act, the National Pollutant Discharge Elimination System, the principal permit section of the law. Title IV also added provisions concerning overflows from combined stormwater and sanitary sewers (CSOs) and sanitary sewer overflows (SSOs).

Title V, General Provisions, provided miscellaneous amendments to definitions and general provisions of the Act. It also provided language clarifying that the Federal Government may not use the CWA to supersede or otherwise impair the allocation of water quantity rights by States. Another section established a dispute resolution process involving section 401 water quality certifications by States and FERC licenses for hydropower facilities.

Title VI, State Water Pollution Control Revolving Funds, extended authorization for the SRF grants, at approximately \$2.3 billion per year level and provided a new State-by-State allotment formula for SRF grant distribution. Title VI also contained several provisions to assist small and disadvantaged communities. H.R.

961 encouraged privatization of wastewater treatment works owned by a municipality or other local government entity.

Title VII, Miscellaneous Provisions, provided technical amendments to the text of the CWA, as well as authorizing \$50 million for grants to assist States along the U.S.-Mexico border.

Title VIII, Wetlands Conservation and Management, concerned wetlands regulatory programs, conservation, and management. It incorporated language based on a wetlands proposal that Rep. Jimmy Hayes and others introduced as H.R. 1330 in several recent Congresses. H.R. 961 included provisions of legislation passed by the House concerning private property owner compensation. The revised section 404 would separate wetlands into three categories according to ecological significance, ranging from Type A (the most ecologically valuable) to Type C (the least valuable).

Title IX, Navigational Dredging, amended portions of title I of the Marine Protection, Research, and Sanctuaries Act (the Ocean Dumping Act) to streamline regulatory requirements applicable to navigational dredging.

Title X, Additional Provisions, reauthorized and amended the coastal nonpoint pollution control program established in the Coastal Zone Act Reauthorization Amendments of 1990.

The Subcommittee considered and approved H.R. 961, as amended, on March 29, 1995, by a vote of 19 to 5. The Full Committee considered H.R. 961 on April 4, 5, and 6; the bill was ordered reported, as amended, on April 6 by a vote of 42–16. The House considered H.R. 961 on May 9, 10, 11, 12, 15, and 16, 1995, passing the measure by a final vote of 240 to 185. No action was taken in the Senate.

CONSTRUCTED WATER CONVEYANCES REFORM ACT

H.R. 2567, the Constructed Water Conveyances Reform Act, was introduced on November 1, 1995, and referred to the Transportation and Infrastructure Committee. The introduced bill was virtually identical to provisions in section 305 of H.R. 961, the Clean Water Amendments of 1995. The Water Resources and Environment Subcommittee did not hold a separate hearing on H.R. 2567, but did receive testimony on constructed water conveyances and other issues of particular importance to western, arid areas in its series of hearings on the Clean Water Act and H.R. 961. The Committee ordered the bill reported, as amended, on December 14, 1995, and filed its report on December 21, 1995. The House passed H.R. 2567, as amended, by voice vote on the Corrections Calendar on January 23, 1996. No further action was taken by the Senate.

As passed by the House, H.R. 2567 would have amended the Clean Water Act to provide States greater flexibility in setting water quality standards for constructed water conveyances. The legislation also described various relevant factors and uses for the States to take into account and specified that constructed water conveyances were man-made systems for transporting agricultural and municipal and industrial water supplies in waterways that were not currently or at any time in the past natural waterways.

SAN DIEGO COASTAL CORRECTIONS ACT OF 1995

H.R. 1943, the San Diego Coastal Corrections Act of 1995, was introduced on June 28, 1995, and referred to the Transportation and Infrastructure Committee. The bill was identical to section 309 (a) of H.R. 961, the Clean Water Amendments of 1995. The Water Resources and Environment Subcommittee did not hold a separate hearing on H.R. 1943 but did receive testimony and other information on the legislative proposal in its series of hearings on the Clean Water Act and H.R. 961. On July 12, 1995, the Subcommittee was discharged from further consideration of H.R. 1943 and the Committee ordered the bill reported. On July 25, 1995, the House passed H.R. 1943 on the Corrections Calendar by a vote of 269 to 156. No further action was taken by the Senate.

As passed by the House, H.R. 1943 would have amended the Clean Water Act to treat certain municipal wastewater treatment facilities discharging into ocean waters as the equivalent of secondary treatment if certain conditions and requirements were met. These included requirements to employ chemically enhanced primary treatment, comply with local and State water quality standards, and subject the discharge to an acceptable ocean monitoring program.

SNOW REMOVAL POLICY ACT

In response to concerns about the Federal Emergency Management Agency's (FEMA's) policies regarding disaster declarations and eligible assistance for snow-related events, Representative Jack Quinn and others introduced H.R. 3348, the Snow Removal Policy Act. The legislation requires FEMA to issue, not later than 9 months after enactment, a final rule establishing criteria and standards for major disasters and emergency declarations and eligibilities for assistance regarding snow-related events.

The Water Resources and Environment Subcommittee held a hearing on the bill on September 11, 1996. On September 12, the Subcommittee was discharged from further consideration of the bill and the Committee ordered the bill reported with minor amendments. The House of Representatives passed the bill by voice vote on September 18, 1996.

REFORM OF SUPERFUND ACT OF 1995

H.R. 2500, the Reform of Superfund Act of 1995, was developed by the Republican leadership of the Transportation and Infrastructure Committee and of the Commerce Committee. The bill was reported by the Commerce Subcommittee on Commerce, Trade and Hazardous Materials, but was not marked up by either the full Commerce Committee or by the Transportation and Infrastructure Committee or the Water Resources and Environment Subcommittee.

H.R. 2500 would have reauthorized the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, commonly known as "Superfund," for a period of 5 years. The bill also would have extended the corporate taxes which fund the Superfund Trust Fund for 5 years. In addition to reauthorizing the core

Superfund program, the bill would have made significant changes to the program.

Title I would have changed the remedy selection process by providing that Superfund remedy decisions are not based on compound conservative estimates that do not adequately take risk into account; ensuring that risk assessments are based on reasonably foreseeable future uses of land, water and other resources, as recommended by a Community Assistance Group; ensuring that the costs and benefits of cleanup options are fully considered when selecting Superfund remedies to ensure that remedies are not selected where the costs exceed the benefits; eliminating a preference for treatment when selecting among protective remedies; and eliminating a reliance on generic cleanup standards from other Federal and State statutes, regulations, and guidance, in favor of reliance upon site-specific risk assessments.

Title II proposed changes to liability for response costs including eliminating pre-1987 liability at all municipal and co-disposal (mixed industrial and municipal) landfills to allow these sites to proceed to cleanup through use of the Federal fund, without engaging in lengthy debates over degrees of liability among all the persons who sent waste materials to such landfills. Title II also proposed eliminating liability for parties that sent only a de minimis amount of waste to a site (less than 1 percent). For all other sites, the bill would have provided a fast-track allocation process, and, to ameliorate the impacts of retroactive liability and to reduce contention over allocation of liability, the Federal fund would reimburse parties for 50 percent of response costs associated with wastes disposed prior to January 1, 1987. In the Commerce Subcommittee on Commerce, Trade and Hazardous Materials, the liability provisions were amended to eliminate pre-1987 liability at oil and battery recycling sites to help allow those complex multi-party sites to proceed to cleanup through use of the Federal fund.

Title III sought to encourage the return of abandoned industrial sites to productive use by supporting State brownfields and voluntary cleanup programs. The bill would have barred EPA from subsequently reviewing State cleanup decisions, clarified when lenders and fiduciaries could be held liable, and eliminated liability for new property purchasers who did not cause or contribute to any existing environmental problem at a facility.

Title IV would have amended the statute's provisions governing the recovery of natural resource damages to enhance the role of cost-effectiveness in selecting restoration measures; eliminate so-called "non-use" damages and thus the need for or use of contingent valuation methodology; codified the baseline for lost use damages as the date of enactment of CERCLA; clarify the relationship between lost use damages and restoration damages; cap liability for damages at \$50 million per facility; and eliminate the statutory rebuttable presumption that the government's estimate of damages is correct in instances where the natural resource trustee conducts the damage assessment in accordance with applicable regulations. The bill also would have required better coordination among multiple natural resource trustees.

To encourage States to build up their own cleanup programs to ultimately replace the Federal Superfund program, title V would

have allowed States to accept delegation of all or part of the Superfund program, on a State-wide or site-by-site basis; required State and local government concurrence to list a site on the National Priorities List (NPL); reduced the State cost share to 10 percent for all costs; and capped the NPL of the Nation's worst toxic waste sites at 125 additional sites over the next 7 years.

Title VI would have allowed qualified States to select remedies at Federal facilities; expressly made interagency agreements for the cleanup of Federal facilities enforceable in court; encouraged use of Federal facilities to test innovative remedies; and clarified that uncontaminated property at a Federal facility is not part of an NPL listing.

Title VII of the bill would have made miscellaneous amendments, including amendments to definitions.

Title VIII would have amended the Oil Pollution Act to eliminate non-use natural resource damages and the need for contingent valuation methodology, and made other changes similar to the amendments to the CERCLA natural resource damages provisions proposed in Title IV.

Title IX would have amended the Resource Conservation and Recovery Act to allow State cleanup agencies to select cleanup criteria for remediation waste, in lieu of the federally promulgated land disposal restrictions.

Finally, Title X would have reauthorized the Superfund business taxes and required that new revenue collected from the Superfund taxes be spent on cleanup activities.

Although H.R. 2500 was not marked up by the Transportation and Infrastructure Committee, various proposals to amend the bill were made during negotiations over the bill with the Ranking Members of the Transportation and Infrastructure and Commerce Committees and the Clinton Administration.

A similar bill, S. 1285, was introduced in the Senate. That bill was never acted upon by the Senate Environment and Public Works Committee.

NATURAL DISASTER PROTECTION PARTNERSHIP ACT OF 1995

H.R. 1856, the Natural Disaster Protection Partnership Act, was introduced by Representative Bill Emerson and others on June 15, 1995. The legislation was similar to H.R. 2873, the Natural Disaster Protection Partnership Act of 1994, which the Committee reported in the 103rd Congress. The Subcommittee held hearings on H.R. 1856 on October 18, 1995, and December 5, 1995. A comprehensive substitute bill was circulated for comment in July 1996. No further action was taken in Committee. Comparable legislation in the Senate was also the subject of hearings but no further Committee action.

H.R. 1856 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act and contained three basic elements: (1) States must adopt hazard mitigation plans and measures (such as building codes) that meet certain minimum requirements, or lose some Federal disaster assistance; (2) households earning in excess of \$60,000 a year and all businesses in disaster-prone States must purchase disaster insurance or they will not be eligible for certain Federal disaster assistance; and (3) creation of a federally-backed

private corporation that must offer seismic and volcano insurance to homeowners and businesses, and seismic, volcano, and hurricane reinsurance to insurers and State insurance pools.

The intent of the bill was, among other things, to: (1) place more emphasis on prevention, rather than response, which will save lives and reduce losses in the long-term; (2) shift the risk of natural disasters away from the Federal government and overexposed insurers to those who benefit most from the Federal government's involvement (property owners); and (3) assure that disaster insurance would be more readily available.

HEARINGS

The Subcommittee held hearings on February 7, 1995, February 27 and 28, 1996, and March 21, 1996, on proposals for the Water Resources Development Act to provide for conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States and for other purposes. These hearings were conducted to receive testimony on the water resources programs of the Army Corps of Engineers and on proposals for the upcoming Water Resources Development Act. A bill (H.R. 3592) was introduced on June 6, 1996, by Congressmen Shuster, Oberstar, Boehlert and Borski. An amended bill was ordered reported by the Committee on Transportation and Infrastructure on June 27, 1996, and passed by the House on July 30, 1996. The bill became Public Law 104-303.

On February 9, 16, 21, 24, 1995, and March 7 and 9, 1995, the Subcommittee held hearings on the reauthorization of the Federal Water Pollution Control Act, focusing on State and local perspectives; on business and economic development perspectives; on the Administration's perspectives; on agricultural, energy and environmental perspectives; on wetlands and property rights; and on local and regional issues. On March 11, 1995, the Subcommittee also held a field hearing in Utica, New York on nonpoint source pollution. The hearing was conducted to examine issues surrounding proposed changes to the Nation's nonpoint source water policies, the importance of using watershed planning to control nonpoint source pollution and to address the scope of nonpoint source pollution and its impact on recreation and the environment. H.R. 961, the Clean Water Amendments of 1995, was introduced on February 15, 1995, and ordered reported, as amended, by the Committee on Transportation and Infrastructure on April 6, 1995, and passed by the House on May 16, 1995.

On June 13, 20, 21, 22 and 27, 1995, the Subcommittee held hearings on the reauthorization and reform of the Superfund program, focusing on State and local perspectives; on business, insurance and contractor perspectives; on environmental and community group perspectives; on the perspectives of Members of Congress and on miscellaneous issues; and on Federal agency perspectives. A joint hearing was held on July 11, 1995, with the Subcommittee on Coast Guard and Maritime Transportation on natural resource damages under Superfund and the Oil Pollution Act. On November 2 and 8, 1995, hearings were held on H.R. 2500 (Reform of

Superfund Act). The bill was not considered by the Committee or the House before adjournment.

On October 18, 1995, and December 5, 1995, the Subcommittee held hearings on H.R. 1856, the Natural Disaster Protection Partnership Act of 1995. Testimony was received from Members of Congress, the Administration, State representatives and other entities including insurers, homebuilders, homeowners, emergency response managers, consumer groups and others. The hearings were conducted to obtain information on preparedness, mitigation, response and recovery in response to emergencies and natural disasters such as seismic events (earthquakes and tsunamis), hurricanes, floods, and tornadoes. No further action was taken.

On January 29, 1996, a hearing was held on H.R. 2747, the Water Supply Infrastructure Assistance Act of 1995. This hearing was held to receive views of the Environmental Protection Agency; State and local governments and organizations involved in providing public water supplies and agricultural and environmental interests and the construction industry. The bill was modeled on the successful SRF established under the Clean Water Act and authorizes grants to States for establishment of new accounts within the SRFs for funding water supply infrastructure systems. The Transportation and Infrastructure Committee ordered the bill reported with amendments on March 7, 1996. H.R. 2747 was included in H.R. 3604, the Safe Drinking Water Act Amendments which passed the House on June 25, 1996, and was signed into law as Public Law 104-183.

On March 28, 1996, the Subcommittee held a joint hearing with the Subcommittee on Coast Guard and Maritime Transportation on H.R. 2940, the Deepwater Port Modernization Act. The Subcommittee received testimony from Members of Congress, officials from the Department of Transportation and Coast Guard, State and local representatives, business representatives, and representatives from the environmental community. The Subcommittee received information on providing greater use of deepwater ports, improving competitiveness of the existing deepwater port, and encouraging the licensing and construction of additional deepwater ports. On June 27, 1996, the Subcommittee was discharged and the bill was ordered reported, as amended, by the Full Committee. H.R. 2940 passed the House on September 18, 1996, and was signed into law as part of Public Law 104-324.

On July 17, 1996, a joint hearing was held with the Coast Guard and Maritime Transportation Subcommittee on H.R. 3217, the National Invasive Species Act. Testimony was heard from Coast Guard, the National Oceanic and Atmospheric Administration, the Environmental Protection Agency, and the Corps of Engineers. Others testifying were vessel owners and operators and representatives of Port Authorities. The focus of the hearing was nonindigenous aquatic species that have moved beyond their native ranges and methods to prevent or control the introduction and spread of such species. The two Subcommittees were discharged and H.R. 3217 was ordered reported, as amended, by the Full Committee on September 12, 1996, and referred to the Committee on Science and to the Committee on Resources on September 20, 1996. The House passed H.R. 3217 on September 24, 1996. The bill was later re-

introduced and passed the House again as H.R. 4283 and was signed into law as Public Law 104–332.

On September 11, 1996, a hearing was held on H.R. 3348, the Snow Removal Policy Act. The Subcommittee received testimony regarding FEMA's policies for providing assistance for snow removal and to discuss the blizzards and storms that occurred throughout the Northeast and Mid-Atlantic States during January and February 1996. The Committee on Transportation and Infrastructure ordered reported H.R. 3348, as amended, on September 12, 1996. The House passed the bill by voice vote on September 18, 1996.

SUMMARY OF OVERSIGHT ACTIVITIES

The Committee submitted its oversight plan to the Committees on Government Reform and Oversight and House Administration in accordance with Rule X, clause 2(d) of the Rules of the House. The following is a summary of the oversight plan and a summary of actions taken with respect to each. A more detailed discussion may be found under the section of this report entitled "Summary of Activities".

AVIATION

1. Federal Aviation Administration. The plan included evaluations of FAA operations, FAA safety programs, FAA's facilities and equipment program, the Airport Improvement Program, and the Airport and Airways Trust Fund. A number of days of hearings were held on these programs, including hearings on costs and benefits of FAA regulations, whether to restructure the air traffic control system as a private or government corporation, and preventing delays and cost overruns in FAA's global positioning system. The results of these hearings are reflected in legislation signed into law (Public Law 104-264) reauthorizing FAA programs for 2 years.

2. Oversight of Activities of the Secretary of Transportation. A number of hearings dealt with the aviation functions of the Secretary of Transportation. For example, on July 20, 1995, the subcommittee held a hearing on aviation relations between the U.S. and Japan and on March 27 and April 30, 1996, hearings were held on problems in the aviation relationship between the U.S. and the United Kingdom and Japan.

3. Oversight of the National Transportation Safety Board. The Subcommittee held a hearing on March 6, 1996, on reauthorization of the NTSB. The NTSB Reauthorization Act was enacted into law as Public Law 104-291.

4. Oversight of the Metropolitan Washington Airports. On February 9, 1995, the Subcommittee held an oversight hearing on the Metropolitan Washington airports and legislation was enacted as part of the FAA Reauthorization Act, reflecting the findings of the Subcommittee.

ADDITIONAL OVERSIGHT

Valujet: Between August 5 and August 16, 1996, the Committee investigative staff conducted a 2-week field examination of operations at the Atlanta and Dallas Flight Standards District offices operated by the FAA. Over the course of 7 days, staff interviewed 34 people, including 23 FAA employees, six employees of a repair station, and five employees of a major airline.

This investigative trip was prompted by information developed during the Aviation Subcommittee's hearing on the crash of ValuJet Flight 592, which suggested flaws in the FAA's aviation safety oversight system. The examination was broadened into a more wide-ranging review of FAA safety oversight practices. The field examination allowed the committee to develop an understanding of the FAA's safety program to identify several broad topic areas which may be the subject of further examination by the Subcommittee.

Denver Airport: The Subcommittee held a hearing entitled "Denver Airport: What Went Wrong", looking at the actual cost and design of the airport versus the originally planned costs and design.

Additional Safety Issues: The Subcommittee also conducted oversight and held hearings on sharing pilot performance records, child pilot safety, high performance takeoffs by military aircraft at civilian airports, child restraint systems, and aviation security and antiterrorism.

Treatment of Families of Victims of Airline Accidents: The Subcommittee conducted oversight and held a hearing on the issue of the treatment of families of victims of airline accidents. This resulted in enactment of legislation in the FAA Authorization Act.

COAST GUARD AND MARITIME TRANSPORTATION

1. Coast Guard. The plan included an evaluation of the effectiveness of the President's National Drug Control Strategy, oversight of the Coast Guard's roles and missions, oversight of the Oil Pollution Act, oversight of the Coast Guard's vessel safety programs, and oversight of the U.S. role in the International Maritime Organization.

The Subcommittee held two hearings (one jointly with the Senate Caucus on International Narcotics Control) examining the effectiveness of the President's National Drug Control Strategy and specifically the Coast Guard's drug interdiction program. While Administration witnesses strongly supported the Strategy, other witnesses were critical and concluded that the United States is losing the battle against illegal drugs.

The Subcommittee held several days of hearings reviewing the Coast Guard's roles and missions and legislation was enacted reauthorizing Coast Guard programs through fiscal year 1997. Included among these hearings was an examination of vessel traffic services and vessel safety.

On July 7, 1995, the Subcommittee held a joint hearing with the Water Resources and Environment Subcommittee on implementation of the natural resources damages programs under the Oil Pollution Act and under CERCLA. On June 26, 1996, the Subcommittee held an oversight hearing on Federal requirements for vessels to obtain certificates of financial responsibility.

2. Maritime Administration. The plan included oversight of the U.S. Maritime Administration. The Subcommittee did not hold any hearings specifically covering the Maritime Administration.

3. Federal Maritime Commission. The plan included oversight of the Shipping Act of 1984 and other activities of the FMC. The Subcommittee held a hearing on February 2, 1995, on the Shipping

Act. The House passed H.R. 2149, deregulating ocean shipping and eliminating the need for the FMC.

ADDITIONAL OVERSIGHT

Jones Act: The Subcommittee held a hearing with a broad range of witnesses on the impact of U.S. coastwise trade laws on the transportation system in the United States.

PUBLIC BUILDINGS AND ECONOMIC DEVELOPMENT

1. Economic Development Administration. The plan included evaluation of the eligibility criteria used to determine the basis for Economic Development Administration (EDA) assistance. The Subcommittee held hearings on February 10 and 22, 1995, which included oversight of EDA programs and an evaluation of the continued need for EDA programs. The Committee reported H.R. 2145, to reauthorize and reform both the programs of the EDA and the ARC for 5 years.

2. Appalachian Regional Commission. The plan included evaluation of the basic programs under the Appalachian Regional Development Act. The Subcommittee held hearings on February 10 and 22, of 1995, which included oversight of the Appalachian Regional Commission (ARC) and application of the ARC model to EDA programs. The Committee reported H.R. 2145, to reauthorize and reform the programs of both the EDA and the ARC for 5 years.

3. General Services Administration. The plan included evaluation of the capital asset program and the construction program, and a review of General Services Administration (GSA) property management services.

The Subcommittee held several days of hearings on the capital investment plan during the course of the First and Second session of the 104th Congress. These hearings covered the capital investment plan including leasing and construction, as well as financing and long term acquisition strategies. For example, the Subcommittee held a hearing on the payment of stipends to construction bidders, and reviewed several particular construction requests. In addition, the Subcommittee specifically reviewed the courthouse construction program, which included a number of site visits and resulted in the deferment of approval of the FY 1996 courthouse construction program.

In the wake of the bombing of the Federal building in Oklahoma, the Subcommittee also held a hearing and took under review Federal building security measures, following a visit to the Oklahoma site.

During the Second session the Subcommittee initiated a review specifically of the leasing program, including scrutiny of several specific leases as well as an evaluation of GSA's plan to embark on a new approach to leasing which involved a plan to offer Federal agencies their choice of continuing to use GSA services or to receive their own authority to lease. The Subcommittee voiced its opposition to this effort until GSA can produce further findings of success with this approach.

In addition, the Subcommittee has requested the General Accounting Office to conduct further detailed studies, and report its findings, on the Federal Triangle building project and the courthouse construction program.

4. John F. Kennedy Center for the Performing Arts. The plan included a review of the comprehensive capital improvement plan. The Subcommittee staff reviewed the plan and reported directly to the Chairman and Ranking Member, who are members of the Board of Trustees of the Center. The 5-year plan is currently in effect and reviewed quarterly by the Operations Committee of the Board.

5. Smithsonian Institution. The plan included a review of progress on development of new museums. On September 11, 1996, the Subcommittee held a hearing on H.R. 3933/S.1995, to authorize construction of the Smithsonian Institution National Air and Space Museum Dulles Center at Washington-Dulles International Airport, which was signed into law (Public Law 104-222). In addition, staff reviewed plans for the Museum of the American Indian.

6. Architect of the Capitol. The plan included a review of the proposed visitors center and chiller addition. The Subcommittee held a hearing on H.R. 1230, the Capitol Visitor Center, on June 22, 1995. The hearing focused on the various design and construction aspects of the center, the financing of construction and related matters.

ADDITIONAL OVERSIGHT

Courthouse Construction: The Subcommittee conducted extensive oversight of the courthouse construction program, including 9 site visits and a number of hearings at which courthouse issues were raised. The Subcommittee concluded that the procedure GSA and the courts followed to select courthouse projects often results in courthouses that are either unnecessary or excessive. These conclusions resulted in the Subcommittee limiting funding for construction related finish work and detail on already approved projects and by not approving additional projects for site acquisition and design.

NEXCOM: The Subcommittee conducted an investigation and held a hearing on a lease award for the Navy Exchange Service Command where the Navy had no authority to enter into the lease but GSA provided a retroactive delegation of leasing authority.

RAILROADS

1. Interstate Commerce Commission. The plan included an examination of the sunset of the ICC and disposition of its functions. The Subcommittee held hearings on January 26 and February 22, 1995, on sunset of the Interstate Commerce Commission (ICC) and the subsequent transfer of any retained functions to other agencies. The Committee reported a bill (H.R. 2539) on November 1, 1995, which, among other things, transferred the rail merger jurisdiction to the newly created Surface Transportation Board within the DOT, and sunset the agency. This bill became Public Law 104-88.

2. Amtrak. The plan included oversight of Amtrak's financial status and statutory mandates affecting Amtrak's costs. The Subcommittee held hearings on February 7, 10, and 13, 1995, on the reauthorization of Amtrak. The hearings focused on Amtrak's financial position and operating impediments, and resulted in the Committee reporting to the House H.R. 1788. H.R. 1788, as amended, was passed by the House on November 30, 1995; however, no action was taken by the Senate.

3. Overview of Railway Labor Act. The plan included review and application of the Railway Labor Act to commuter railroads, secondary picketing and the Dunlop Commission recommendations. The Subcommittee did not have an opportunity to address this review.

4. Railroad Unemployment Insurance Modernization. The plan included a review of the Railroad Unemployment Insurance system, a Federal system of unemployment and sickness benefits unique to the railroad industry. As a result of a joint legislative proposal by labor and management to update and increase benefit levels in the 103rd Congress, the Railroad Unemployment Insurance Amendments Act of 1996 was enacted as Public Law 104-88.

5. Railroad Safety "user fees". The plan included an intent to examine the impact of user fees on small railroads, and on the industry at large. The Subcommittee held a hearing on September 14, 1995, concerning the proposed renewal and expansion of Federal railroad safety user fees. The fees were not renewed.

6. Local Rail Freight Assistance Program. The plan included a review of the Local Rail Freight Assistance Program, a program which provides matching funds to State and local governments for use in upgrading rail infrastructure. No specific oversight was conducted on this issue.

7. Federal Employers Liability Act of 1908. The plan included an evaluation of Federal Employers Liability Act. The Subcommittee did not have the opportunity to conduct this evaluation.

8. Railroad Retirement System. The plan included oversight of the Railroad Retirement System. No specific oversight was conducted on this issue.

9. Railroad Safety Oversight. The plan included oversight of the railroad safety programs administered by the DOT's Federal Railroad Administration. In March 1996, the Subcommittee conducted oversight hearings on safety issues, particularly in response to the railroad accidents which occurred during the month of February.

ADDITIONAL OVERSIGHT

Rails to Trails: The Subcommittee conducted oversight and held two hearings on the Rails to Trails Act, which promotes conversion of abandoned railroad lines to recreational trails.

SURFACE TRANSPORTATION

1. Federal Highway and Federal Transit Administration. The plan included an evaluation of approval of the National Highway System (NHS); of burden inefficiencies and unfunded mandates in the Federal-aid highway, safety research and transit programs; of

the DOT restructuring proposal; provisions of the Clean Air Act relating to surface transportation; effects of deregulation of State economic regulation of motor carriers of property; effects of implementation of the North American Free Trade Agreement (NAFTA); and reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). In addition, it included oversight of fuel tax evasion and oversight of Americans with Disabilities Act (ADA).

The Subcommittee held a series of six hearings on legislation to approve the NHS. The hearings ranged from examining mandates and burdens in the Federal-aid highway program to designation of the NHS. Within these hearings oversight was conducted on the ADA. These hearings eventually culminated in the timely enactment of the National Highway System Designation Act of 1995 (Public Law 104–59).

In connection with reauthorization of ISTEA, the Subcommittee held 12 days of oversight hearings during the 104th Congress, with the possibility of holding additional hearings in the 105th in preparation for reauthorizing ISTEA in 1997. Within these hearings, issues concerning Clean Air Act provisions within the context of the CMAQ program were addressed; as well as oversight of fuel tax evasion within the discussion on the status of the Highway Trust Fund.

Additionally, the Subcommittee held two field hearings, in Laredo and Pharr, Texas, to evaluate the impact of NAFTA.

The effects of deregulation of State economic regulation of motor carriers of property was considered within the context of the review of the ICC.

2. Research and Special Programs Administration. The plan included evaluation of Natural Gas and Hazardous Liquid Pipeline Safety Programs. The Subcommittee held a hearing on the reauthorization of the Natural Gas and Hazardous Liquid Pipeline Safety Act, which resulted in the enactment of the Accountable Pipeline Safety and Partnership Act of 1996 (Public Law 104–304).

3. Interstate Commerce Commission. The plan included evaluation of elimination or transfer of certain ICC functions pertaining to motor carrier operations. The Subcommittee held a hearing on March 3, 1995, on the disposition of the motor carrier functions of the ICC. This effort, in combination with the review and considerations of the Railroads Subcommittee, resulted in legislation sunseting the ICC in 1995 (Public Law 104–88).

ADDITIONAL OVERSIGHT

LA Metro: On September 20, 1995, during consideration of H.R. 2274, the National Highway System Designation Act of 1995, Representative George Miller offered an amendment to add a new section to the Act, section 354. Proposed section 354 would have prohibited the payment of safety and performance bonuses from the Highway Trust Fund and was prompted by allegations that safety bonuses had been paid to contractors by the Los Angeles County Metropolitan Transit Authority (LACMTA) in connection with the construction of the Red Line, notwithstanding the contractors' comparatively high reported rates of construction-related injuries. Responding to the concerns expressed by Representative Miller, Chairman Shuster directed Committee investigative staff to con-

duct an examination of the legal and policy questions relating to safety incentive programs.

Committee staff conducted a 3-month long examination, interviewing more than 20 witnesses, reviewing extensive documentation and concluding that the LACMTA program was, in all material aspects, similar to safety incentive programs operated by other major transit authorities Nationwide and that LACMTA's safety record, as reflected in its Lost Time and OSHA 200 Case Rates, was not materially different from that experienced by other benchmark transit authorities surveyed. Staff also noted that the Federal Transit Administration (FTA) did not provide any general guidance to transit grantees on the implementation of an effective safety incentive program and recommended that the Committee encourage FTA to provide guidelines on safety incentive programs as part of its overall program management and construction guidance for transit grantees.

WATER RESOURCES AND ENVIRONMENT

1. Army Corps of Engineers—Water Resources Program. The plan included a review of the Corps' efforts to improve the efficiency and effectiveness of the organization and management of the water resources program; and the efforts of the Corps to improve the efficiency, effectiveness and fairness of the agency's regulatory program, especially in the area of wetlands and dredging activities. The Subcommittee held hearings in February 1995, and February and March 1996 in connection with the Water Resources Development Act and to review the water resources programs of the Army Corps of Engineers. As a result, H.R. 3592, The Water Resources Development Act of 1996, was reported from the Committee and passed the House in July 1996, and became Public Law 104-33.

2. Environmental Protection Agency—Clean Water Act. The plan included a review of innovative financing and wastewater treatment methods; a review of market-based and watershed-based approaches to regulation; and a review of efforts to improve the management of storm water and nonpoint source pollution from inland and coastal areas. The Subcommittee held seven hearings, including a field hearing, in the spring of 1995, on the reauthorization of the Federal Water Pollution Act. The focus of these hearings ranged from addressing issues related to nonpoint source water policies to wetlands concerns; and testimony was received from all interested parties comprising the water policy community. The result of this effort culminated in the Clean Water Amendments of 1995, H.R. 961, which was reported from the Committee and passed the House in May 1995.

3. Environmental Protection Agency—Superfund/CERCLA. The plan included a review of efforts to improve the efficiency, effectiveness and fairness of the cleanup process; a review of the liability and financing mechanisms under the current Superfund program; a review of the ground water protection provisions under the current Superfund program; and a review of the relationships among the States, Federal facilities and the EPA, in conducting Superfund cleanups. The Subcommittee held seven hearings throughout 1995 on the reauthorization and reform of the Superfund program. The

Subcommittee received and reviewed testimony from all parties interested in Superfund.

4. Federal Emergency Management Agency—Disaster Relief Program. The plan included a review of hazard mitigation activities currently being promoted by FEMA; review of disaster response efforts by FEMA; and a review of efforts to improve the insurance available for catastrophic natural disasters. The Subcommittee held 2 days of hearings on H.R. 1856, the Natural Disaster Protection Partnership Act of 1995, at which testimony was taken from a wide variety of witnesses on preparedness, mitigation, response and recovery in response to emergencies and natural disasters. In addition, the Subcommittee held a hearing on H.R. 3348, the Snow Removal Policy Act which examined FEMA's policy for providing assistance for snow removal in snow emergencies.

5. Coast Guard—Oil Pollution Act. The plan included a review, along with the Coast Guard and Maritime Subcommittee, of the oil spill liability provisions and insurability requirements under OPA; and a review of oil spill technologies and response mechanisms now available within the industry. The Subcommittee held a joint hearing with the Subcommittee on Coast Guard and Maritime Transportation on natural resource damages under Superfund and the Oil Pollution Act on July 11, 1995.

6. Tennessee Valley Authority. The plan included a review of the Tennessee Valley Authority's (TVA) energy generation program and the impact of TVA debt on its rate payers. No oversight was conducted on this issue.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959**

Date Referred	Date Approved	Location	Project
.....	May 3, 1995	Oklahoma City, OK	Resolution to investigate the feasibility and need for acquiring, constructing, or reconstructing a Federal building, and to perform an assessment of security measures for the area's Federal buildings.
Mar. 6, 1995	Nov. 16, 1995	Little Rock, AR	Resolution authorizing appropriations for the repair and alteration of the Federal Building located at 700 West Capitol Street.
Apr. 26, 1994	Nov. 16, 1995	Fresno, CA	Resolution authorizing appropriations for the acquisition of space by lease for the Internal Revenue Service.
Apr. 26, 1994	Nov. 16, 1995	Southwest Los Angeles County, CA.	Resolution authorizing appropriations for the acquisition of space by lease for multiple agencies of the Department of Defense.
Apr. 26, 1994	Nov. 16, 1995	Menlo Park, CA	Resolution authorizing appropriations for the acquisition of space by lease for the U.S. Geological Survey.
May 25, 1995	Nov. 16, 1995	San Jose, CA	Resolution authorizing appropriations for the acquisition of space by lease for the Internal Revenue Service District Office.
May 25, 1995	Nov. 16, 1995	Denver, CO	Resolution authorizing appropriations for the acquisition of space by lease for the Internal Revenue Service.
June 22, 1994	Nov. 16, 1995	Denver, CO	Resolution authorizing appropriations for the acquisition of space by lease for the Western Area Power Administration.
Mar. 6, 1995	Nov. 16, 1995	Lakewood, CO	Resolution authorizing appropriations for the repair and alteration of Building 25, Denver Federal Center.
May 20, 1994	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the U.S. Department of Agriculture.
Apr. 26, 1994	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease in the vicinity of the General Accounting Office (GAO) Headquarters Building for the Human Resources Audit Division, GAO.
May 11, 1993	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the repair and alteration of heating plant stacks and related ductwork in the central and west (steam) heating plants.
May 25, 1995	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Veterans Affairs.
Apr. 26, 1994	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the Equal Employment Opportunity Commission.
Apr. 26, 1994	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the Federal Election Commission.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
May 25, 1995	Nov. 16, 1995	Washington, DC, Metropolitan Area.	Resolution authorizing appropriations for the acquisition of space by lease for the Immigration and Naturalization Service.
May 25, 1995	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Internal Revenue Service.
Mar. 6, 1995	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the repair and alteration of the Interstate Commerce Commission-U.S. Customs connecting wing.
Mar. 6, 1995	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the repair and alteration of the Lafayette Building, located at 811 Vermont Avenue, NW.
Mar. 6, 1995	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the repair and alteration of the Department of the Interior's main headquarters building.
Apr. 26, 1994	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the U.S. Attorney for the District of Columbia.
May 25, 1995	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the United States Information Agency.
Apr. 26, 1994	Nov. 16, 1995	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the U.S. Secret Service Washington Field Office.
May 25, 1995	Nov. 16, 1995	Fort Lauderdale, FL	Resolution authorizing appropriations for the acquisition of space by lease for the Internal Revenue Service.
May 25, 1995	Nov. 16, 1995	Miami, FL, Area	Resolution authorizing appropriations for the acquisition of space by lease for the Immigration and Naturalization Service and the Executive Office of Immigration Review, Department of Justice.
Sept. 8, 1995	Nov. 16, 1995	Kansas City, KS/MO, Metropolitan Area.	Resolution authorizing appropriations for the acquisition of space by lease for the collocation of seven agencies of the U.S. Department of Agriculture.
Apr. 26, 1994	Nov. 16, 1995	Boston, MA	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the Environmental Protection Agency.
May 25, 1995	Nov. 16, 1995	Boston, MA, western suburbs ..	Resolution authorizing appropriations for the acquisition of space by lease for the laboratory operation of the Environmental Protection Agency.
June 22, 1994	Nov. 16, 1995	Boston, MA	Resolution authorizing appropriations for the acquisition of space by lease for the Satellite Outpatient Clinic of the Department of Veterans Affairs.
Sept. 8, 1995	Nov. 16, 1995	Southbridge, MA	Resolution authorizing appropriations for the acquisition of space by lease for the Center for Financial Management Education and Training, U.S. Army Corps of Engineers.
Apr. 26, 1994	Nov. 16, 1995	Newark, NJ	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for multiple agencies currently located in multiple locations.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
May 25, 1995	Nov. 16, 1995	Newark and Elizabeth, NJ	Resolution authorizing appropriations for the acquisition of space by lease for the U.S. Customs Service, near the Newark International Airport.
Apr. 26, 1994	Nov. 16, 1995	Eastern Region, NY	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the Federal Aviation Administration.
Mar. 6, 1995	Nov. 16, 1995	New York, NY	Resolution authorizing appropriations for the acquisition of space by lease for the Drug Enforcement Agency.
.....	Nov. 16, 1995	Research Triangle Park, NC	Resolution to investigate the feasibility and need for acquiring, constructing, or leasing space for the existing Environmental Protection Agency facilities.
Mar. 6, 1995	Nov. 16, 1995	Bismarck, ND	Resolution authorizing appropriations for the repair and alteration of the U.S. Federal Building, Post Office, and Courthouse.
Mar. 6, 1995	Nov. 16, 1995	Philadelphia, PA	Resolution authorizing appropriations for the repair and alteration of the Social Security Administration's Mid-Atlantic Program Service Center.
Mar. 6, 1995	Nov. 16, 1995	Old San Juan, PR	Resolution authorizing appropriations for the repair and alteration of the U.S. Post Office-Courthouse.
Sept. 8, 1995	Nov. 16, 1995	Providence, RI	Amendment to a previously approved resolution (May 13, 1993) authorizing additional appropriations for the repair and alteration of the J.O. Pastore Federal Building-U.S. Post Office.
Mar. 6, 1995	Nov. 16, 1995	Dallas, TX	Resolution authorizing appropriations for the repair and alteration of the A. Maceo Smith Federal Building.
Sept. 8, 1995	Nov. 16, 1995	Highgate Springs, VT	Amendment to two previously approved resolutions (Feb. 4, 1992 and May 13, 1993) authorizing additional appropriations for site acquisition, design, and construction of the U.S. Border Station.
May 25, 1995	Nov. 16, 1995	Arlington, VA	Resolution authorizing appropriations for the acquisition of space by lease for the U.S. Department of Agriculture.
May 25, 1995	Nov. 16, 1995	Arlington, VA	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Defense currently located at Crystal Mall 2, 3, and 4.
June 22, 1994	Nov. 16, 1995	Arlington, VA	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Defense currently located at 400 Army-Navy Drive.
Sept. 22, 1994	Nov. 16, 1995	Northern VA	Resolution authorizing appropriations for the acquisition of space by lease for the National Technical Information Service (NTIS) of the Department of Commerce.
Apr. 26, 1994	Nov. 16, 1995	Northern VA	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the Executive Office of the President.
July 20, 1995	Nov. 16, 1995	Northern VA	Resolution authorizing appropriations for the acquisition of space by lease for the Patent and Trademark Office of the Department of Commerce.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
Mar. 6, 1995	Nov. 16, 1995	Richland, WA	Resolution authorizing appropriations for the repair and alteration of the Federal Building, U.S. Post Office and Courthouse, located at 825 Jadwin Avenue.
Apr. 26, 1994	Nov. 16, 1995	Seattle, WA	Resolution authorizing appropriations for the purchase, lease purchase, lease with an option to purchase, or lease of space for the Environmental Protection Agency.
Mar. 6, 1995	Nov. 16, 1995		Resolution authorizing appropriations for the design of 16 alteration projects scheduled for construction in future years.
Mar. 6, 1995	Nov. 16, 1995		Resolution authorizing appropriations for energy retrofit projects in various locations.
Mar. 6, 1995	Nov. 16, 1995		Resolution authorizing appropriations for the modernization or replacement of existing elevators in three Federal Buildings (U.S. Courthouse, 40 Foley Square, and Federal Building, 201 Varick Street, New York, NY; and Rodino Federal Building, 970 Broad Street, Newark, NJ).
Mar. 6, 1995	Nov. 16, 1995		Resolution authorizing appropriations for alterations included in the chlorofluorocarbon (CFC) replacement program in various Federal Buildings.
Mar. 6, 1995	Dec. 14, 1995	Lakewood, CO	Resolution authorizing appropriations for the construction of a U.S. Geological Survey National Water Quality Laboratory.
Mar. 6, 1995	Dec. 14, 1995	Washington, DC	Resolution authorizing appropriations for the preparation of the Southeast Federal Center site.
Mar. 6, 1995	Dec. 14, 1995	Sweetgrass, MT	Resolution authorizing appropriations for the site acquisition and design of a Border Station.
Mar. 6, 1995	Dec. 14, 1995	Austin, TX	Resolution authorizing appropriations for the construction of an annex to the Department of Veterans Affairs Automation Center.
Mar. 6, 1995	Dec. 14, 1995	Blaine-Pacific Highway, WA	Resolution authorizing appropriations for the construction of a Border Station.
Mar. 6, 1995	Dec. 14, 1995	Point Roberts, WA	Resolution authorizing appropriations for the construction of a Border Station.
Mar. 6, 1995	Dec. 14, 1995	Martinsburg, WV	Resolution authorizing appropriations for the construction of a computing center for the Internal Revenue Service.
Sept. 8, 1995	May 9, 1996	Tucson, AZ	Resolution authorizing appropriations for the construction of a Federal building and U.S. courthouse.
Mar. 6, 1995	May 9, 1996	Tallahassee, FL	Resolution authorizing appropriations for the construction of a U.S. courthouse annex.
Feb. 24, 1995	May 9, 1996	Albany, GA	Resolution authorizing appropriations for the construction of a U.S. courthouse.
Mar. 6, 1995	May 9, 1996	Lafayette, LA	Resolution authorizing appropriations for the construction of a Federal building and U.S. courthouse.
Apr. 4, 1995	May 9, 1996	Beltsville, MD	Resolution authorizing appropriations for the construction of a building for the U.S. Secret Service Office of Training.
Mar. 6, 1995	May 9, 1996	Omaha, NE	Resolution authorizing appropriations for the construction of a Federal building and U.S. courthouse.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
Mar. 6, 1995	May 9, 1996	Las Vegas, NV	Resolution authorizing appropriations for the acquisition of a site for the construction of a U.S. courthouse.
Mar. 6, 1995	May 9, 1996	Albuquerque, NM	Resolution authorizing appropriations for the construction of a Federal building and U.S. courthouse.
Mar. 6, 1995	May 9, 1996	Central Islip, NY	Resolution authorizing appropriations for the construction of a Federal building and U.S. courthouse.
Mar. 27, 1996	May 9, 1996	Research Triangle Park, NC	Resolution authorizing appropriations for the construction of a consolidated research facility for the Environmental Protection Agency.
Mar. 6, 1995	May 9, 1996	Columbia, SC	Resolution authorizing appropriations for the design of a U.S. courthouse.
Mar. 6, 1995	May 9, 1996	Brownsville, TX	Resolution authorizing appropriations for the construction of a Federal building and U.S. courthouse.
.....	June 27, 1996	Las Vegas, NV	Amendment to a previously approved (May 9, 1996) resolution authorizing appropriations for the design of a U.S. courthouse.
Apr. 15, 1996	Aug. 1, 1996	Washington, DC	Resolution authorizing appropriations for the repair and alteration of the Department of Justice's main headquarters building.
Apr. 15, 1996	Aug. 1, 1996	Washington, DC	Resolution authorizing appropriations for the repair and alteration of the State Department Building, 2201 C Street, Northwest.
.....	Aug. 1, 1996	Washington, DC	Amendment to a previously approved resolution (May 17, 1994) authorizing additional appropriations for the repair and alteration of the 13th Street facade of the Ariel Rios Federal Building.
Apr. 15, 1996	Aug. 1, 1996	Washington, DC	Resolution authorizing appropriations for the repair and alteration of the Ariel Rios Federal Building.
(June 28, 1996)	Aug. 1, 1996	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease at the John A. Wilson Building, 1350 Pennsylvania Avenue, Northwest.
Apr. 15, 1996	Aug. 1, 1996	Honolulu, HI	Resolution authorizing appropriations for the repair and alteration of the Prince Jonah Kuhio Kalaniana'ole Federal Building and U.S. Courthouse..
Apr. 15, 1996	Aug. 1, 1996	Chicago, IL	Resolution authorizing appropriations for the repair and alteration of the Everett M. Dirksen Building, 219 South Dearborn..
.....	Aug. 1, 1996	Baltimore, MD, Metropolitan Area.	Resolution to investigate the feasibility and need for Federal facilities.
Apr. 15, 1996	Aug. 1, 1996	Andover, MA	Resolution authorizing appropriations for the design of alterations for the Internal Revenue Service Center.
Apr. 15, 1996	Aug. 1, 1996	Concord, NH	Resolution authorizing appropriations for the repair and alteration of the James C. Cleveland Federal Building.
Apr. 15, 1996	Aug 1, 1996	Camden, NJ	Resolution authorizing appropriations for the repair and alteration of the Federal Building and U.S. Courthouse.
Apr. 15, 1996	Aug. 1, 1996	Albany, NY	Resolution authorizing appropriations for the repair and alteration of the James T. Foley Post Office and U.S. Courthouse.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
Apr. 15, 1996	Aug. 1, 1996	Brookhaven, NY	Resolution authorizing appropriations for the design of alterations to the Internal Revenue Service Center located at 1040 Waverly Avenue, Village of Holtsville.
.....	Aug. 1, 1996	Charlotte, NC	Resolution to investigate the feasibility and need for U.S. courthouse facilities.
Apr. 15, 1996	Aug. 1, 1996	Scranton, PA	Resolution authorizing appropriations for the repair and alteration of the Federal Building and U.S. Courthouse.
Apr. 15, 1996	Aug. 1, 1996	Providence, RI	Resolution authorizing appropriations for the repair and alteration of the Federal Building and U.S. Courthouse.
Apr. 15, 1996	Aug. 1, 1996	Fort Worth, TX	Resolution authorizing appropriations for the repair and alteration of seven buildings at the Fort Worth Federal Center.
Apr. 15, 1996	Aug. 1, 1996		Resolution authorizing appropriations for repair and alterations included in the chlorofluorocarbon replacement program (CFC) for various Federal buildings.
Apr. 15, 1996	Aug. 1, 1996		Resolution authorizing appropriations for energy retrofit projects in various locations.
Apr. 15, 1996	Aug. 1, 1996		Resolution authorizing appropriations for the modernization or replacement of existing elevators and escalators in five Federal buildings.
(July 8, 1996)	Aug. 1, 1996		Resolution authorizing appropriations for security enhancements in various Federal buildings.
Apr. 15, 1996	Sept. 27, 1996	Birmingham, AL	Resolution authorizing appropriations for the acquisition of space by purchase, lease purchase, lease with an option to purchase, or lease of space for the Social Security Administration Southeastern Program Service Center.
Apr. 15, 1996	Sept. 27, 1996	Huntsville, AL	Resolution authorizing appropriations for the acquisition of space by purchase, lease purchase, lease with an option to purchase, or lease of space for the Department of Defense, U.S. Army Space and Strategic Defense Command.
Mar. 6, 1995	Sept. 27, 1996	Fresno, CA	Resolution authorizing appropriations for the preparation of a donated site for the construction of a Federal building and U.S. courthouse.
(June 10, 1996)	Sept. 27, 1996	Los Angeles, CA	Resolution authorizing appropriations for the acquisition of space by lease for the consolidation and relocation of the Immigration and Naturalization Service and the Executive Office for Immigration Review in the central business downtown area.
(June 10, 1996)	Sept. 27, 1996	San Diego, CA	Amendment to a previously approved resolution (Aug. 4, 1988) authorizing additional appropriations for the acquisition of space by lease for the Department of Veterans Affairs.
Apr. 15, 1996	Sept. 27, 1996	Denver, CO	Resolution authorizing appropriations for the acquisition of a site for the construction of an expansion building to the Byron G. Rogers Federal Building and U.S. Courthouse.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
.....	Sept. 27, 1996	Washington, DC	Resolution to investigate the feasibility and need to acquire a facility to house the U.S. Department of Transportation headquarters.
Apr. 15, 1996	Sept. 27, 1996	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Justice-Criminal Division, currently located in the Bond Building, 1400 New York Avenue, Northwest.
Apr. 15, 1996	Sept. 27, 1996	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Justice, currently located at 1425 New York Avenue, Northwest.
Apr. 15, 1996	Sept. 27, 1996	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Justice-Criminal Division, currently located in the Washington Center, 1001 G Street, Northwest.
Apr. 15, 1996	Sept. 27, 1996	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Diplomatic Office of the Security of the Department of State.
Apr. 15, 1996	Sept. 27, 1996	Washington, DC	Resolution authorizing appropriations for the acquisition of space by lease for the Peace Corps Headquarters.
.....	Sept. 27, 1996	Fort Myers, FL	Amendment to previously approved resolutions (May 21, 1991 and Feb. 4, 1992) authorizing appropriations for the construction of a Federal building and U.S. courthouse.
Apr. 15, 1996	Sept. 27, 1996	Miami, FL	Resolution authorizing appropriations for the acquisition of a site for a U.S. courthouse.
Apr. 15, 1996	Sept. 27, 1996	Covington, KY	Resolution authorizing appropriations for the construction of a U.S. courthouse.
Apr. 15, 1996	Sept. 27, 1996	London, KY	Resolution authorizing appropriations for the construction of a U.S. courthouse.
.....	Sept. 27, 1996	Suburban MD	Resolution to investigate the feasibility and need for construction or acquisition of a facility for the consolidation of the Food and Drug Administration.
(July 19, 1996)	Sept. 27, 1996	Suburban MD	Resolution authorizing appropriations for the site acquisition and design of a Federal building to house the National Laboratory Center and a Fire Investigation Research and Education facility for the Bureau of Alcohol, Tobacco, and Firearms.
Apr. 15, 1996	Sept. 27, 1996	Burlington, MA	Resolution authorizing appropriations for the acquisition of space by lease for the Federal Aviation Administration.
Apr. 15, 1996	Sept. 27, 1996	Las Vegas, NV	Resolution authorizing appropriations for the construction of a U.S. courthouse.
Mar. 6, 1995	Sept. 27, 1996	Brooklyn, NY	Resolution authorizing appropriations for the construction of a U.S. courthouse annex.
Apr. 15, 1996	Sept. 27, 1996	Cleveland, OH	Resolution authorizing appropriations for the construction of a U.S. courthouse.
(June 28, 1996)	Sept. 27, 1996	Cleveland, OH	Resolution authorizing appropriations for the acquisition of space by lease for the Federal Bureau of Investigation.
(July 19, 1996)	Sept. 27, 1996	Portland, OR	Resolution authorizing appropriations for the acquisition of a site for the construction of a building to consolidate law enforcement activities.

**PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT
OF 1959—Continued**

Date Referred	Date Approved	Location	Project
Apr. 15, 1996	Sept. 27, 1996	Philadelphia, PA	Resolution authorizing appropriations for the construction of the second phase of the Department of Veterans Affairs project.
Apr. 15, 1996	Sept. 27, 1996	Columbia, SC	Resolution authorizing appropriations for the construction of a U.S. courthouse.
Apr. 15, 1996	Sept. 27, 1996	Austin, TX	Resolution authorizing appropriations for the acquisition of space by lease for the Internal Revenue Service Austin Compliance Center.
Apr. 15, 1996	Sept. 27, 1996	Corpus Christi, TX	Resolution authorizing appropriations for the construction of a U.S. courthouse.
Apr. 15, 1996	Sept. 27, 1996	Salt Lake City, UT	Resolution authorizing appropriations for the site acquisition of an annex to the Frank E. Moss U.S. Courthouse.
Apr. 15, 1996	Sept. 27, 1996	Arlington, VA	Resolution authorizing appropriations for the acquisition of space by lease for the Marine Corps, Department of Defense, currently located at Clarendon Square.
Apr. 15, 1996	Sept. 27, 1996	Arlington, VA	Resolution authorizing appropriations for the acquisition of space by lease for the Drug Enforcement Administration and the U.S. Marshals Service.
Apr. 15, 1996	Sept. 27, 1996	Northern VA	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Defense, currently located at the Skyline VI Building.
May 30, 1996	Sept. 27, 1996	Northern VA	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Defense, currently located at the Crystal Park 1 Building.
May 30, 1996	Sept. 27, 1996	Northern VA	Resolution authorizing appropriations for the acquisition of space by lease for the Department of Defense, currently located at the James Polk Building and the Zachary Taylor Building.
May 30, 1996	Sept. 27, 1996	Northern VA	Resolution authorizing appropriations for the acquisition of space by lease for the Defense Information Systems Agency, Department of Defense.
Apr. 15, 1996	Sept. 27, 1996	Seattle, WA	Resolution authorizing appropriations for the site acquisition and design of a U.S. courthouse.
(July 8, 1996)	Sept. 27, 1996		Resolution authorizing appropriations for security enhancements at nine new construction projects.

RESOLUTIONS ADOPTED TO AUTHORIZE THE CORPS OF ENGINEERS TO CONDUCT
FEASIBILITY STUDIES

Docket No	Project
2456	Savannah/Chatham County, Georgia
2457	Duck River Watershed, Tennessee
2458	Lido Key, Sarasota County, Florida
2459	Elizabeth River Basin, Virginia
2460	West Branch Susquehanna River, Pennsylvania
2461	Dade County Water Reuse Facility
2462	Barneget Bay, New Jersey
2463	Tioga River, Pennsylvania
2464	Oakland Inner and Outer Harbors, California
2465	Aleutians Islands, Alaska
2466	Cumberland River, Tennessee
2467	Mid-Cumberland Region, Tennessee
2468	Kankakee River Basin, Illinois
2469	Ventura Harbor, California
2470	Ballwin, Missouri
2471	San Diego Harbor, California
2472	Hocking River Basin, Ohio
2473	Bolinas Lagoon, California
2474	Ft. Pierce Harbor, Florida
2475	Memphis Metro Area, Tennessee & Mississippi
2476	Mississippi River, Quincy, Illinois
2477	Village Creek, Jefferson County, Alabama
2478	Hillsborough County, Florida
2479	Mojave River Forks Dam, San Bernardino County, California
2480	Mississippi River, Alexander County, Illinois and Scott County, Missouri
2481	Mercer County, West Virginia
2482	Susquehanna River, New York and Pennsylvania
2483	Lake Apopka Watershed, Florida
2484	Ohio River, Southeastern, Illinois
2485	Santa Paula Creek, California
2486	Chicopit Bay, St. Johns, Florida
2487	San Joaquin River Basin, California
2488	Beaver River Basin, Pennsylvania
2489	Connoquenessing Creek Basin, Pennsylvania
2490	Turtle Creek Watershed, Pennsylvania
2491	Pajaro River Watershed, California
2492	South Shore of Long Island, New York
2493	Tacoma Harbor, Washington
2494	West Tennessee Tributaries, Tennessee
2495	Upper Delaware River Watershed, New York
2496	Maumee River, Ohio
2497	Cahaba River, Alabama
2498	Yadkin-Pee Dee River Watershed, South Carolina and North Carolina
2499	Lower Potomac Estuary, Virginia and Maryland
2500	Illinois River, Peoria Riverfront, Illinois
2501	Big Cypress Reservation Watershed, Florida
2502	Port Everglades Harbor, Florida
2503	Sabine Diversion Canal, Louisiana
2504	Bayou Blanc, Crowley, Louisiana
2505	St. Lucie County, Florida

RESOLUTIONS ADOPTED TO AUTHORIZE THE CORPS OF ENGINEERS TO CONDUCT
FEASIBILITY STUDIES—Continued

Docket No	Project
2506	Tennessee River Basin Watershed, Tennessee
2507	Chickamauga Creek Watershed, Tennessee
2508	Tia Juana River, California
2509	Bloomsburg, Pennsylvania
2510	New Jersey Intracoastal Waterway, New Jersey

RESOLUTION ADOPTED TO AUTHORIZE THE CORPS OF ENGINEERS TO CONSTRUCT
PROJECTS

UNDER SECTION 201 of the Flood Control Act of 1965

Docket No.	Project
104-88	Section 201—A project for storm damage reduction at the South Water Treatment Plant in Chicago, Illinois, a separable feature of the plan recommended by the Chief of Engineers on April 14, 1994.

PUBLICATIONS

104-1—Streamlining and Improving Efficiency of Transportation and Infrastructure Programs. Hearing before the Committee on Transportation and Infrastructure, January 31, 1995.

104-2—Shipping Act of 1984. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, February 2, 1995.

104-3—Metropolitan Washington Airports Authority Board of Review. Hearing before the Subcommittee on Aviation, February 9, 1995.

104-4—Ways to Reduce Unfunded Federal Mandates and Regulatory Burdens on the Aviation Industry without Affecting the Safety of the Traveling Public. Hearing before the Subcommittee on Aviation, February 1, 1995.

104-5—The Water Resources Development Act of 1995. Hearing before the Subcommittee on Water Resources and Environment, February 7, 1995.

104-6—Compilation of Selected Aviation Laws (Selected Provisions of Title 49, United States Code; Tax Provisions Relating to Air Transportation; Airport and Airway Trust Fund; Acts Relating to Washington Area Airports; Selected Provisions of Title VIII of the Trade Act of 1974; International Security and Development Cooperation Act of 1985; Railway Labor Act; Miscellaneous Provisions). May 1995. (Committee Print.)

104-7—Coast Guard Budget Authorization for Fiscal Year 1996. Hearings before the Subcommittee on Coast Guard and Maritime Transportation, February 14 and 15, 1995.

104-8—Reauthorization of the Economic Development Administration and the Appalachian Regional Development Act. Hearings before the Subcommittee on Public Buildings and Economic Development, February 10 and 22, 1995.

104-9—General Services Administration Capital Investment Programs, Reform Legislation, and Related Matters. Hearing before the Subcommittee on Public Buildings and Economic Development, March 2, 6, and 9, 1995.

104-10—Amtrak's Current Situation. Hearings before the Subcommittee on Railroads, February 7, 10, and 13, 1996.

104-11—Disposition of the Railroad Authority of the Interstate Commerce Commission. Hearings before the Subcommittee on Railroads, January 26, and February 22, 1995.

104-12—Compilation of Selected Surface Transportation Laws (Title 23, U.S.C.—Highways; Subtitle I of Title 49, U.S.C.—Department of Transportation; Subtitle III of Title 49, U.S.C.—General and Intermodal Programs; Subtitle VI of Title 49, U.S.C.—Motor Vehicle and Driver Programs; Subtitle VIII of Title 49, U.S.C.—Pipelines; Intermodal Surface Transportation Efficiency Act of 1991; Selected Provisions of the Surface Transportation and Uniform Relocation Assistance Act of 1987; Selected Provisions of the

Internal Revenue Code of 1986; Section 108(b) of the Federal-Aid Highway Act of 1956; Titles II and III of the Americans with Disabilities Act of 1990; Miscellaneous Provisions). June 1995.

104-13—Reauthorization of the Federal Water Pollution Control Act (2 volumes). Hearings before the Subcommittee on Water Resources and Environment, February 9, 1995 (State and Local Perspectives); February 16, 1995 (Business, Economic Development Perspectives); February 21, 1995 (Administration's Perspectives); February 24, 1995 (Agricultural, Energy and Environmental Perspectives); March 7, 1995 (Wetlands and Property Rights); March 9, 1995 (Local and Regional Issues); and March 11, 1995 (Nonpoint Source Pollution—hearing held in Utica, New York).

104-14—The Financial Condition of the Airline Industry: Present and Future (Focus on Continuation of the Fuel Tax Exemption). Hearing before the Subcommittee on Aviation, March 22, 1995.

104-15—Legislation to Approve the National Highway System and Ancillary Issues Relating to Highway and Transit Programs. Hearings before the Subcommittee on Surface Transportation, February 8, 28, and March 1, 2, and 8, 1995; March 10, 1995 (H.R. 842, Truth in Budgeting Act).

104-16—H.R. 714, the Illinois Land Conservation Act of 1995. Hearing before the Committee on Transportation and Infrastructure, April 17, 1995, in Elwood, Illinois.

104-17—Restructuring Air Traffic Control as a Private or Government Corporation. Hearings before the Subcommittee on Aviation, February 14, 15, and 23, 1995.

104-18—Reauthorization of Natural Gas and Hazardous Liquid Pipeline Safety Acts. Hearing before the Subcommittee on Surface Transportation, March 14, 1995.

104-19—The Disposition of the Interstate Commerce Commission's Motor Carrier Functions. Hearing before the Subcommittee on Surface Transportation, March 3, 1995.

104-20—Denver International Airport: What Went Wrong? Hearing before the Subcommittee on Aviation, May 11, 1995.

104-21—H.R. 1230, Capitol Visitor Center. Hearing before the Subcommittee on Public Buildings and Economic Development, June 22, 1995.

104-22—Superfund Reauthorization. Hearings before the Subcommittee on Water Resources and Environment, June 13, 1995 (State and Local Perspectives); June 20, 1995 (Business, Insurance, and Contractor Perspectives); June 21, 1995 (Environmental and Community Groups); June 22, 1995 (CBO, GAO, and Superfund "Think Tanks"); June 27, 1995 (Federal Agency Perspectives); July 11, 1995 (Natural Resource Damages under Superfund and the Oil Pollution Act of 1990—Joint Hearing with Subcommittee on Coast Guard and Maritime Transportation).

104-23—Preventing Delays and Cost Overruns in the FAA's New Global Positioning (Satellite Navigation) System. Hearings before the Subcommittee on Aviation, June 8, and November 30, 1995.

104-24—Privatization of Coast Guard Vessel Traffic Service Systems. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, June 29, 1995.

104-25—Coast Guard Drug Interdiction Mission. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, August 1, 1995.

104-26—U.S. General Services Administration Leasing Program. Hearing before the Subcommittee on Public Buildings and Economic Development, July 27, 1995.

104-27—Aviation Relations between the United States and Japan. Hearing before the Subcommittee on Aviation, July 20, 1995.

104-28—Naming Bills and U.S. General Services Administration Court Construction Program. Hearings before the Subcommittee on Public Buildings and Economic Development, June 15, and July 20, 1995.

104-29—Reasons for, and Reporting of, Airline Flight Delays. Hearing before the Subcommittee on Aviation, July 27, 1995.

104-30—1995 Status of the Nation's Surface Transportation System: Condition and Performance. Report of the Secretary of Transportation, Pursuant to Section 307(h) of Title 23, United States Code, and Section 308(e) of Title 49, United States Code. (Committee Print.)

104-31—H.R. 2017, the District of Columbia Emergency Highway Relief Act. Hearing before the Subcommittee on Surface Transportation, July 25, 1995.

104-32—Computer Outages at the Federal Aviation Administration's Air Traffic Control Center in Aurora, Illinois. Hearing before the Subcommittee on Aviation, September 26, 1995, in Aurora, Illinois.

104-33—H.R. 2276, the Federal Aviation Administration Revitalization Act of 1995. Hearings before the Subcommittee on Aviation, September 28 and October 11, 1995.

104-34—The Proposed Expansion and Renewal of Rail Safety User Fees. Hearing before the Subcommittee on Railroads, September 14, 1995.

104-35—H.R. 2500: Reform of Superfund Act of 1995. Hearing before the Subcommittee on Water Resources and Environment, November 2 and 8, 1995.

104-36—H.R. 1856, Natural Disaster Protection Partnership Act of 1995. Hearings before the Subcommittee on Water Resources and Environment, October 18 and December 5, 1995.

104-37—Public Aircraft and Special Purpose Aircraft. Hearings before the Subcommittee on Aviation, October 19 and December 7, 1995.

104-38—The Proposed Sale of House Building Annex Located at 501 First Street, SE, Washington, DC. Hearing before the Subcommittee on Public Buildings and Economic Development, October 26, 1995.

104-39—The Federal Aviation Administration's Expanded East Coast Plan. Hearing before the Subcommittee on Aviation, November 9, 1995.

104-40—Aviation Safety: Should Airlines Be Required to Share Pilot Performance Records? Hearings before the Subcommittee on Aviation, December 13 and 14, 1995.

104-41—Impact of the President's Budget on Transportation Trust Funds. Hearing before the Committee on Transportation and Infrastructure, March 21, 1996.

104-42—Compilation of Laws Relating to Railroad Retirement, Unemployment, and Labor, Volume I (Railroad Retirement Act of 1974; Railroad Unemployment Insurance Act; Railway Labor Act; Federal Employers' Liability Act; Labor Dispute Resolutions). (Committee Print.)

104-43—National Transportation Safety Board Reauthorization. Joint hearing before the Subcommittee on Aviation and the Subcommittee on Railroads, March 6, 1996.

104-44—Naming Bills. Hearings before the Subcommittee on Public Buildings and Economic Development, December 7 and 13, 1995.

104-45—H.R. 2747, the Water Supply Infrastructure Assistance Act of 1995. Hearing before the Subcommittee on Water Resources and Environment, January 31, 1996.

104-46—Reauthorization of the Airport Improvement Program. Hearings before the Subcommittee on Aviation, February 29, 1996 (Airport Privatization); March 7, 1996 (Airport Revenue Diversion); March 13, 1996 (Airport Needs); March 14, 1996 (State Block Grant Programs); March 20, 1996 (FAA Views and Miscellaneous Issues).

104-47—Rail Safety Oversight. Hearings before the Subcommittee on Railroads, March 5 and 6, 1996 (Human Factors and Grade Crossing Issues); March 12, 1996 (Equipment and FRA Regulatory Procedures); March 27, 1996 (Joint hearing with the Committee on Science, Subcommittee on Technology (Serial No. 55)—High Technology Train Control Devices.)

104-48—Aviation Safety: Issues Raised by the Crash of ValuJet Flight 592. Hearing before the Subcommittee on Aviation, June 25, 1996.

104-49—The Water Resources Development Act of 1996. Hearings before the Subcommittee on Water Resources and Environment, February 27, 28, and March 21, 1996.

104-50—H.R. 2940: The Deepwater Port Modernization Act. Hearing before the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Water Resources and Environment, March 28, 1996.

104-51—Budget Authorizations for Fiscal Year 1997 for the U.S. Coast Guard and the Federal Maritime Commission. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, April 25, 1996.

104-52—Coast Guard Missions Review: Acquisitions, Research and Development, and Domestic and International Icebreaking. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, May 9, 1996.

104-53—The Proposed Third Runway at Seattle-Tacoma International Airport. Hearing before the Subcommittee on Aviation on March 18, 1996, at Des Moines, Washington.

104-54—General Services Administration Fiscal Year 1997 Capital Investment Program. Hearing before the Subcommittee on Public Buildings and Economic Development, May 2, 1996.

104-55—General Services Administration Courthouse Construction Program. Hearing before the Subcommittee on Public Buildings and Economic Development, March 20, 1996.

104-56—Payment of Stipends to Bidders Relating to the Construction of Federal Buildings. Hearing before the Subcommittee on Public Buildings and Economic Development, April 17, 1996.

104-57—H.R. 3187, Aviation Safety Protection Act. Hearing before the Subcommittee on Aviation, July 10, 1996.

104-58—H.R. 3267, The Child Pilot Safety Act. Hearing before the Subcommittee on Aviation, May 1, 1996.

104-59—Problems in the U.S. Aviation Relationship with the United Kingdom and Japan. Hearings before the Subcommittee on Aviation, March 27 and April 30, 1996.

104-60—High Performance Take-Offs By Military Aircraft At Civilian Airports. Hearing before the Subcommittee on Aviation, May 29, 1996.

104-61—Aviation Safety: Treatment of Families After Airline Accidents. Hearing before the Subcommittee on Aviation, June 19, 1996.

104-62—H.R. 969, Airliner Cabin Air Quality Act. Hearing before the Subcommittee on Aviation, July 16, 1996.

104-63—H.R. 1309, Child Safety Restraint Systems Requirement on Commercial Aircraft. Hearing before the Subcommittee on Aviation, August 1, 1996.

104-64—H.R. 3923, Aviation Disaster Family Assistance Act. Hearing before the Subcommittee on Aviation, September 5, 1996.

104-65—Aviation Security and Anti-Terrorism. Hearing before the Subcommittee on Aviation, September 11, 1996.

104-66—Impact of the U.S. Coastwise Trade Laws on the Transportation System in the United States. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, June 12, 1996.

104-67—Federal Requirements for Evidence of Financial Responsibility for Oil Spill Liability Under the Oil Pollution Act of 1990. Hearing before the Subcommittee on Coast Guard and Maritime Transportation, June 26, 1996.

104-68—H.R. 3217, National Invasive Species Act. Joint hearing before the Subcommittees on Coast Guard and Maritime Transportation, and Water Resources and Environment, July 17, 1996.

104-69—Drug Interdiction and Other Matters Related to the National Drug Control Policy. Joint hearing before the Subcommittee on Coast Guard and Maritime Transportation, and the Senate Caucus on International Narcotics Control, September 12, 1996.

104-70—Federal Building Security. Hearing before the Subcommittee on Public Buildings and Economic Development, April 24, 1996.

104-71—Consolidation of the Food and Drug Administration. Hearing before the Subcommittee on Public Buildings and Economic Development, May 23, 1996.

104-72—Oversight of the General Services Administration Leasing Program. Hearings before the Subcommittee on Public Buildings and Economic Development, July 12 and 18, 1996.

104-73—Department of the Navy Exchange Service Command (NEXCOM) Lease. Hearing before the Subcommittee on Public Buildings and Economic Development, August 1, 1996.

104-74—H.R. 3933, Construction of the Smithsonian Institution National Air and Space Museum Dulles Center. Hearing before the Subcommittee on Public Buildings and Economic Development, September 11, 1996.

104-75—Rails to Trails Act. Hearings before the Subcommittee on Railroads, July 10 and September 18, 1996.

104-76—H.R. 3348, Snow Removal Policy Act. Hearing before the Subcommittee on Water Resources and Environment, September 11, 1996.

104-77—Reauthorization of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Hearings before the Subcommittee on Surface Transportation, March 28 (The Importance of Transportation Infrastructure Investments to the Nation's Future); May 2 and 7 (The Federal Role for Transportation and National Interests); May 16 (Transportation Finance in an Era of Scarce Resources); June 5 (Maintaining Adequate Infrastructure: The Interstate Maintenance, National Highway System, Bridge, and Reimbursement Programs); June 18 (Federal Transit Grant Programs); July 11 (Federal Funding Distribution Formulas); July 18 (Transportation Finance in an Era of Scarce Resources: Innovative Financing); July 25 (The surface Transportation Program); July 30 (Metropolitan and Statewide Planning: Metropolitan Planning Organizations and the Planning Process); September 19 (Highway Safety: the Section 402, 403, and 410 Programs and Other Traffic Safety Issues); and September 26 (Improving Program Delivery of Federal Surface Transportation Programs and the Congestion Mitigation and Air Quality Program (CMAQ)), 1996.

104-78—Proposed CSX-Conrail Merger. Hearing before the Committee on Transportation and Infrastructure, November 19, 1996.

104-79—Unauthorized Transit Projects and Legislative Requests for Fiscal Year 1997. Hearing before the Subcommittee on Surface Transportation, April 25, 1996.

104-80—Reauthorization of ISTEA: North American Free Trade Agreement, Border Infrastructure, and Motor Carrier Safety. Field hearings before the Subcommittee on Surface Transportation on August 8, 1996, in Laredo, Texas; and on August 9, 1996, in Pharr, Texas.

104-81—Reauthorization of ISTEA: Route 219 High Priority Corridor and Its Importance to International Trade. Field hearing before the Subcommittee on Transportation on October 8, 1996, in Buffalo, New York.

104-82—Summary of Legislative and Oversight Activities of the Committee on Transportation and Infrastructure, 104th Congress.