

increased by 16 percent and the amount of freight increased 14 percent. The shipping activities of the seaport have also been growing—outpacing the growth of all other seaports on the west coast. There is no reason to believe that this growth will not continue to occur.

These booming holdings of the Port of Portland should be more than able to help the port during any further economic decline, and thus there is no need for Federal assistance to this local—not Federal—entity.

I also want to note my dismay over a provision added to the bill that would mandate that the General Services Administration and the Department of Agriculture transfer Federal land to the city of Hoboken, NJ.

Mr. President, I raise this not to debate whether the land in Hoboken should or should not be transferred to the city. I am told by GSA that they would not oppose such a transfer and that the Federal Government has no further use for the land.

I raise this issue because there is an administrative procedure in place that governs the disposal of excess or unneeded Federal property. That administrative procedure is designed to ensure that all parties are treated fairly, and that the Government's—and the taxpayer's—best interests are paramount. By adding a provision to this bill to mandate the immediate disposal of this Federal land, the proper process is being circumvented. Elected officials, and the public, have no way to know if we are doing the right thing when the proper, open process is circumvented. We can only speculate that this transfer is truly in the public's interest, not to mention that bypassing appropriate procedures invites others to do the same which is neither fair nor in the public interest.

Both of the provisions I have mentioned should not be in this bill and I would hope they would both be dropped in conference.

I yield the floor.

Mr. HATFIELD. I believe the Senator from Arizona, [Mr. MCCAIN], desires to have a brief colloquy before we go to final passage.

Mr. MCCAIN. Mr. President, I will say to the Senator from Oregon, the distinguished chairman, in light of the failure of the tabling motion of this language concerning the FAA procurement and personnel reform, I ask unanimous consent that there be language inserted that that would not take effect until the 1st of April, as we have discussed before, in order that the authorizing committees might have an opportunity to act in an overall broad reformation of the FAA and the funding.

I seek that unanimous-consent request from the chairman of the Appropriations Committee.

Mr. HATFIELD. Mr. President, the Senator is correct. This was a discussion yesterday and last evening as well. We are very happy to join in that unanimous-consent request.

Mr. LAUTENBERG. Mr. President, I agree. I think it is a wise decision and I appreciate the fact that the Senator from Arizona recommended it. It will give the committees an opportunity to do what we wanted them to do in the first place, very frankly, and the reason for the language in the bill. So I think it is a good idea.

Mr. MCCAIN. Mr. President, I ask unanimous consent that language be inserted at the appropriate point in a technical fashion, a technical amendment, in order to make the effective date of procurement reform, personnel reform of the FAA effective as of April 1.

The PRESIDING OFFICER. Is there objection? Will the Senator send his amendment to the desk?

Mr. MCCAIN. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. DOLE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

UNANIMOUS-CONSENT AGREEMENT—S. 1087

Mr. DOLE. Mr. President, while we are waiting, I ask unanimous consent that upon disposition of H.R. 2002, the Department of Transportation and related agencies appropriations bill, the Senate turn to consideration of S. 1087, the DOD appropriations bill. This has been cleared on the other side.

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

Mr. DOLE. Mr. President, let me just say for the information of all Senators, the Senate will begin consideration of the DOD appropriations bill after disposition of the pending matter. In the meantime, various Senators are still negotiating ABM language that has blocked the Senate from concluding action on the DOD authorization bill.

As soon as that language has been agreed to on both sides, if agreed to, it will be my intention to call for the regular order with respect to the DOD authorization bill and complete action on that very necessary authorization bill. Once that has been completed, the Senate will resume the DOD appropriations bill and remain on that item until disposed of. If they do not get an agreement, we will finish the DOD appropriations bill.

There are also a number of nominations we have had a number of inquiries about. Depending on what else happens, we may be able to accommodate some of those requests. I know the Secretary of the Treasury, Secretary Rubin, is very, very concerned about Larry Summers, a Treasury Department nominee. As I understand, there are at least 25 holds on that nomination. I am not certain we will be able to accommodate Secretary Rubin. We

will be checking on this side of the aisle to see if there is any opportunity.

Mr. STEVENS. Will the leader yield? I wonder if we can get an agreement that there will be no amendment in order on the Defense appropriations bill dealing with the controversy that surrounds the authorization bill, the ABM Treaty. It makes no sense to go on the appropriations bill if we are going to bring to the floor the people who are negotiating to finally resolve the problem on the authorization bill. I hope there will be an agreement our bill will not have any amendment pertaining to the ABM controversy.

Mr. DOLE. I think we will wait until we get to the bill first.

Mr. STEVENS. I just want everyone to know that while they are here. I am reluctant to take up the bill and get involved in the ABM controversy. As I said, it will bring the people out of the office who are hoping to get that resolved. I will wait, however.

Mr. DOLE. We will wait until we get to the bill.

Mr. THURMOND addressed the Chair.

The PRESIDING OFFICER. The Senator from South Carolina.

Mr. THURMOND. Mr. President, we did not object to going to Defense appropriations since it is understood that we can come back to the Defense authorization bill, which we really ought to pass before we pass Defense appropriations.

As I understand it, we will come back to it just as soon as resolution is reached on the question of ABM. Senator NUNN of Georgia, the ranking member, I believe is working hard on that, and others are working from our side. We hope to be able to reach an agreement on that.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1996

The Senate continued with the consideration of the bill.

AMENDMENT NO. 2348

Mr. MCCAIN. Mr. President, I send an amendment to the desk.

The PRESIDING OFFICER. The clerk will report.

The assistant legislative clerk read as follows:

The Senator from Arizona [Mr. MCCAIN] proposes an amendment numbered 2348.

Mr. MCCAIN. Mr. President, I ask unanimous consent that the reading of the amendment be dispensed with.

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

The amendment is as follows:

On page 72, after line 15, insert: “(c) This section shall take effect on April 1, 1996.”

On page 73, after line 24, insert: “(c) This section shall take effect on April 1, 1996.”

The PRESIDING OFFICER. Is there objection to the amendment? Without objection, the amendment is agreed to.

So the amendment (No. 2348) was agreed to.

Mr. FORD. Mr. President, I move to reconsider the vote by which the amendment was agreed to.

Mr. ROBB. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

Mr. HATFIELD. Mr. President, we are prepared to go to third reading.

The PRESIDING OFFICER. The question is on the engrossment of the amendments and third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read the third time.

The bill was read the third time.

Mr. STEVENS. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

Mr. BYRD addressed the Chair.

The PRESIDING OFFICER. The Senator from West Virginia.

Mr. BYRD. Mr. President, I expect to detain the Senate for a few minutes.

Mr. President, I commend the chairman of the full Appropriations Committee, Mr. HATFIELD, for assuming the chairmanship of the Transportation Subcommittee.

May I say to Senators I expect to speak 10 or 15 minutes. I do that with some apologies, but I think this is a very important bill, and I will not overly detain my friends. This will not be one of my long speeches. Cicero was asked which of the orations of Demosthenes he liked most. Cicero answered, "the longest." This will not be my longest. However, I have a few things I want to say about this bill.

I have been a member of the subcommittee for many years and have long been an advocate for increased and sustained funding for our Nation's transportation infrastructure. This is fundamental to the economic health of this Nation.

I know that Senator HATFIELD agrees that our Nation's economic prosperity depends heavily on the adequacy of our highways, our airports, our railroads, and transit systems. And as such, Mr. President, H.R. 2002, the Transportation appropriations bill, is a critically important bill for the overall economic health of our Nation. I also want to congratulate not only Senator HATFIELD but also the former chairman of the Transportation Subcommittee, Senator LAUTENBERG, for the expeditious manner in which this bill has been reported to the floor. The bill was passed by the House of Representatives just 2 weeks ago. The Senate Transportation Subcommittee met to report its recommendations to the full committee just 1 week later. The full Appropriations Committee reported the bill to the Senate this past Friday, and the Senate is about to approve the bill.

Senator HATFIELD and Senator LAUTENBERG wasted no time in preparing and advancing a bill once the House of Representatives completed its work. In addition to thanking the managers of the bill, I want to recognize the contributions of the staff of the Transpor-

tation Subcommittee, Pat McCann, Anne Miano and Joyce Rose of the majority staff, as well as Peter Rogoff of the minority staff, for their hard work on this bill.

Unfortunately, the House bill, as well as the bill before us, is substantially below a freeze in both discretionary budget authority and outlays. Indeed, the bill before us is a full \$1 billion in outlays below a fiscal year 1995 freeze. As such, I fear that this bill continues a trend of Federal disinvestment in our Nation's physical infrastructure. That is why I have taken the valuable time of Senators at this point. I want to make us all aware again of the fact that we have an investment deficit in this country and have had. I pleaded that case when I was at the summit in 1990. I urged that we spend more money on America—on America's people, on America's infrastructure. We not only have a trade deficit, we not only have a Federal budget deficit, we also have an investment deficit. Since 1980, the investment in physical infrastructure has declined, both as a percentage of all Federal spending, and as a percentage of our Nation's gross domestic product. The cuts embodied in this bill only exacerbate this trend—a trend that is both shortsighted and unwise.

Any businessman will tell you that a business cannot prosper for very long if the necessary investments are not continually made in the tools and machinery that provide the engine for that prosperity.

The owner of a small manufacturing plant can, perhaps, delay investments in new tools and machinery for a brief period of time. He may be able to piece that machinery together using temporary fixes. He may be able to cannibalize and hold out for a little while. But over the long haul, more often than not, the failure to adequately invest in that machinery and equipment will prove to be a very expensive mistake. And, in the end, that machinery must be replaced, often at a cost that proves to be considerably higher than the cost of continued and steady maintenance and investment. If it is not, then the plant will fall further and further behind its competitors, and eventually the businessman will go bankrupt. The same is true for our Nation's investment and maintenance of its infrastructure. But, increasingly, in recent years, we have embodied this penny-wise and pound-foolish frugality when it comes to our Nation's transportation infrastructure.

Now, there is a place for frugality, and I am all for that. For the last several months, we have heard much debate on the Senate floor regarding the tragic maladies that are brought about by the Federal budget deficit, maladies that should not be passed on to our grandchildren. The danger of continued budget deficits are very evident, but it is equally true that a less than robust economy only exacerbates our national deficit problem. I would like to take a moment to recount some of the mala-

dies that we will also pass on to the next generation if we continue to fail to adequately invest in our transportation infrastructure.

According to the Department of Transportation, there are currently more than 234,000 miles of the nearly 1.2 million miles of paved, nonlocal roads which are in such bad condition that they require capital improvements either immediately or within the next 5 years. The Nation's backlog in the rehabilitation and maintenance of our Nation's bridges currently stands at \$78 billion. According to the Federal Highway Administration, 118,000 of the Nation's 575,000 bridges—more than one of five—are structurally deficient. While most are not in danger of collapse, they do require that heavier trucks be prohibited from using them—an action that has an immediate adverse impact on the Nation's productivity. Another 14 percent of the Nation's bridges are functionally obsolete, meaning that they do not have the land and shoulder widths or vertical clearance to handle the traffic that they bear.

Fully 70 percent of the Nation's interstate highways and metropolitan areas are congested during peak travel times. Such traffic congestion costs the economy \$39 billion a year in wasted fuel and low productivity for both passengers and commercial traffic. Congestion also undermines our ability to clean up our Nation's air, since more than 70 percent of the carbon monoxide emitted into the atmosphere comes from motor vehicles. To make matters worse, the Department of Transportation continues to estimate increased road and vehicle use that will put us in even worse shape. It has been estimated that the number of vehicles on our Nation's highways will grow about 8 percent by the year 2000. However, over the same period, freight tonnage carried by our Nation's trucks will grow by more than 30 percent. Yet, under this year's Transportation appropriations bill, and it can be anticipated for each of the next 7 years, we will be required to cut rather than increase our investment in maintaining our Nation's transportation system.

As Mr. HATFIELD, the distinguished chairman of this subcommittee and of the full Appropriations Committee, has said more than once in recent days, as we have marked up our appropriations bill, "You ain't seen nothing yet. If you think it is tough this year, wait until next year." He has said that. He is right.

Just as our Federal funding patterns have ignored the anticipated growth in highway use, so, too, are we ignoring the anticipated growth in airport use. According to the Federal Aviation Administration, the number of enplanements expected at our Nation's airports will grow almost 60 percent over the next decade. If no new runways are added, the number of severely congested major airports will grow by

250 percent. The Federal Aviation Administration estimates that in order to bring existing airports up to current design standards, as well as provide sufficient capacity to meet the projected demand, it will cost no less than \$30 billion over the next several years.

Now, Mr. President, we talk about our grandchildren, passing on this great deficit to them. I have grandchildren. I want us to do whatever we reasonably can do to reduce the deficit and to ameliorate the burden that we are going to pass on to those children and those grandchildren.

But we do ourselves and our grandchildren no favor by ignoring these trends and by balancing the Federal budget on the back of critical domestic investments, and at the same time we are talking about passing on to the American people \$250 billion in tax cuts. What folly, utter folly.

How can we hope to ensure a prosperous future for our children's children, if we leave the next generation with a transportation network so dilapidated, unsafe, and inefficient that it is a national embarrassment rather than a source of national pride? Unfortunately, the funding allocation granted to the transportation subcommittee is not close to sufficiently accommodate the necessary investments to enable us to even begin to meet the backlog of highway, bridge and aviation needs that exist throughout this nation. How can we hope to bring the budget into balance if we destroy the efficiency and productivity of private industry with a transportation network so seriously inadequate as to cost billions in lost hours and lost profits.

With the ill-advised funding levels contained in this bill, we have put the nation's vital needs on hold. I am sorry to have to impose on the Senator at this time, but I cannot help but contrast this bill with the profligate spending contained in the defense appropriations and authorization bills which this body is considering and is about to consider later today. It has been considering the authorization bill and is about to consider the appropriations bill later today. I can only come to the sad conclusion that we have turned our national priorities on their head and enacted appropriations that reflect the paranoia of the past and not the priorities of the future.

I close with the words of Daniel Webster when he spoke at the laying of the cornerstone of the Bunker Hill Monument on June 17, 1825:

Let us develop the resources of our land, call forth its powers, build up its institutions, promote all its great interests, and see whether we also in our day and generation may not perform something worthy to be remembered.

I thank all Senators. I yield the floor.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall it pass? On this question, the yeas and nays have been ordered. The clerk will call the roll.

The legislative clerk called the roll.

Mr. FORD. I announce that the Senator from New Jersey [Mr. BRADLEY] is absent because of illness in the family.

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 98, nays 1, as follows:

[Rollcall Vote No. 383 Leg.]

YEAS—98

Abraham	Feinstein	Mack
Akaka	Ford	McCain
Ashcroft	Frist	McConnell
Baucus	Glenn	Mikulski
Bennett	Gorton	Moseley-Braun
Biden	Graham	Moynihan
Bingaman	Gramm	Murkowski
Bond	Grams	Murray
Boxer	Grassley	Nickles
Breaux	Gregg	Nunn
Brown	Harkin	Packwood
Bryan	Hatch	Pell
Bumpers	Hatfield	Pressler
Burns	Helms	Pryor
Byrd	Hollings	Reid
Chafee	Hutchison	Robb
Chao	Inhofe	Rockefeller
Coats	Inouye	Roth
Cochran	Jeffords	Santorum
Cohen	Johnston	Sarbanes
Conrad	Kassebaum	Shelby
Coverdell	Kempthorne	Simon
Craig	Kennedy	Simpson
D'Amato	Kerrey	Smith
Daschle	Kerry	Snowe
DeWine	Kohl	Specter
Dodd	Kyl	Stevens
Dole	Lautenberg	Thomas
Domenici	Leahy	Thompson
Dorgan	Levin	Thurmond
Exon	Lieberman	Warner
Faircloth	Lott	Wellstone
Feingold	Lugar	

NAYS—1

Heflin

NOT VOTING—1

Bradley

So the bill (H.R. 2002), as amended, was passed.

Mr. HATFIELD. Mr. President, I move to reconsider the vote.

Mr. STEVENS. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

The PRESIDING OFFICER. The Senator from Oregon.

Mr. HATFIELD. Mr. President, I would like to take just a moment to do two things. First of all, I would like to pay commendation to an extraordinary staff which worked so long and so diligently on this bill: Pat McCann and Anne Miano and Carole Geagley and Peter Rogoff.

I want to also point out a special situation surrounding our staff person, Joyce Rose. This body has listened to the chairman of the Appropriations Committee over many years, and the ranking member, discuss the uniqueness of our staffs on our Appropriations Committee.

I know that we are served well by staff on all committees. But I want to share with my colleagues a very special happening during the markup last Wednesday during the readout of our bill on transportation.

Joyce Rose, who is a mother of a 10-year-old boy, that boy fell out of a tree and broke both arms, broke his nose and was badly bruised. She spent the

time at the hospital, and then appeared on the scene to perform her duties at night when we were doing the readout; back to the hospital, back to her committee functions. I think it not only is the demonstration of a very dedicated and devoted person maintaining her duties as a mother as well as her role as a staff person, but even through the crises and problems that she faced with her child, she was able to—using more hours of the day than anyone else—cover both bases and still perform her duties here on our staff.

I just want to pay her this tribute, and through her example, such tribute to our entire staff.

Mr. President, I move that the Senate insist on its amendments and request a conference with the House on the disagreeing votes of the two Houses and that the Chair appoint conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer (Mr. INHOFE) appointed Mr. HATFIELD, Mr. DOMENICI, Mr. SPECTER, Mr. GRAMM, Mr. BOND, Mr. GORTON, Mr. LAUTENBERG, Mr. BYRD, Mr. HARKIN, Ms. MIKULSKI, and Mr. REID conferees on the part of the Senate.

Mr. HATFIELD. Mr. President, I thank the Chair.

I also thank my colleagues for assisting us in disposing of No. 6 of the 13 appropriations bills, 6 of the 13.

Now Senator STEVENS will hold forth on presenting the seventh that we hope will be completed expeditiously so that when we leave on our recess—when I leave on recess beginning tomorrow afternoon, I would like to feel that maybe we will all be in that similar position, under the leadership of Senator STEVENS and ably assisted by Senator INOUE, the ranking member.

Mr. FAIRCLOTH addressed the Chair.

The PRESIDING OFFICER. The Senator from North Carolina.

Mr. FAIRCLOTH. Mr. President, I ask unanimous consent that I be allowed to speak on morning business for not to exceed 12 minutes.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered.

The Senator from North Carolina is recognized.

Mr. FAIRCLOTH. I thank the Chair. (The remarks of Mr. FAIRCLOTH pertaining to the introduction of S. 1145 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. FAIRCLOTH. I thank you, Mr. President, and I yield the remainder of my time.

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. THOMAS). The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. STEVENS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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