

Mr. President, women are five times as likely to live out their final years below the poverty line. Research also indicates that almost 80 percent of widows living in poverty were not poor because their husbands died—while the same is not generally true of men, according to the General Accounting Office.

I am proud to say that my wife, Teresa Heinz, contributed important work toward this bill. In April, she sponsored a conference in Boston entitled "Women, Widows, and Pensions—The Unfinished Agenda." Senator MOSELEY-BRAUN was the keynote speaker and I believe many of the insights from the conference contributed to this bill.

But I also want to highlight a letter from a woman named Marian from Attleboro, MA. She wrote me recently that she just turned 81 years old and worked from 1934 to 1994. Because of family responsibilities, she had to take a total of 7 years off from work to raise her children. She said that since her various jobs paid less than what a man would make, she now receives a worker's benefit that is less than one-half the benefit that was earned by her husband when he was alive.

Mr. President, current pension laws do not take into account the circumstances of women in the work force. This bill takes an important step toward correcting pension inequities and helps to redress the overwhelming poverty suffered by older women.

The bill would require the IRS to create a model form for spousal consent for survivor annuities so that couples understand the consequences of taking a larger annuity during the husband's life and giving up the survivor annuity. The bill would also require the Department of Labor to create a model order so divorced spouses get the pensions they deserve.

Ultimately, we need fundamental reforms to address these pressing issues. Fewer women than men receive pensions and they receive less because they have fewer years in the work force: the average woman spends 11.5 years out of the work force largely due to greater time spent in nonpaying caregiving roles. Additionally, women earn less than men and are more likely to change jobs frequently and be affected by lack of pension portability and high vesting hurdles.

But, Mr. President, along with the President's recent pension initiative the Retirement Savings and Security Act, this bill will move toward a day when the laws governing our Nation's pension system are truly gender neutral and older women are not faced with living their final years in poverty.

By Mr. FRIST (for himself and Mr. HARKIN):

S. 1757. A bill to amend the Developmental Disabilities Assistance and Bill of Rights Act to extend the act, and for other purposes; to the Committee on Labor and Human Resources.

EXTENSION OF THE DEVELOPMENTAL DISABILITIES ASSISTANCE AND BILL OF RIGHTS ACT

• Mr. FRIST. Mr. President, today I am introducing a simple extension of the Developmental Disabilities Assistance and Bill of Rights Act. This act is the result of more than 25 years of national bipartisan collaboration to secure basic rights for our Nation's most vulnerable citizens.

Before the Developmental Disabilities Act was signed in 1970, Americans who happened to be born with developmental disabilities such as mental retardation and severe physical disabilities often lived and died in institutions where many were subjected to unspeakable conditions far worse than conditions found in any American prison.

As a nation, we had a lot to learn about how we could help people with developmental disabilities live more independent and more productive lives. We had a lot to learn about: How to help families find the strength to bring up their children with developmental disabilities in their family home; how to teach children with developmental disabilities in our schools; how to make room for these citizens to live and work in the heart of our communities; and how to ensure safe and humane living environments for those citizens with developmental disabilities who remain in residential facilities.

It has taken courage to face the fact that we had so much to learn. Because of the Developmental Disabilities Act, we have made tremendous progress across the Nation in all of these areas—education, living arrangements, and meaningful participation in community activities for many individuals with developmental disabilities. We are still learning.

When we reauthorize the Developmental Disabilities Act, we show that we support programs that help people with developmental disabilities continue to live independent and productive lives—and with as little bureaucracy and government intrusion as possible.

This goal was almost unthinkable two decades ago. New technology, new services, new professional practices, and new ways of thinking about Americans who have the most severe and lifelong disabilities have created opportunities beyond what we thought possible. Research has shown that the DD Act programs make significant contributions to this progress, and they do it with minimal Federal control.

The DD Act programs are flexible and responsive to the needs of consumers—people with developmental disabilities and their families—in each State. Federal funding is limited, so successful programs must leverage Federal funds by seeking State grants and training contracts, and grants from other sources. The programs have demonstrated that they can be cost-effective while attaining good results for the people who use them.

Since the DD Act was originally authorized, it has created a lean infrastructure of programs including, in each state, a university affiliated program to educate university students in developmental disabilities-related fields and to conduct research and training to meet the needs of State agencies; a Developmental Disabilities Council appointed by the Governor of each State to define and carry out State initiatives; and a protection and advocacy organization to provide legal assistance to persons with developmental disabilities, especially those who are living in institutions.

DD Act networks have been successful at creating new service models for people with developmental disabilities without creating new bureaucracies. With the 1994 amendments, made only 2 years ago, we can reauthorize it as it stands today and know that the continuous improvements we expect will be sought. As a nation, we are now able to create opportunities for many Americans with developmental disabilities to live and work in our communities, where services are decentralized and cost-effective. From this success, we have identified new challenges, and we still need to work to improve these community-based programs so they can meet any client's needs.

Clearly, our work is not finished. The simple and fundamental rights shared by every American citizen—to life, liberty and the pursuit of happiness—are not yet secure for those of us who have developmental disabilities. For this reason, it is essential that we extend the Developmental Disabilities Assistance and Bill of Rights Act this year. We must not forget the rights of Americans with developmental disabilities this year, or ever again. •

ADDITIONAL COSPONSORS

S. 615

At the request of Mr. AKAKA, the name of the Senator from Ohio (Mr. DEWINE) was added as a cosponsor of S. 615, a bill to amend title 38, United States Code, to require the Secretary of Veterans Affairs to furnish outpatient medical services for any disability of a former prisoner of war.

S. 953

At the request of Mr. DOLE, the name of the Senator from Alaska (Mr. STEVENS) was added as a cosponsor of S. 953, a bill to require the Secretary of the Treasury to mint coins in commemoration of black revolutionary war patriots.

S. 984

At the request of Mr. GRASSLEY, the name of the Senator from Georgia (Mr. COVERDELL) was added as a cosponsor of S. 984, a bill to protect the fundamental right of a parent to direct the upbringing of a child, and for other purposes.

S. 1150

At the request of Mr. SANTORUM, the names of the Senator from Kansas

(Mrs. KASSEBAUM) and the Senator from Arkansas (Mr. PRYOR) were added as cosponsors of S. 1150, a bill to require the Secretary of the Treasury to mint coins in commemoration of the 50th anniversary of the Marshall Plan and George Catlett Marshall.

S. 1563

At the request of Mr. SIMPSON, the name of the Senator from Vermont (Mr. LEAHY) was added as a cosponsor of S. 1563, a bill to amend title 38, United States Code, to revise and improve eligibility for medical care and services under that title, and for other purposes.

S. 1669

At the request of Mr. LOTT, the names of the Senator from Alabama (Mr. SHELBY), the Senator from South Carolina (Mr. HOLLINGS), the Senator from Kentucky (Mr. FORD), the Senator from Massachusetts (Mr. KENNEDY), and the Senator from North Dakota (Mr. DORGAN) were added as cosponsors of S. 1669, a bill to name the Department of Veterans Affairs medical center in Jackson, Mississippi, as the "G.V. (Sonny) Montgomery Department of Veterans Affairs Medical Center."

S. 1689

At the request of Mr. GRAMM, the name of the Senator from Wyoming (Mr. SIMPSON) was added as a cosponsor of S. 1689, a bill to provide regulatory fairness for crude oil producers, and to prohibit fee increases under the Hazardous Materials Transportation Act without the approval of Congress.

SENATE RESOLUTION 254—RELATIVE TO PENNSYLVANIA AVENUE

Mr. GRAMS submitted the following resolution; which was referred to the Committee on Governmental Affairs:

S. RES. 254

Resolved,

SECTION 1. FINDINGS.

The Senate makes the following findings:

(1) In 1791, President George Washington commissioned Pierre Charles L'Enfant to draft a blueprint for America's capital city; they envisioned Pennsylvania Avenue as a bold, ceremonial boulevard physically linking the U.S. Capitol building and the White House, and symbolically the Legislative and Executive branches of government.

(2) An integral element of the District of Columbia, Pennsylvania Avenue stood for 195 years as a vital, working, unbroken roadway, elevating it into a place of national importance as "America's Main Street".

(3) 1600 Pennsylvania, the White House, has become America's most recognized address and a primary destination of visitors to the Nation's Capital; "the People's House" is host to 5,000 tourist daily, and 15,000,000 annually.

(4) As home to the President, and given its prominent location on Pennsylvania Avenue and its proximity to the People, the White House has become a powerful symbol of freedom, openness, and an individual's access to their government.

(5) On May 20, 1995, citing possible security risks from vehicles transporting terrorist bombs, President Clinton ordered the Treas-

ury Department and the Secret Service to close Pennsylvania Avenue to vehicular traffic for two blocks in front of the White House.

(6) By impeding access and imposing undue hardships upon tourists, residents of the District, commuters, and local business owners and their customers, the closure of Pennsylvania Avenue, undertaken without the counsel of the government of the District of Columbia, has replaced the former openness of the area surrounding the White House with barricades, additional security checkpoints, and an atmosphere of fear and distrust.

(7) In the year following the closure of Pennsylvania Avenue, the taxpayers have borne a tremendous burden for additional security measures along the Avenue near the White House.

(8) While the security of the President is of grave concern and is not to be taken lightly, the need to assure the President's safety must be balanced with the expectation of freedom inherent in a democracy; the present situation is tilted far too heavily toward security at freedom's expense.

SEC. 2 SENSE OF THE SENATE.

It is the sense of the Senate that the President should order the immediate, permanent reopening to vehicular traffic of Pennsylvania in front of the White House, restoring the Avenue to its original state and returning it to the People.

Mr. GRAMS. Mr. President, in just 6 days, the closing of Pennsylvania Avenue in front of the White House will mark its 1-year anniversary.

I rise today to speak for the 15 million tourists who visit the Nation's Capital each year, the local businessmen and women whose livelihoods depend upon open access, the government of the District of Columbia, the commuters who rely on our roads, and the people who call Washington, DC, home. On their behalf, I am submitting a resolution expressing the sense of the Senate that Pennsylvania Avenue be reopened to traffic and returned to its historic use. The May 20th closing is one anniversary we should not have to commemorate.

This resolution has the support of many with strong ties to the Washington community. I am grateful to have the endorsement of District of Columbia Mayor Marion Barry, and I am also proud that D.C. Council Chairman David Clarke and Councilmember Frank Smith support this effort. I ask unanimous consent that statements from Mayor Barry and Chairman Clarke and Councilmember Smith be included in the RECORD.

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

(See exhibit 1.)

Mr. GRAMS. In addition, my resolution has the strong support of more than a dozen of the area's residential, business, and historical organizations representing thousands of job providers and the District's half million residents. I ask unanimous consent to submit this list and supporting letters for printing in the RECORD.

Mr. President, I have come to the floor several times over the past year to voice my concerns about the closure of Pennsylvania Avenue.

I have talked about the damage it has done to Washington's business

community, and the fear that it is scaring off new jobs and prompting potential retail and commercial tenants to stay away from the downtown area. I have talked about the damage it has done to Washington's business community, and the fear that it's scaring off new jobs and prompting potential retail and commercial tenants to stay away from the downtown area. I have discussed the hardships caused by the closing for anyone whose paycheck depends on access to the avenue, people like cab drivers and tour bus operators. I have outlined problem after problem the closing has created for the District itself, which had one of its major arteries unilaterally severed by the Federal Government without any consultation. I have discussed the inconvenience of our tourists, especially the elderly and disabled, many of whom are now being deprived of a close look at the White House. And I have talked about the tremendous cost for the taxpayers, a cost which has already reached into the millions of dollars.

I have raised each of those aspects of the closing because they are all relevant and pressing concerns. But that is not what I want to discuss today. There is another side to this issue that is easy to overlook amid all the other more obvious problems: the question of what the closing of Pennsylvania Avenue has done to the psyche of this city, and what we give up when we give in to fear.

The air was thick with fear in the weeks following April 19, 1995, when terrorists attacked the Federal building in Oklahoma City. How could something like this happen within our own borders, people wondered. And fear took hold. That was certainly the atmosphere in Washington—an atmosphere of suspicion and distrust that prompted the Treasury Department to close down two blocks of Pennsylvania Avenue a month after the tragic Oklahoma City bombing.

Now, obviously, protecting the President and those who work and visit the White House must be a primary concern, a matter never to be taken lightly. The occupant of the Oval Office deserves every reasonable measure of security we can provide. So if the Secret Service had information that the White House was a terrorist target and the President was in danger, then it was absolutely prudent at the time to close Pennsylvania Avenue.

But that was an entire year ago, and a decision that may have appeared prudent then strikes many as regrettable and short-sighted today. Rather than helping the Nation face down our fear, the Government's decision to close Pennsylvania Avenue—and keep it closed—has only perpetuated it.

This is the White House today. Not a pretty sight, is it? The stretch of Pennsylvania Avenue that stood for 195 years as "America's Main Street" is empty of any traffic—more a vacant lot than a working street.