

two more officers were killed. Each had young children, ages 5, 3 months, 3 years. Each of them had been on the police force only a few years; 3 years, 4 years.

Even though a slain police officer gets generous treatment because he gets a larger percentage of his pension than he would otherwise get, even getting half of the pension you have earned when you have only been on the force 4 or 5 years is not going to pay the mortgage, it is not going to put the kids through college.

There is going to be a lot of rhetoric tomorrow, as there has been all week, about our officers who have given up their lives to protect us, and well there might be, because in a real sense going out on these streets today is going to war. This is not cops and robbers. It used to be that. They had a gun, you had a gun. Indeed, our police were able to take care of what needed to be done.

Today, as we saw in the shootout in California a few weeks ago, they have outgunned our police officers, or, as in the District in recent weeks, they are so brazen as to engage in execution or assassination of police officers.

What do we say to a young widow? If you go to three funerals in a row, as I have, and you cry and talk about how sorry you are, then what are you going to do? One of the things I am going to do, I assure the Members, with another bill that I have written, is to get the Federal police officers outside of these Government buildings so they give some aid to the D.C. police, who then can go into the high crime areas and perhaps protect policemen like Officer Brian Gibson who was not protected, as he was in the District by himself and alone in a police car.

If Members want to do something besides talk about it, besides mourn about it, let us think of these families and take this bill, which has de minimis cost. I do not think it would even register. I have every reason to believe it would not. I have done some preliminary checking.

Let us move forward and say we are going to do something this 16th Annual National Police Officers Memorial Day. We are not going to come up with remedies that do not work. We will not divide over who is for gun control or who is not for gun control. We are going to lay down our weapons. Our weapons are our debating points.

We are going to come together on the proposition that when a police officer goes out here with his life on the line, and when he gives it for his community, at the very least we are going to stand up on this Congress and we are going to say, we are going to take care of your family. We assure you, we are going to take care of your family.

Since we do not pay for police officers but we do tax them, we promise that as we do not tax officers who retire on disability, we will not tax your wife and your children who are left here by themselves. We will pull back, with almost no cost to this extraor-

dinarly rich Government, and say, this is our contribution to the family that has been left behind.

It is a small, I concede, a small point and a small bill, but for that very reason I think we would want to mark National Police Week this week with this bill that of course is supported by Members. It is bipartisan, and I urge support from both sides of the aisle.

STEP 21 HAS SUPPORT FROM LOCAL GOVERNMENTS AND METROPOLITAN PLANNING ORGANIZATIONS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana [Mr. BUYER] is recognized for 5 minutes.

Mr. BUYER. Mr. Speaker, I appreciate the remarks of the gentlewoman from the District of Columbia [Ms. NORTON], and her comments.

Mr. Speaker, the topic I would like to talk about today is on STEP 21. The main point is specifically that local governments and the metropolitan planning organizations do in fact support STEP 21.

I want to give a special recognition and thank the gentleman from Texas [Mr. DELAY] and the gentleman from California [Mr. CONDIT] for their work on STEP 21. The continuous and bitter battle over transportation funding has caused a great amount of misinformation to be spread all around.

Those who endorse the status quo, whether they are against the flexibility to the States or enjoy the funding inequities of the formula, they have tried to mislead Congress and others into believing that local government and the MPOs, the metropolitan planning organizations, are opposed to STEP 21.

I have letters of support here that I will place into the RECORD from those who support STEP 21, the first being in particular the mayor, Mayor Goldsmith of Indianapolis. His quote is, "... as the mayor of one of the Nation's largest cities, I enthusiastically support the STEP 21 proposal."

The Association of Indiana Counties say that STEP 21's features will give the ability for them to make "... funding choices that make sense for our counties, not the one-size-fits-all approach of current law."

The Evansville Urban Transportation Study, which represents the MPO for southern Indiana: "The STEP 21 legislation continues to support strong planning through the continuation of support for metropolitan planning organizations."

Mayor Heath of Lafayette, Indiana: "It is important for you to know that the State of Indiana, in partnership with its local governments, supports the STEP 21 effort."

The Indiana Metropolitan Council: "The Indiana MPO Council represents the 12 urbanized areas of the State of Indiana. This letter extends the MPO Council's support of STEP 21 legislation."

Obviously, Mr. Speaker, the statements that local governments and MPOs are opposed to STEP 21 is false. As a matter of fact, it is an outright lie for those who endorse such a statement. I urge all of my colleagues to look past the misinformation being spread around.

STEP 21 preserves all of the current law's local planning authority. Indiana is just one example of a State where the governments, the organizations, and residents are well-informed and understand that STEP 21 maintains the role of local governments and MPO's in making the transportation decisions that affect their communities.

One of my continuing priorities as a Member of Congress is to pull in the reins of a massive Federal Government to ensure that decision making be returned to the States and local governments. I abhor the Washington-knows-best mentality where the massive Federal Government has control over the decisions that should be made at the local and State levels.

I would not be here this afternoon endorsing the STEP 21 bill if it removed the decision making of our State and local governments. STEP 21 not only brings fairness and equity to the funding distribution formula, it allows the local governments and the MPO's to have control over the decision making process of their own local communities. STEP 21 should pass this House, and it is a worthy cause to bring flexibility to the States, fairness in the equity funding formula. I again salute the gentleman from Texas [TOM DELAY] and the gentleman from California [Mr. CONDIT].

CITY OF INDIANAPOLIS,
Indianapolis, IN, April 18, 1997.

Hon. DAN COATS,
U.S. Senate, Washington, DC.

Hon. RICHARD G. LUGAR,
U.S. Senate, Washington, DC.

DEAR SENATORS COATS AND LUGAR: As the debate moves forward on the reauthorization of federal transportation programs this year, much is being said about the impact on local governments of the Streamlined Transportation Efficiency Program for the 21st Century, or STEP 21 proposal. It is important for you to know that as the mayor of one of our nation's largest cities, I enthusiastically support the STEP 21 proposal.

STEP 21 preserves all of the current law's local planning authority as well as all current funding guarantees for urban areas. In as much as STEP 21 would direct more funding to states like Indiana, urban areas like Indianapolis will be guaranteed more funding for our much needed transportation infrastructure projects. An added bonus of STEP 21's streamlining and flexibility features will be the ability for us to make funding choices that make sense for our community, not the one size fits all approach of current law.

I appreciate your efforts in working toward passage of the STEP 21 program, which finally directs a fair share of transportation funds to our state and its communities.

Sincerely,

STEPHEN GOLDSMITH,
Mayor.

ASSOCIATION OF
INDIANA COUNTIES, INC.,
Indianapolis, IN, April 23, 1997.

Hon. STEVE BUYER,
U.S. House of Representatives,
Washington, DC.

DEAR CONGRESSMAN BUYER: As the debate moves forward on the reauthorization of federal transportation programs this year, much is being said about the impact on local governments of the Streamlined Transportation Efficiency Program for the 21st Century, or STEP 21 proposal. It is important for you to know that as an association of county officials, the Association of Indiana Counties enthusiastically supports the STEP 21 proposal.

STEP 21 preserves all of the current law's local planning authority and funding guarantees. In as much as STEP 21 would direct more funding to states like Indiana, local governments will be in line for more funding for our much needed road, street and bridge projects. An added bonus of STEP 21's streamlining and flexibility features will be the ability for us to make funding choices that make sense for our counties, not the one size fits all approach of current law.

I appreciate your efforts in working toward passage of the STEP 21 program, finally directing a fair share of transportation funds to our state and its cities, towns and counties.

Sincerely,

BETH O'LAUGHLIN,
Executive Director.

EVANSVILLE URBAN
TRANSPORTATION STUDY,
Evansville, IN, April 25, 1997.

Representative STEVE BUYER,
House of Representatives,
Washington, DC.

DEAR REPRESENTATIVE BUYER: The Evansville Urban Transportation Study (EUTS) represents the Metropolitan Planning Organization (MPO) for southern Indiana. This letter extends the EUTS Policy Committee's support of the STEP 21 legislation, Streamlined Transportation Efficiency Program for the 21st Century, which is being considered by Congress.

The STEP 21 legislation continues to support strong planning through the continuation of support for metropolitan planning organizations. Additionally, STEP 21 will guarantee state and local governments a minimum return of 95 cents on the dollar (rather than the 82 cents Indiana now receives). STEP 21 provides funding formula guarantees to urban areas of 200,000 plus population, and continued agreement with the Indiana Department of Transportation (INDOT) will allow STEP 21 to benefit the urban areas of less than 200,000 in population. It is important that large and small urban areas continue to be represented through the MPO process.

The EUTS Policy Committee strongly supports the return of more federal funds to local and state uses. STEP 21 provides the people of Indiana with an opportunity to continue their participation in a cooperative planning process and to receive back, in the form of transportation infrastructure, a higher return of the dollars sent to Washington, DC.

Please support the STEP 21 program. The additional revenue would assist Indiana and other donor states in meeting the many challenges it faces in addressing future economic, social and infrastructure needs. I respectfully appreciate your support.

Sincerely,

ROSE M. ZIGENFUS,
Executive Director.

CITY OF LAFAYETTE,
OFFICE OF THE MAYOR,
Lafayette, IN, April 24, 1997.

Hon. ED PEASE,
Cannon House Office Building,
Washington, DC.

DEAR REPRESENTATIVE PEASE, In this year's reauthorization of federal transportation programs I want you to know of my support for getting a fair share of federal highway funds for Indiana. I believe that the STEP 21 (Streamlined Transportation Efficiency Program for the 21st Century) program is the way to accomplish that goal.

It is important for you to know that the State of Indiana, in partnership with its local governments, support the STEP 21 effort. I appreciate your efforts on behalf of the STEP 21 program which will bring a fairer share of our highway taxes back to Indiana communities.

Sincerely,

DAVE HEATH,
Mayor.

MPO COUNCIL
July 16, 1996.

Congressman PETER J. VISCLOSKEY,
Cannon House Office Bldg.,
Washington, DC.

DEAR CONGRESSMAN VISCLOSKEY: The Indiana Metropolitan Planning Organization (MPO) Council represents the twelve urbanized areas of the state of Indiana. This letter extends the MPO Council's support of the STEP 21 legislation (Streamlined Transportation Efficiency Program for the 21st Century) which is currently being drafted by a consortium of states nationwide, and considered by Congress.

The STEP 21 legislation continues to support strong planning through the continuation of support for metropolitan planning organizations. Additionally, STEP 21 will guarantee state and local governments a minimum return of 95 cents on the dollar (rather than the 82 cents Indiana now receives). STEP 21 provides funding formula guarantees to urban areas of 200,000 plus population. The MPO Council also represents urban areas of under 200,000 in population. It is important that large and small urban areas continue to be represented through the MPO process.

The Indiana MPO Council strongly supports the return of more federal funds to local and state uses. STEP 21, as described in this letter, provides the people of Indiana with an opportunity to continue their participation in a cooperative planning process and to receive back (in the form of better highways) a higher return of the dollars sent to Washington D.C.

Please support the STEP 21 program as described. The additional revenue would assist Indiana in meeting the many challenges it faces in addressing future economic, social and infrastructure needs. We respectfully appreciate your support.

STEP 21, THE NEXT LOGICAL STEP TO ISTEA IN REFORMING TRANSPORTATION FUNDING

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California [Mr. CONDIT] is recognized for 5 minutes.

Mr. CONDIT. Mr. Speaker, as our transportation needs change going into the 21st century, our current funding formula dating back to 1916 needs to be updated. H.R. 647, STEP 21, is a commonsense approach to reforming transportation funding that simplifies and

reduces the complex ISTEA program and funding set-aside. STEP 21 is not a substitute bill for ISTEA. It represents the next logical step to ISTEA. Our focus is strictly on highway funding. Our purpose is to create equity among the States. It is time to fix an outdated funding formula. We need to strike a balance between equity and meeting our transportation needs.

STEP 21 ensures a true 95 percent return on States' contributions to the Federal highway trust fund. In California, STEP 21's funding formula would mean an additional \$500 million per year over the life of ISTEA. California deserves a better rate of return. When we factor out emergencies and transit funding, California receives 86 cents on the dollar, and that is wrong. The question is one of equity, and it is time for California to receive her fair share.

The argument is not whether the Federal Government should play a role in administering the highway program, it is how big, how big the Federal role should be. It is time to allow States and local officials the flexibility to solve their own unique set of problems. STEP 21 gives local governments more flexibility without endangering CMAQ or enhancement programs. It allows them to decide how to best spend the money, whether it is in improving the air quality, improving traffic problems, or building more bicycle trails.

It does not change current MPO structures. Under STEP 21, MPO's will continue to receive the same set-aside they receive under ISTEA. It is time for greater equity and more local control. It is time for STEP 21.

Mr. Speaker, I would like to also commend the gentleman from Texas [Mr. DELAY] for his leadership in this area. He has done great work for us. I believe that the country will benefit from us passing STEP 21.

WHY STEP 21 AND ISTEA IS GOOD FOR AMERICA

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Tennessee [Mr. DUNCAN] is recognized for 5 minutes.

Mr. DUNCAN. Mr. Speaker, as a Member from a so-called donor State, I rise in strong support of the STEP 21 program. This program would permit each State to receive a far more equitable return on what is paid into the Federal highway trust fund. My State, Tennessee, has received only 78 cents for every \$1 we have contributed over the last few years. This is not fair, and it is not right. With the passage of STEP 21, each State will be assured of at least a 95 percent return on its contribution to the Federal highway trust fund. Not only will STEP 21 benefit Tennessee, but it will benefit the entire Nation by providing a consistent economic benefit for all States.

In addition, STEP 21 lets the States decide where they want to spend their highway trust fund allocation. Tennesseans do not need Washington to