

LOCAL GOVERNMENT LAW ENFORCEMENT BLOCK GRANTS ACT OF 1995

SPEECH OF

HON. MARTIN R. HOKE

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 14, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 728) to control crime by providing law enforcement block grants.

Mr. HOKE. Mr. Chairman, my amendment simply requires local governments to assess the impact of school security measures, crime prevention programs and juvenile crime prevention programs funded under this bill, and to submit their findings to the Bureau of Justice Assistance.

Much has been made of the effectiveness of prevention programs, however, Mr. Chairman there is little empirical evidence of their effect on crime. This amendment provides a mechanism by which Congress can assess such programs and make more informed decisions in future crime legislation.

While opponents might argue that this is another unfunded mandate, I believe that the legislative language is broad enough to assuage these fears. By merely requiring that localities have an adequate process, the amendment provides wide latitude in carrying out this directive.

I urge its adoption.

AMENDMENT TO H.R. 728, AS REPORTED OFFERED BY MR. HOKE OF OHIO

Page 12, line 4, strike "and".

Page 12, line 7, strike "101(a)(2)." and insert "101(a)(2); and".

Page 12, after line 7, insert the following:

"(10) the unit of local government—

"(A) has an adequate process to assess the impact of any enhancement of a school security measure that is undertaken under subparagraph (B) of section 101(a)(2), or any crime prevention programs that are established under subparagraphs (C) and (E) of section 101(a)(2), on the incidence of crime in the geographic area where the enhancement is undertaken or the program is established; "(B) will conduct such an assessment with respect to each such enhancement or program; and

"(C) will submit an annual written assessment report to the Director.

MISSING SERVICE PERSONNEL ACT

HON. KAREN L. THURMAN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 1995

Mrs. THURMAN. Mr. Speaker, because I proudly display a POW/MIA flag outside my office door, I am reminded on a daily basis of the importance and immediate need for the Missing Service Personnel Act. This bill is long overdue.

This legislation will provide a procedure for handling the difficult question of how and when a member of the Armed Forces who is considered missing in action can be declared legally dead.

Important provisions of this legislation include: bringing family members into the review process; giving families access to information gained during the investigation; and establishing a definite timeframe for the review process. Families will know what to expect from the process and would be spared years of waiting under this legislation.

The evidence is clear that soldiers from past wars were declared dead when they were very much alive. This act will assure that our military personnel will be accounted for without question.

There is strong bipartisan consensus in support of this bill. I look forward to working with my colleagues in assuring that this legislation quickly becomes law. Finally, the hard work of many fine people and veterans' groups have gone into creating this legislation. We should all be working for the welfare of the men and women in our armed services. By supporting this bill we are telling them that yes, the time has come to answer the tough questions that the families of missing members of the Armed Forces face every day.

TRIBUTE TO COL. ALBERT S. WYNOT

HON. JOHN JOSEPH MOAKLEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 1995

Mr. MOAKLEY. Mr. Speaker, I rise to share with my colleagues some sad news from my district in Massachusetts. Retired Army Col. Albert S. Wynot passed away on January 27, 1995. Colonel Wynot, a resident of Walpole, MA, served in the Army from 1938 until his retirement in 1950, and then continued his service as a member of the Army reserves until 1980. A graduate of the Massachusetts Institute of Technology [MIT], Colonel Wynot fought in World War II with the 329th Engineering Battalion and was intimately involved in the planning and execution of the D-day invasion in Normandy on June 6, 1944.

Colonel Wynot was the proud recipient of the Purple Heart, the Bronze Star, the Bronze Star Cluster, the American Defense Medal, Distinguished Unit Medal, the Order of the French Army, and the United States Victory Medal.

I last saw Colonel Wynot during a district swing this fall when I visited him in the New Pond Village residences in Walpole, MA. Even then, during a question and answer session that I hosted with the residents, Colonel Wynot had strong opinions about national issues ranging from the collapse of the Soviet Union and its empire in Eastern Europe to the local sludge issue in the town of Walpole. Colonel Wynot loved debate and discussion and was, in every sense of the word, a colonel until the end.

I extend my sympathies to his wife Dorothy, his family and all of his friends and neighbors at New Pond Village.

CLARIFY THAT VETERANS' BENEFITS ARE TAX-EXEMPT

HON. G.V. (SONNY) MONTGOMERY

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 1995

Mr. MONTGOMERY. Mr. Speaker, today I am introducing H.R. 972 to clarify that veterans benefits are not taxable. A number of members of the Committee on Veterans' Affairs have joined me as cosponsors of this legislation.

Mr. Speaker, as far as we know, veterans' benefits have never been subject to taxation, either at the Federal or the State level. We have long had laws which prohibited these benefits from being taxed. However, over the course of the last several years, some doubt about the tax-exempt status of veterans' benefits has arisen. In 1992, the IRS Chief Counsel's office concluded that some benefits might be taxable under amendments made to the Internal Revenue Code in 1986.

To its credit, this administration responded to this possibility by proposing that new language be enacted exempting all veterans' benefits and allowance from taxation. The Subcommittee on Select Revenue Measures of the Committee on Ways and Means received favorable testimony on a proposal which I introduced last Congress, H.R. 786, which would have done the same thing as the administration proposal. However, the committee failed to act on any technical tax bills last Congress.

I think that we should clear up any remaining confusion on this issue by enacting this legislation, and the administration has indicated its support for my position in the past. Since there is no tax now being collected on veterans' benefits, there shouldn't be any revenue loss from its enactment. I urge all my colleagues to support this measure.

BAN SMOKING ON INTERNATIONAL FLIGHTS

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 1995

Mr. OBERSTAR. Mr. Speaker, today I have introduced the Airliner Cabin Air Quality Act of 1995, to prohibit smoking on international flights to and from the United States. Congress banned smoking on all domestic flights of 6 hours or less in 1990. However, smoking is still legal on U.S. carriers on international flights. Most foreign carriers serving the U.S. permit smoking as well.

To protect flight attendants and passengers, I introduced similar legislation last year—H.R. 4495. The bill passed the House on October 4, under Suspension of the Rules. The bill I introduce today is identical in intent to the one passed by the House last fall.

Briefly, the bill requires the Department of Transportation to issue regulations requiring U.S. and foreign air carriers to prohibit smoking in passenger cabins and lavatories on flights between points in the United States and foreign points, that is, the last point of departure prior to landing in the U.S., and the first

point of arrival when leaving the U.S. Additionally, the bill would prohibit smoking in the cockpits of U.S. airliners.

Mr. Speaker, this bill is extremely timely. International flights between the United States and Canada are already smoke-free. Three U.S. carriers, Delta, American and Northwest, offer nonsmoking flights on some international routes. Our Government is negotiating with others to arrange bilateral or multilateral smoking bans.

The latest sign of progress came last month, when the Department of Transportation gave the green light to eight airlines—six U.S. carriers and two foreign—to discuss a mutual ban on smoking on transatlantic flights without fear of antitrust action being taken against them. Those airlines are American, Continental, Northwest, Trans World, and United Airlines, USAir, British Airways and KLM Royal Dutch Airlines.

Finally, the nations belonging to the International Civil Aviation Organization [ICAO], which includes most countries, have agreed to end smoking on airlines by July 1996.

With all these moves to ban smoking, why is my bill needed?

Simply, because relief can not come too fast for flight attendants and passengers who without my bill will have to fly for another year and a half in those cabins where smoking is still permitted.

Flight attendants assigned to long international smoking flights are forced to spend their working lives in smoke-filled galleys at the back of aircraft. At hearings the Subcommittee on Aviation held last year, flight attendant representatives detailed ailments which they and their colleagues incur in the small, enclosed, smoke-filled cabin environment. They described health problems ranging from eye, nose and throat irritation, headache, nausea, dizziness, blurred vision, shortness of breath, and heart palpitations to permanent disability and even death for the occupational hazards of their jobs in airplanes. Nonsmoking flight attendants are suffering and dying from diseases common to smokers—the penalty of an honest day's work.

Equally unacceptable is the plight of children stuck in the smoking section with their parents. And businessmen who must be at their peak when they arrive at their destination, but stagger off, jet-lagged and debilitated by smoke-caused allergies and sensitivities. And pleasure travelers whose vacations are ruined by smoke-induced illnesses. And the millions of nonsmoking passengers who cannot really get away from the smoke, no matter where they sit in the airplane.

This bill is also needed from a safety standpoint. At our hearing, flight attendant witnesses showed us photographs of cigarette butts all over the floor of the airplane. They testified to passengers falling asleep in their seats, dropping lighted cigarettes on the floor. More than one attendant has thrown coffee on a smoldering butt to escape the horror of an in-flight fire.

Mr. Speaker, I am very pleased that airlines have decided to take dramatic action on their own. In banning smoking they have shown great courage, and I believe will be rewarded with increased passengers. And I commend the Department of Transportation for granting them antitrust immunity to discuss the issue. I believe these airlines, and others, would like to go farther than ban smoking on all routes and flights. They cannot, in some cases, for competitive reasons. Therefore it makes emi-

nent sense to ban smoking on all flights, now, to protect the health of flight attendants and passengers alike.

Another year and a half can make a lot of difference in the lives of many, many, people. I believe that airlines, as well as the vast majority of their employees and passengers, will welcome enactment of this bill.

LOCAL GOVERNMENT LAW ENFORCEMENT BLOCK GRANTS ACT OF 1995

SPEECH OF

HON. JACK REED

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 14, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 728) to control crime by providing law enforcement block grants.

Mr. REED. Mr. Chairman, I rise today to offer this amendment en bloc with my colleagues; Mr. WYNN of Maryland, Mr. BALDACCIO of Maine, and Mr. SANDERS of Vermont. I have shared it with my friends on the other side of the aisle, and I believe it has their support.

This issue was recently brought to my attention by Colonel Culhane, chief of Rhode Island's State Police, who told me that State law enforcement agencies would not be eligible to receive any of the funding earmarked for police in cities and towns. Yet, Mr. Speaker, the State police provide many of the small and rural towns in New England, including Vermont and Maine, with critical police protection.

For example, in Exeter, RI, a small town in my district, there is no local police force. When a person dials 911, the State police receive the phone call, and State officers respond. In other towns like Richmond, RI, the local government cannot afford to operate a police force 24-hours a day, and the State police are called upon to fill the void.

Under current law, State police forces are eligible for COPS and prevention grant programs. According to the Justice Department, several State police agencies, including the Maine State Police, have applied for and received COPS funding.

We ought to be consistent in making these funds available for all law enforcement agencies that provide protection to our cities and towns. That is what my amendment would do. My amendment would restore eligibility for those State agencies that perform the same role as the local police departments that are eligible to receive funds under the block grant. It would give State law enforcement agencies a fair shake at getting the funding they deserve.

Although this amendment does not solve the problem completely, I believe it is a step in the right direction, and I hope to continue to work with Mr. MCCOLLUM as this bill goes to conference.

C-17 WINS COLLIER TROPHY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 1995

Mr. HORN. Mr. Speaker, the McDonnell Douglas C-17 Globemaster III transport plane

has again received recognition in the aeronautical community for its extraordinary capabilities.

The C-17 has been awarded the prestigious Collier Trophy, symbolizing the top aeronautical achievement of 1994. The trophy is awarded by the National Aeronautic Association [NAA] for "the greatest achievement in aeronautics or astronautics in America, the value of which has been demonstrated by actual use in the previous year."

This award is yet another reaffirmation of the commitment to excellence on the part of the dedicated craftsmen and women who manufacture the C-17 at McDonnell Douglas' plant in Long Beach, CA. These talented individuals, through their efforts, are directly contributing to the Nation's defense—as well as to the ability to provide humanitarian assistance to those in need throughout the world.

The NAA, in announcing the award, said it was bestowed "for designing, developing, testing, producing and placing into service the C-17 Globemaster III whose performance and efficiency makes it the most versatile airlift aircraft in aviation history."

The C-17 has already demonstrated its tremendous value, and it will continue to do so well into the 21st century. I am proud to represent the district in which it is built.

At this point in the Record, I would like to include a McDonnell Douglas news release telling of the award and outlining some of the extraordinary capabilities of this remarkable aircraft.

The news release follows:

C-17 WINS COLLIER TROPHY

LONG BEACH CA., February 15, 1995.—The U.S. Air Force/McDonnell Douglas C-17 Globemaster III transport has been awarded the prestigious Collier Trophy, symbolizing the top aeronautical achievement of 1994.

The trophy, established in 1911, is awarded each year by the National Aeronautic Association (NAA) for "the greatest achievement in aeronautics or astronautics in America, the value of which has been demonstrated by actual use in the previous year."

The NAA said the award was bestowed "for designing, developing, testing, producing and placing into service the C-17 Globemaster III whose performance and efficiency make it the most versatile airlift aircraft in aviation history."

Named as recipients of the 1994 Collier Trophy were the U.S. Air Force, McDonnell Douglas Corporation, and the C-17 industrial team of subcontractors and suppliers. The C-17 was nominated for the award by the Air Force Association (AFA).

"We are highly honored that the C-17 has been selected by the NAA for this most famous of all aviation awards," said Harry Stonecipher, McDonnell Douglas president and chief executive officer. "This honor recognizes the dedication and commitment at our company and its employees—along with our supplier teammates—in designing, producing and delivering to the Air Force the best military transport plane ever built."

In its nomination, the AFA cited the McDonnell Douglas C-17 as "the linchpin airlift modernization" and said that it "demonstrated in 1994 that it had the versatility