

more effectively and environmentally accomplished if done on private property.

In exchange for the forested acreage, the Sun Valley Company will convey four major parcels to the Forest Service that have been previously identified by the Forest Service as desirable for acquisition. These parcels are specifically listed in our legislation, and their combined acreage exceeds 4,000 acres. Obviously, this land possesses outstanding recreational, wildlife, mountain, and access values for public use and enjoyment. The values of the Federal and non-federal lands involved in this exchange will be determined by utilizing nationally recognized appraisal standards.

Mr. President, we in Utah are overjoyed that the eyes of the world will be upon us, upon our mountains, and upon the "Greatest Snow on Earth." At the same time, there is serious concern whether the facilities to support the Olympics can be constructed, tested for safety, and become fully operational by 2002, especially when considering it will take three summer seasons to complete the development of Phase 1 of the Snowbasin Master Plan. Pursuit of a land exchange at Snowbasin through the administrative process, and possibly the courts, does not alleviate this concern and only exacerbates the problems of timing and uncertainty. Legislative action on Snowbasin places control of this matter with the Congress, rather than the courts, and will ensure that all aspects of the 2002 Winter Olympic Games are in their proper place once the world focuses on Salt Lake City.

I urge my colleagues to carefully review this legislation and the reasons why it is crucial that this proposal be adopted during the 104th Congress. I look forward to working with them to achieve this goal.

Mr. BENNETT. Mr. President, as Utah prepares to host the 2002 Winter Olympics, I am pleased today to join my colleague Senator HATCH in introducing the Snowbasin Land Exchange Act of 1995. Snowbasin Ski Resort, which is owned by Sun Valley Company, will host both the men's and women's downhill ski events. This land exchange will direct the Secretary to exchange 1,320 acres of Forest Service Lands within the Cache National Forest for lands of approximate and equal value owned by Sun Valley Co. This legislation is fundamental to the success of the 2002 Winter Olympics. It is a win-win situation for all parties involved and I encourage my colleagues to support this bill.

By Mr. LIEBERMAN:

S. 1373. A bill to provide for state regulation of prices charged for services provided by, and routes of service of, motor vehicles that provide tow or wrecker services, and for other purposes; to the Committee on Commerce, Science, and Transportation.

THE TOWING TECHNICAL CORRECTION ACT

• Mr. LIEBERMAN. Mr. President, I introduce an Intrastate Towing Tech-

nical Corrections Act. This legislation will clarify that it is not Congress' intent to preempt state or local regulations dealing with the operation of tow trucks. I would like to recognize the junior Senator from Washington who introduced similar legislation in the 103d Congress, which, unfortunately, was not acted upon prior to adjournment.

Last year Congress passed the Federal Aviation Administration Authorization Act of 1994. The act included a provision in section 601 which effectively preempts state and local intrastate trucking regulations pertaining to prices, routes, and service. However, it was not Congress' intention to legislate on towing issues; and it has opened up myriad problems for the consumer, leading to higher towing rates.

In Connecticut, towing rates have been deregulated; and tow operators are free to charge as much as they want. Now, some may say that the market should determine prices—and I agree—but in the towing market the consumer has no other recourse, more times than not, than to pay the tow truck operator after the vehicle has been towed. Safety concerns abound also. Especially when considering large tractor trailers that break down on interstate highways.

I have heard from many constituents that deregulation is causing exorbitant price increases in their towing rates. Again, this was not our intention when we passed the Federal Aviation Administration Authorization Act of 1994. This bill will keep towing charges in line with market prices.

Plain and simple, Mr. President, deregulation is leading to overcharging. My bill would let the States set towing rates. It would be beneficial for the consumer and beneficial for States.

I ask unanimous consent to place in the RECORD excerpts from an article in the Hartford Courant by Tom Condon, which addresses this problem.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Hartford Courant, Aug. 22, 1995]

DEREGULATING TOWING HAS LEFT PUBLIC ON HOOK

(By Tom Condon)

On Aug. 8, a tractor-trailer driver for Dick Harris Trucking Co. of Lynchburg, Va., pulled his rig off I-95 at Exit 34 in Milford. He didn't hit the narrow exit ramp just right, and the tractor and box gently rolled over.

Police called Robert's Service Center of Milford to clear the ramp. The trailer was full of pallets of rolled steel. Robert's crew winched the cargo out of the truck, righted it, then towed everything away.

What the owners of the truck aren't happy with is the towing bill, which is for \$10,400.

"It's excessive, that's the problem I have with it," said Bud Holt, vice president of the trucking company. Holt, who said he is a former state trooper and insurance claims adjuster, said Robert's billed some of the workers at \$60 an hour, which "is too much."

It doesn't matter, Holt. Welcome to Connecticut, where towing rates have been deregulated, and tow operators can charge as much as they want.

There is another side to the Milford case. Robert Bruno, owner of the service center, says this was a very complicated operation for which he had to rent expensive equipment. He said he had to winch the heavy pallets out of the truck with a rented low motor, then load them on rented flatbeds. Then he righted the tractor and trailer without damaging them.

Bruno said he brought the cargo back to his yard and unloaded it. Then, at the direction of the trucking company, he reloaded it on the flatbeds and took it to a freight yard with a loading dock, so it could be loaded back on the trailer.

He said he got the call at 11:30 a.m., and the last of his crew didn't finish until midnight. He said his real cost was almost \$14,000, but he decided to give the trucking company a break, hoping for future business. Holt said he understood the job took 10 hours, and said he thought \$1,000 an hour excessive.

Not so, said Bruno. He said some operators would have gouged the trucking company and charged \$20,000 for the job, but said he didn't. Bruno has released the trailer, but is still holding the tractor, until the dispute is resolved. Both sides have lawyers.

If this doesn't make the case that deregulation is leading to overcharging, let's go back to old reliable, a guy we can always count on to hose the public, Bob Spillane of Walnut Street Service Inc. of Hartford.

On May 10, an ironworker named Pete Toner of Langdon, N.H., parked his Bronco in a private parking lot—never do that—at the corner of Ashley and Garden streets and visited the Ashley Cafe. When he came out, the car was gone. He then walked to the police lockup at Morgan Street, finally learned the car had been towed, called Spillane and got no answer.

When he got the Bronco the next day, the bill was \$139. He said Spillane didn't answer his phone, then charged him for storage. The tow from the bar to Spillane's garage is one block. This is an outrage, but at the moment motor vehicles officials say there's nothing they can do about it (not that they ever did much about it in the past).

On Jan. 1, a federal law went into effect that prevents states or cities from regulating "price, route or service of any motor carrier . . . or any motor carrier with respect to the transportation of property." State officials have interpreted this to mean they can't regulate towing rates.

If a conservative is a liberal who's been mugged, an opponent of deregulation is someone who's had to pay \$139 after his car was towed one block. If this idiotic law isn't changed, government is going to have to get back into the towing business to keep the public from getting fleeced. We don't want that. ●

ADDITIONAL COSPONSORS

S. 324

At the request of Mr. WARNER, the name of the Senator from Tennessee [Mr. THOMPSON] was added as a cosponsor of S. 324, a bill to amend the Fair Labor Standards Act of 1938 to exclude from the definition of employee firefighters and rescue squad workers who perform volunteer services and to prevent employers from requiring employees who are firefighters or rescue squad workers to perform volunteer services,

and to allow an employer not to pay overtime compensation to a firefighter or rescue squad worker who performs volunteer services for the employer, and for other purposes.

S. 581

At the request of Mr. FAIRCLOTH, the names of the Senator from South Carolina [Mr. THURMOND] and the Senator from Texas [Mrs. HUTCHISON] were added as cosponsors of S. 581, a bill to amend the National Labor Relations Act and the Railway Labor Act to repeal those provisions of Federal law that require employees to pay union dues or fees as a condition of employment, and for other purposes.

S. 837

At the request of Mr. WARNER, the names of the Senator from Arkansas [Mr. PRYOR], the Senator from Nebraska [Mr. KERREY], and the Senator from Montana [Mr. BAUCUS] were added as cosponsors of S. 837, a bill to require the Secretary of the Treasury to mint coins in commemoration of the 250th anniversary of the birth of James Madison.

S. 881

At the request of Mr. PRYOR, the name of the Senator from Alabama [Mr. SHELBY] was added as a cosponsor of S. 881, a bill to amend the Internal Revenue Code of 1986 to clarify provisions relating to church pension benefit plans, to modify certain provisions relating to participants in such plans, to reduce the complexity of and to bring workable consistency to the applicable rules, to promote retirement savings and benefits, and for other purposes.

S. 939

At the request of Mr. SMITH, the name of the Senator from South Dakota [Mr. PRESSLER] was added as a cosponsor of S. 939, a bill to amend title 18, United States Code, to ban partial-birth abortions.

S. 1043

At the request of Mr. STEVENS, the name of the Senator from Wyoming [Mr. THOMAS] was added as a cosponsor of S. 1043, a bill to amend the Earthquake Hazards Reduction Act of 1977 to provide for an expanded Federal program of hazard mitigation, relief, and insurance against the risk of catastrophic natural disasters, such as hurricanes, earthquakes, and volcanic eruptions, and for other purposes.

S. 1253

At the request of Mr. ABRAHAM, the name of the Senator from Georgia [Mr. COVERDELL] was added as a cosponsor of S. 1253, a bill to amend the Controlled Substances Act with respect to penalties for crimes involving cocaine, and for other purposes.

S. 1260

At the request of Mr. MACK, the name of the Senator from New Mexico [Mr. DOMENICI] was added as a cosponsor of S. 1260, a bill to reform and consolidate

the public and assisted housing programs of the United States, and to redirect primary responsibility for these programs from the Federal Government to States and localities, and for other purposes.

S. 1271

At the request of Mr. CRAIG, the names of the Senator from Kansas [Mrs. KASSEBAUM] and the Senator from Florida [Mr. MACK] were added as cosponsors of S. 1271, a bill to amend the Nuclear Waste Policy Act of 1982.

S. 1274

At the request of Mr. LOTT, the name of the Senator from North Carolina [Mr. FAIRCLOTH] was added as a cosponsor of S. 1274, a bill to amend the Solid Waste Disposal Act to improve management of remediation waste, and for other purposes.

S. 1344

At the request of Mr. HEFLIN, the name of the Senator from Mississippi [Mr. COCHRAN] was added as a cosponsor of S. 1344, a bill to repeal the requirement relating to specific statutory authorization for increases in judicial salaries, to provide for automatic annual increases for judicial salaries, and for other purposes.

SENATE RESOLUTION 189— NATIONAL DRUG AWARENESS DAY

Mr. GRASSLEY (for himself, Mr. BIDEN, Mr. DOLE, Mr. D'AMATO, Mr. MURKOWSKI, Mr. HATCH, Mr. ABRAHAM, Mr. HELMS, Mr. PRESSLER, Mr. BRYAN, Mr. THURMOND, Mrs. FEINSTEIN, Mr. NICKLES, Mr. COVERDELL, and Mr. STEVENS) submitted the following resolution; which was considered and agreed to:

S. RES. 189

Whereas illegal drug use among the youth of America is on the increase;

Whereas illegal drug use is a major health problem, ruining thousands of lives and costing billions of dollars;

Whereas illegal drug use contributes to crime on the streets and in the homes of this nation;

Whereas national attention has turned from illegal drug use to other issues, and support for sustained programs has decreased;

Whereas public awareness and sustained programs are essential to combat an ongoing social problem;

Whereas the answer to the illegal drug problem lies in America's communities, with local people involved in grass roots activities to keep their communities safe and drug free, and in encouraging personal responsibility;

Whereas the annual Red Ribbon Celebration, coordinated by the National Family Partnership and involving over 80,000,000 Americans in prevention activities each year, commemorates the sacrifices of people on the front lines in the war against illegal drug use;

Whereas substance abuse prevention, law enforcement, international narcotics control, and community awareness efforts contribute to preventing young people from starting illegal drug use; and

Whereas the American people have a continuing responsibility to combat illegal drug use: Now, therefore, be it

Resolved, That the Senate designate Wed., Nov. 1, 1995, as "National Drug Awareness Day".

Mr. GRASSLEY. Mr. President, in recent weeks we have seen mounting evidence that teenage drug use in this country is on the increase after more than a decade of decline. One of the principal reasons for this change is that we have lost the public message that drug use is wrong. As a result, a new generation of America's young people are growing up without a clear message about the dangers of drug use. This is not a situation that we can afford to let continue. The last time this happened, in the 1960's and 1970's, we saw an epidemic of use that cost us tens of thousands of lives. Now we see teenage drug use on the rise again. Recent surveys confirm this disturbing trend and indications are that data to be released in the next few days will only confirm the worst fears. It is for this reason that Senator DOLE and I held a press conference yesterday with major family groups, including the National Family Partnership, National Families in Action, CADCA, and PRIDE, to draw attention to the problems of returning teen drug use and the dangerous normalization of this use you can now see and hear on TV, in the movies, and in rock music. For this reason I am submitting a Senate resolution, cosponsored by over a dozen members, to declare November 1, 1995, National Drug Awareness Day. It is important that we all recognize the importance of the issue. We need to renew our commitment to fighting drug use, to prevent a new generation from becoming victims of those who would mislead them into believing that drug use is just an alternative lifestyle with no adverse consequences. Drugs kill, they maim, they ruin lives, they cripple potential. We saw what happened when we ignored the problem once. We cannot let this happen again.

SENATE RESOLUTION 190—TO AUTHORIZE THE PRINTING OF A REVISED EDITION OF THE SENATE ELECTION LAW GUIDEBOOK

Mr. WAGNER (for himself and Mr. FORD) submitted the following resolution; which was considered and agreed to:

S. RES. 190

Resolved, That the Committee on Rules and Administration is directed to prepare a revised edition of the Senate Election Law Guidebook, Senate Document 103-13, and that such document shall be printed as a Senate document.

SEC. 2. There shall be printed 600 additional copies of the document specified in section 1 of this resolution for the use of the Committee on Rules and Administration.