

“(g) REGULATIONS.—The Secretary shall prescribe such regulations as may be necessary or appropriate to carry out the purposes of this section.”

(b) CONFORMING AMENDMENT.—The table of sections for part VI of subchapter B of chapter 1 of the Internal Revenue Code of 1986 is amended by adding at the end the following new item:

“Sec. 198. Expensing of environmental remediation costs within the District of Columbia.”

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to expenditures paid or incurred after the date of the enactment of this Act, in taxable years ending after such date.

#### SEC. 4. FIRST-TIME HOMEBUYER CREDIT FOR DISTRICT OF COLUMBIA.

(a) IN GENERAL.—Subpart A of part IV of subchapter A of chapter 1 of the Internal Revenue Code of 1986 (relating to nonrefundable personal credits) is amended by inserting after section 23 the following new section:

##### “SEC. 24. FIRST-TIME HOMEBUYER CREDIT FOR DISTRICT OF COLUMBIA.

“(a) ALLOWANCE OF CREDIT.—In the case of an individual who is a first-time homebuyer of a principal residence in the District of Columbia during any taxable year, there shall be allowed as a credit against the tax imposed by this chapter for the taxable year an amount equal to so much of the purchase price of the residence as does not exceed \$5,000.

“(b) FIRST-TIME HOMEBUYER.—For purposes of this section—

“(1) IN GENERAL.—The term ‘first-time homebuyer’ means any individual if—

“(A) such individual (and if married, such individual’s spouse) had no present ownership interest in a principal residence in the District of Columbia during the 1-year period ending on the date of acquisition of the principal residence to which this section applies, and

“(B) subsection (h) or (k) of section 1034 did not, on the day before the close of such 1-year period, suspend the running of any period of time specified in section 1034 for such individual with respect to gain on a principal residence in the District of Columbia.

“(2) ONE-TIME ONLY.—If an individual is treated as a first-time homebuyer with respect to any principal residence, such individual may not be treated as a first-time homebuyer with respect to any other principal residence.

“(3) PRINCIPAL RESIDENCE.—The term ‘principal residence’ has the meaning given such term by section 1034.

“(4) DATE OF ACQUISITION.—The term ‘date of acquisition’ means the date—

“(A) on which a binding contract to acquire the principal residence to which this section applies to is entered into, or

“(B) on which construction or reconstruction of such principal residence is commenced.

“(c) CARRYOVER OF CREDIT.—If the credit allowable under subsection (a) exceeds the limitation imposed by section 26(a) for such taxable year reduced by the sum of the credits allowable under this subpart (other than this section and section 25), such excess shall be carried to the succeeding taxable year and added to the credit allowable under subsection (a) for such taxable year.

“(d) SPECIAL RULES.—For purposes of this section—

“(1) ALLOCATION OF DOLLAR LIMITATION.—

“(A) MARRIED INDIVIDUALS FILING JOINTLY.—In the case of a husband and wife who file a joint return under section 6013, the \$5,000 limitation under subsection (a) shall apply to the joint return.

“(B) MARRIED INDIVIDUALS FILING SEPARATELY.—In the case of a married individual filing a separate return, subsection (a) shall be applied by substituting ‘\$2,500’ for ‘\$5,000’.

“(C) OTHER TAXPAYERS.—If 2 or more individuals who are not married purchase a principal residence, the amount of the credit allowed under subsection (a) shall be allocated among such individuals in such manner as the Secretary may prescribe, except that the total amount of the credits allowed to all such individuals shall not exceed \$5,000.

“(2) PURCHASE.—The term ‘purchase’ means any acquisition, but only if—

“(A) the property is not acquired from a person whose relationship to the person acquiring it would result in the disallowance of losses under section 267 or 707(b) (but, in applying section 267 (b) and (c) for purposes of this section, paragraph (4) of section 267(c) shall be treated as providing that the family of an individual shall include only his spouse, ancestors, and lineal descendants), and

“(B) the basis of the property in the hands of the person acquiring it is not determined—

“(i) in whole or in part by reference to the adjusted basis of such property in the hands of the person from whom acquired, or

“(ii) under section 1014(a) (relating to property acquired from a decedent).

“(3) PURCHASE PRICE.—The term ‘purchase price’ means the adjusted basis of the principal residence on the date of acquisition.”

(b) CONFORMING AMENDMENT.—The table of sections for subpart A of part IV of subchapter A of chapter 1 of the Internal Revenue Code of 1986 is amended by inserting after the item relating to section 23 the following new item:

“Sec. 24. First-time homebuyer credit for District of Columbia.”

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to purchases after the date of the enactment of this Act, in taxable years ending after such date.●

### BUDGET SCOREKEEPING REPORT

● Mr. DOMENICI. Mr. President, I hereby submit to the Senate the budget scorekeeping report prepared by the Congressional Budget Office under section 308(b) and in aid of section 311 of the Congressional Budget Act of 1974, as amended. This report meets the requirements for Senate scorekeeping of section 5 of Senate Concurrent Resolution 32, the first concurrent resolution on the Budget for 1996.

This report shows the effects of congressional action on the budget through May 19, 1997. The estimates of budget authority, outlays, and revenues, which are consistent with the technical and economic assumptions of the 1997 concurrent resolution on the budget (H. Con. Res. 178), show that current level spending is above the budget resolution by \$16.9 billion in budget authority and by \$12.6 billion in outlays. Current level is \$20.5 billion above the revenue floor in 1997 and \$101.9 billion above the revenue floor over the 5 years 1997–2001. The current estimate of the deficit for purposes of calculating the maximum deficit amount is \$219.6 billion, \$7.6 billion below the maximum deficit amount for 1997 of \$227.3 billion.

Since my last report, dated April 15, 1997, there has been no action to change the current level of budget authority, outlays or revenues.

The report follows:

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
Washington, DC, May 20, 1997.

Hon. PETE V. DOMENICI,  
Chairman, Committee on the Budget, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The attached report for fiscal year 1997 shows the effects of Congressional action on the 1997 budget and is current through May 19, 1997. The estimates of budget authority, outlays, and revenues are consistent with the technical and economic assumptions of the 1997 Concurrent Resolution on the Budget (H. Con. Res. 178). This report is submitted under Section 308(b) and in aid of Section 311 of the Congressional Budget Act, as amended.

Since my last report, dated April 15, 1997, there has been no action to change the current level of budget authority, outlays or revenues.

Sincerely,

JUNE E. O'NEILL,  
Director.

### THE CURRENT LEVEL REPORT FOR THE U.S. SENATE FISCAL YEAR 1997, 105TH CONGRESS, 1ST SESSION, AS OF CLOSE OF BUSINESS MAY 19, 1997

(In billions of dollars)

	Budget resolution H. Con. Res. 178	Current level	Current level over/ under resolution
<b>ON-BUDGET</b>			
Budget authority .....	1,314.9	1,331.8	16.9
Outlays .....	1,311.3	1,323.9	12.6
Revenues:			
1997 .....	1,083.7	1,104.3	20.5
1997–2001 .....	5,913.3	6,015.2	101.9
Deficit .....	227.3	219.6	-7.6
Debt subject to limit .....	5,432.7	5,257.7	-175.0
<b>OFF-BUDGET</b>			
Social Security outlays:			
1997 .....	310.4	310.4	0.0
1997–2001 .....	2,061.3	2,061.3	0.0
Social Security revenues:			
1997 .....	385.0	384.7	-0.3
1997–2001 .....	2,121.0	2,120.3	-0.7

Note: Current level numbers are the estimated revenue and direct spending effects of all legislation that Congress has enacted or sent to the President for his approval. In addition, full-year funding estimates under current law are included for entitlement and mandatory programs requiring annual appropriations even if the appropriations have not been made. The current level of debt subject to limit reflects the latest U.S. Treasury information on public debt transactions.

### THE ON-BUDGET CURRENT LEVEL REPORT FOR THE U.S. SENATE, 105TH CONGRESS, 1ST SESSION, SENATE SUPPORTING DETAIL FOR FISCAL YEAR 1997, AS OF CLOSE OF BUSINESS MAY 19, 1997

(In millions of dollars)

	Budget authority	Outlays	Revenues
<b>Enacted in Previous Sessions</b>			
Revenues .....			1,101,532
Permanents and other spending legislation .....	843,324	801,465	
Appropriation legislation .....	753,927	788,263	
Offsetting receipts .....	-271,843	-271,843	
Total previously enacted .....	1,325,408	1,317,885	1,101,532
<b>Enacted This Session</b>			
Airport and Airway Trust Fund Reinstatement Act of 1997 (P.L. 105–2) .....			2,730
Entitlements and Mandatories Budget resolution baseline estimates of appropriated entitlements and other mandatory programs not yet enacted .....	6,428	6,015	
<b>Totals</b>			
Total current level .....	1,331,836	1,323,900	1,104,262

THE ON-BUDGET CURRENT LEVEL REPORT FOR THE U.S. SENATE, 105TH CONGRESS, 1ST SESSION, SENATE SUPPORTING DETAIL FOR FISCAL YEAR 1997, AS OF CLOSE OF BUSINESS MAY 19, 1997—Continued

(In millions of dollars)

	Budget authority	Outlays	Revenues
Total budget resolution	1,314,935	1,311,321	1,083,728
Amount remaining:			
Under budget resolution			
Over budget resolution	16,901	12,579	20,534
Addendum			
Emergencies:			
Funding that has been designated as an emergency requirement by the President and the Congress	1,814	1,233	
Funding that has been designated as an emergency requirement only by the Congress and is not available for obligation until requested by the President	315	300	
Total emergencies	2,129	1,533	
Total current level including emergencies	1,333,965	1,325,433	1,104,262

### TRIBUTE TO LARRY DOBY

• Mr. HOLLINGS. Mr. President, I rise today to pay tribute to Mr. Larry Doby, originally of Camden, SC, who was the first African-American to play in the American League. Mr. Doby's contributions to baseball and the American cultural conscience are of ineffable importance. He exemplified grace under fire, showing tact, resilience, and dignity in the unforgiving arena of a segregated nation. In light of his personal qualities and his professional achievements, I ask that the following editorial from the Chronicle Independent be printed in the RECORD.

The editorial follows:

LARRY DOBY

During this 50th anniversary of the desegregation of Major League Baseball, Jackie Robinson has again become a household name. Perhaps now more than ever, people—and not only baseball fans—are stopping to consider the true impact that Mr. Robinson had, not only as a baseball player but as a social pioneer. For indeed, that's what he was—a pioneer. When Brooklyn Dodgers owner Branch Rickey broke the color line by bringing Jackie Robinson up to the big leagues, he knew Mr. Robinson would face abuse. He also knew that the talented player had the character and the savoir faire to handle the situation.

Somewhere lost in the shuffle has been Kershaw County's own Larry Doby, who became the first black player in the American League. Few people realize that Mr. Doby, who was born in Camden and moved to New Jersey after the death of his father, followed Mr. Robinson into the major leagues by only 11 weeks. As in other phases of U.S. history, we usually remember the first person to do something, but those who follow shortly thereafter often get forgotten. That's been the case with Mr. Doby.

He was, after all, an excellent baseball player and athlete. He led the American League in home runs in 1952, and during a 13-year career, most of them with the Cleveland Indians, he batted .283 and made six consecutive American League all-star teams. Five times in a seven-season span, he drove in more than 100 runs. A player who posts those kinds of statistics today receives millions of

dollars a year, but that wasn't the case back then. But Larry Doby was more than a great baseball player; just as Mr. Robinson did, he blazed a trail that made baseball at its highest level open to everyone, not just white players. And in doing so, he gracefully endured abuse that would be difficult to imagine today.

It is only proper that Mr. Doby is finally receiving his due for his accomplishments. This year's all-star game will be dedicated to him, and the Indians will honor the 50th anniversary of his debut before their July 5 game against Kansas City. He is now special assistant to the president of the American League.

Those who have reflected with Mr. Doby on his achievements, including the sports editor of this newspaper, have been impressed with his recall of the events of 50 years ago. Like Jackie Robinson, he struggled through a difficult time to open doors for all people.

Baseball fans—and yes, Americans who really don't give much of a hoot for the national pastime—should pay tribute to Jackie Robinson this year, a man whose courage and talent have made him a household name. But at the same time, let those of us in Kershaw County not forget one of our own: Larry Doby, a true champion in every sense of the word. •

### MASS TRANSIT AMENDMENTS ACT OF 1997

• Mr. LAUTENBERG. Mr. President, I rise to join with my colleague from Pennsylvania, Senator ARLEN SPECTER, in supporting the Mass Transit Amendments Act of 1997. This bill is a bipartisan effort to support investment in our Nation's mass transit systems and industry. But more important, this bill will ensure that a critical part of our Nation's transportation infrastructure—transit—will receive adequate investments into the 21st century. A healthy transit system will go a long way toward reducing congestion and increasing mobility even when vehicle miles traveled is increasing.

Good public transit increases the efficiency of existing roadways, especially in congested regions where many people live. Transit is essential to rural, suburban, and urban residents, it is a cost-effective solution to healthcare access, a key to successful welfare reform, and an environmentally sensible way to meet the commuting needs. It is an increasingly important service for the elderly, for persons with disabilities, for students, and for those who cannot afford a car.

Mr. President, anybody who questions the necessity for transit services only has to visit my home State of New Jersey. The most densely populated State in the Nation, it also has the most vehicle density on its roads. Located between two heavily populated metropolitan areas, New Jersey is known as the Corridor State. Over 60 billion vehicle miles are traveled on New Jersey's roads annually. The ability of trucks and cars to move freely on New Jersey's roads directly affects New Jersey's economy—congestion has dramatic effects on the economy.

New Jersey is also a commuter State. Millions of New Jerseyans face serious

commuter problems every day. In many areas in New Jersey, there is nowhere else to lay new roads. We simply cannot build ourselves out of congestion. That's why New Jersey is heavily reliant on mass transit. The Midtown Direct, an Urban core project, was inaugurated 1 year ago. Within weeks, the ridership doubled in its projections. Transit in New Jersey is well used and well supported.

Nationally, transit has also proven to reduce congestion, and transit saves dollars. A 1996 report conducted by the Federal Transit Administration found that the annual economic loss to U.S. business caused by traffic congestion is \$40 billion, and the additional annual economic loss if all U.S. transit commuters drove instead would be \$15 billion.

It's also good for the environment. According to the FTA, transit use saves 1.5 billion gallons of U.S. auto fuel consumption every year. Transit is energy efficient, and the less gasoline used, the less the United States is dependent on foreign oil.

Mr. President, Americans also see direct public health benefits from transit use. According to the Environmental Protection Agency, up to 110 million Americans breathe air that is unhealthful. The American Lung Association estimates the national health care bill for air pollution-related illness is \$40 billion a year. Transportation sources cause 40–60 percent of pollution that produces ozone, and 70–80 percent of carbon monoxide emissions. Nearly one-third of carbon dioxide—the most significant greenhouse gas—comes from transportation sources. The fastest growing source of carbon dioxide emissions is the transportation sector.

Mr. President, transit produces real environmental benefits. On average, riding transit instead of driving cuts hydrocarbon emissions that produce smog by 90 percent and carbon monoxide by more than 75 percent. One person using mass transit for a year instead of driving to work saves our environment 9 pounds of hydrocarbons, 62 pounds of carbon monoxide and 5 pounds of nitrogen oxides.

It doesn't stop there. Over the past 30 years, the U.S. transit industry and its riders have prevented the emission of 1.6 million tons of hydrocarbons, 10 million tons of carbon monoxide, and 275,000 tons of nitrogen oxides into the air; the importation of 20 billion gallons of gasoline; and the construction and maintenance of 20,000 lane-miles of freeways and arterial roads and 5 million parking spaces to meet demands, saving at least \$220 billion.

Transit is an important part of our Nation's transportation system, and we ought to ensure that it is afforded the same priority as other modes of transportation.

Mr. President, this bill does just that. It increases the authorization level for transit programs to provide \$34.4 billion over 5 years. It increases