

the objective that many of us came here to achieve: to finally bring an end to higher taxes in Washington and begin, finally, to roll back some of those taxes on the American people.

In recent years, the percentage of the Nation's income, our gross domestic product, consumed by Washington in the form of taxes has gone up and up and up. Indeed, today the percentage is virtually as high as it has ever been in the history of this country—as high as it was during World War II, as high as during Vietnam, as high as during the Depression, and as high as it has been during any of the sort of crises that you might expect to produce record levels of taxation. Today, in the absence of such crises, we nonetheless have had a tax rate reach 21 percent above the Nation's income.

So, Mr. President, the Republican efforts to reduce the tax burden are timely, they are needed, and they are on target. As the Senator from Texas just indicated, whether it is the spousal IRA or the family tax credit of \$500 per child or the growth incentives to create jobs and opportunities, such as reducing the capital gains tax rate, the Republican tax plan that was passed in this Chamber by a 80-18 vote addresses the concerns of America's taxpayers in a targeted way that will produce both a chance for working families to keep more of what they earn and be able to do more for themselves, on the one hand, and an opportunity for those who create jobs and opportunities to create more such jobs, higher paying jobs, and more opportunities as we move into the next century.

So for all of those reasons, we are optimistic that our 3-year-long effort is about to pay dividends and that, by the end of this week, with a little bit more effort, we can bring this tax cut to the American people.

To all of those who have been in the leadership of this effort, I offer my thanks because, a few years ago, I don't think anybody in my constituency in Michigan would have expected they would see their taxes go down. This week, we have the best chance in decades—literally, 15 years—to see that occur. So I want to thank and congratulate the leaders on our side who have kept the pressure on. I hope that, by the end of the week, we will achieve our goals, and I hope we will go one step further and prevent any extraneous revenues generated by these tax cuts from being used for anything but more tax cuts or to reduce the national deficit.

We just saw, as the budget negotiations began, that the revenues to the Federal Government were exceeding that which had been projected by the budgeteers in recent years. We were bringing in over \$225 billion beyond what had been projected just a few months ago. Well, I think the same is going to happen as a result of the tax cuts included in this budget resolution and in the tax bill we pass.

Mr. President, I think it is imperative that any additional revenues

raised beyond that which we expect here in Washington ought to go back to the American people, either in the form of reducing the deficit or more tax cuts for the working families. If we do that, then we can make this tax bill extra special, Mr. President, by truly making it a long-term tax reduction plan for the American people.

Mr. President, I thank the Chair and yield the floor.

Mr. COVERDELL. Mr. President, is there any time remaining on our hour of control?

The PRESIDING OFFICER. All of the Senator's time has expired.

Mr. COVERDELL. In that case, Mr. President, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

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

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

Mr. SHELBY. What is the pending business?

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998.

The PRESIDING OFFICER. Under the previous order, the hour of 5 p.m. having come and gone, the Senate will now proceed to the consideration of S. 1048, which the clerk will please report.

The bill clerk read as follows:

A bill (S. 1048) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes.

The Senate proceeded to consider the bill.

Mr. SHELBY. Mr. President, I ask unanimous consent that the following list of individuals be given full floor privileges during the consideration of S. 1048: Wally Burnett, Joyce Rose, Reid Cavnar, George McDonald, Kathy Casey, Peter Rogoff, Michael Brennan, Liz O'Donoghue.

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

Mr. SHELBY. Mr. President, I ask unanimous consent that the following list also be given floor privileges during consideration of S. 1048: Tom Young, Alan Brown, Carole Geagley, and Mitch Warren.

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

Mr. SHELBY. Mr. President, I am pleased this evening to present the fiscal year 1998 Department of Transportation and related agencies appropriations bill. The subcommittee's allocation was \$12.157 billion in nondefense discretionary budget authority, and

\$36.893 billion in nondefense discretionary outlays.

The bill I am presenting today, along with my colleague from New Jersey, Senator LAUTENBERG, is within those allocations and is consistent with our determination to achieve a balanced budget. This bill will also contribute to a safer and more efficient transportation system in this country and therefore contribute to economic growth and a better quality of life for all Americans.

This bill provides \$30.1 billion for investment in infrastructure that the public uses, that is, highways, transit, airports, and railroads. That represents an 8 percent increase over the administration's request.

The bill includes a Federal-aid highway obligation limitation of \$21.8 billion for investment in our Nation's highways. This is a record high level. And \$1.63 billion above the President's amended budget request. The actual distribution of that obligation authority among the States will depend on reauthorization of ISTEA, also known as the Intermodal Surface Transportation Efficiency Act of 1991, which has provided authorization of our Federal surface transportation programs for the past 6 years and which, as the Presiding Officer knows, expires at the end of this fiscal year.

This increase of almost \$3 billion over the obligation limitation in place for this year will almost certainly mean more Federal highway spending for each of our States. I want to illustrate to Senators what this increase might mean for them even though I must caution my colleagues this evening that no one can predict now how highway funds will be distributed among the States next year.

I ask unanimous consent that this table comparing State-by-State distribution of highway obligation authority in the current fiscal year to the distribution of the highway obligation authority in our bill for the fiscal year 1998, assuming the same apportionments of contract authority among the States as this year, be printed in the RECORD.

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

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION—ACTUAL FY 1997 OBLIGATION LIMITATION & ESTIMATED FY 1998 OBLIGATION LIMITATION

[In thousands of dollars]

State	Total FY 1997 obligation limitation ¹	Est. FY 1998 limitation based on FY 1997 actual apportionments	Delta
Alabama	342,557	396,091	53,535
Alaska	195,784	231,059	35,276
Arizona	244,117	285,850	41,733
Arkansas	205,115	244,592	39,477
California	1,513,221	1,801,124	287,903
Colorado	192,727	229,249	36,522
Connecticut	342,128	407,185	65,056
Delaware	74,967	89,241	14,274
Dist. of Col.	77,307	93,231	15,924
Florida	757,510	869,277	111,767
Georgia	560,549	620,305	59,756

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION—ACTUAL FY 1997 OBLIGATION LIMITATION & ESTIMATED FY 1998 OBLIGATION LIMITATION—Continued

[In thousands of dollars]

State	Total FY 1997 obligation limitation ¹	Est. FY 1998 limitation based on FY 1997 actual apportionments	Delta
Hawaii	117,861	140,413	22,552
Idaho	103,597	125,018	21,421
Illinois	638,487	759,358	120,871
Indiana	393,703	470,604	76,900
Iowa	191,366	227,597	36,232
Kansas	198,323	236,001	37,678
Kentucky	308,464	343,085	34,621
Louisiana	261,004	312,517	51,513
Maine	88,442	105,102	16,660
Maryland	261,931	306,085	44,154
Massachusetts	663,051	782,793	119,742
Michigan	510,281	610,265	99,984
Minnesota	239,327	278,865	39,539
Mississippi	201,721	241,881	40,160
Missouri	391,755	470,538	78,783
Montana	146,156	169,351	23,195
Nebraska	134,539	160,125	25,585
Nevada	101,072	120,184	19,112
New Hampshire	82,749	98,474	15,724
New Jersey	462,907	550,465	87,558
New Mexico	161,983	190,795	28,812
New York	1,010,508	1,202,370	191,862
North Carolina	447,701	532,817	85,116
North Dakota	98,670	117,360	18,690
Ohio	601,766	732,224	130,458
Oklahoma	258,618	309,756	51,138
Oregon	202,318	241,238	38,920
Pennsylvania	676,649	812,481	135,832
Rhode Island	80,354	92,228	11,874
South Carolina	273,300	314,160	40,860
South Dakota	107,686	128,097	20,411
Tennessee	375,667	451,035	75,368
Texas	1,204,819	1,404,097	199,278
Utah	122,674	144,653	21,979
Vermont	75,942	90,381	14,438
Virginia	390,933	464,221	73,288
Washington	312,109	369,628	57,519
West Virginia	153,425	182,354	28,929
Wisconsin	336,942	402,433	65,491
Wyoming	107,621	128,057	20,436
Puerto Rico	73,656	87,690	14,034
Subtotal	17,076,061	20,174,002	3,097,942
Administration	551,192	558,440	7,248
Federal Lands	440,000	440,000	0
Reserve	627,558	627,558	0
Total	18,694,811	21,800,000	3,105,190

¹ Does not include an estimated \$264 million in bonus limitation yet to be distributed.

Mr. SHELBY. If our limitation becomes law by the end of September, the States will be apportioned an average of 18 percent more—18 percent more—highway obligation limitation for 1998 than they were apportioned at the beginning of last fiscal year. That is some improvement in the money.

In addition, we have included \$300 million for Appalachian Development Highway System investment consistent with existing authorization. The Federal Government made a commitment to improve these highways which run through economically undeveloped areas in 13 of our States, and our bill helps to keep that commitment. This investment will pay off not only in economic development in areas that are in much need of it but also in lives saved since these highways in mountainous areas are often high-accident locations in our country.

As most Senators know, Federal investment in airport development has been declining in recent years, and the administration proposed a further cut for the coming year. Our committee could not agree with that proposal at a time when air travel is increasingly in demand and air safety is uppermost in the minds of travelers. We have included \$1.7 billion for the airport improvement program.

Transit formula and discretionary accounts, including funding for Washington Metrorail construction, all of which are for capital investment in our bill, are funded at \$4.56 billion, \$311 million above fiscal year 1997.

The bill provides \$273 million for continued improvements on Amtrak's Northeast corridor between Washington and Boston. For other Amtrak capital expenditures, the bill makes a contingent appropriation, Mr. President, of \$641 million to be funded from the intercity passenger rail fund, which would be established by S. 949, the Revenue Reconciliation Act of 1997. The Amtrak capital appropriation in this bill will be triggered when a final reconciliation bill including the passenger rail fund is enacted into law and the transportation subcommittee's 602(b) allocation is adjusted upward to cover the additional appropriation.

Safety was a top priority as we developed this bill. It provides \$5.376 billion for the FAA operations account, including funds for an increase of 235 aviation safety inspectors and 500 additional air traffic controllers. Our appropriations for FAA operations is 99.8 percent of the administration's request. The committee was able to fund the FAA's operation account at this level without imposing \$300 million in new user fee taxes proposed in the administration's request.

The toll of deaths and injuries on our highways, we believe, is too high and our bill addresses that. It funds the National Highway Traffic Safety Administration Program at \$333.5 million. That is a \$33 million increase above the fiscal year 1997 enacted levels and slightly higher than the administration's request.

This bill provides \$50.7 million for the National Transportation Safety Board, 8 percent above the President's request, to support the NTSB's investigatory mission and to expedite the development of safety recommendations.

The Coast Guard, as you know, Mr. President, also plays a critical role in the safe operation of our Nation's waterways. Its operations funding of \$2.73 billion as provided in this bill is an increase of \$112 million above fiscal year 1997. This level is consistent with the administration's request for operating expenses and will continue congressional support for a streamlined Coast Guard.

Coast Guard funding includes an increase of \$53 million for antidrug activities, which are coordinated by the Office of National Drug Control Policy. The committee has provided the Commandant of the Coast Guard the discretion and the flexibility to manage this funding but has encouraged the Department to look at these activities as areas that would benefit from the development of performance measures.

The bill funds the Coast Guard's capital program at \$412 million, an increase of \$33 million above the administration's request. This provides the Coast Guard with the equipment, ships,

and aircraft to complete their multiple missions. The Coast Guard's capital needs, especially for replacing aging vessels and facilities, will increase dramatically in the years ahead and the committee's recommendation focuses on those acquisition programs that can be accelerated now to provide room in the outyears to replace these assets.

I note for the benefit of the Senators from States that depend on the Saint Lawrence Seaway, that this bill assumes enactment of the administration's proposal to convert the Saint Lawrence Seaway Development Corporation to a performance-based organization and to move its financing from appropriated funds to an automatic annual performance-based payment. No funds are included in this bill for the Seaway Corporation, but if the legislative proposal fails, we will ensure in conference that the Seaway Corporation is funded.

The Senate has taken the lead in past years in promoting management reform at the Department of Transportation, especially at FAA. This bill continues that direction by refraining from micromanagement of the Department, even as we look for improved results. The committee report, for example, offers guidance to the Secretary of Transportation on improving on DOT's draft strategic plan which is required by the Government Performance and Results Act. It also avoids artificial caps on the efforts of the Department to act in a more businesslike way, but it directs the DOT Inspector General to study whether in fact DOT's new entrepreneurial service organization is provided cost-competitive, high-quality service.

But, even as we addressed infrastructure investment and safety in this bill, we have been very mindful of the priorities that Senators had for this bill. We receive more than 900 requests for projects and provisions to be included in this bill. We have reviewed those requests very closely and accommodated them to the extent that we could. In some cases, available funding was not sufficient to fund all requests, and we had to make some tough choices. But we have tried to be as fair as possible to all Senators on both sides of the aisle.

Many Senators wanted funds for highway projects of special interest to them in their States. This year, ISTEA reauthorization is providing a vehicle for special project funding, especially in the House where there is very active consideration of such funding. But I want to assure my colleagues this evening that I believe the Congress has at least as legitimate a role in designating funding for specific highway projects as it does in designating new transit projects that will be funded. I intend to review the situation after enactment of ISTEA reauthorization legislation and to work with my Senate and my House colleagues in the year

ahead to ensure that we have an opportunity to designate funding for highway projects of special interest to our States and to our communities.

I am proud, overall, of what we have been able to accomplish in this bill. It will benefit all Americans as it helps to improve transportation services in this country so that the economy and personal mobility are better served. I commend my colleague, the ranking Democrat on the committee and the former chairman on this committee, Senator LAUTENBERG, for all the hard work he has put in in this effort.

At this time I yield to the ranking member, Senator LAUTENBERG.

The PRESIDING OFFICER. The Senator from New Jersey.

Mr. LAUTENBERG. Mr. President, first, I want to say thank you to my colleague from Alabama, the chairman of the Subcommittee on Transportation of Appropriations, for the manner in which we have been able to work together to resolve problems on this bill. I support the leadership he has provided in getting us to this point where we are able to present the Transportation and related agencies appropriations bill for fiscal 1998. This bill was reported by the Appropriations Committee just this past Tuesday, a week ago.

I don't believe that we give sufficient importance to our investment in transportation infrastructure in this country. There is hardly a State, that I am aware of as I talk to my colleagues, that is satisfied with its ability to deal with congestion, its ability to move people and goods from place-to-place efficiently. But I will say this. In view of the sparseness of budget dollars, this bill went quite well. It is the culmination of a very long and arduous effort to reestablish transportation as a priority in our Federal budget.

As the senior Democrat on the Senate Budget Committee, I, along with Senator DOMENICI and several other members, spent a great deal of time and energy trying to ensure that transportation would be treated as we like to see it, as a priority under the budget resolution. That is where it all starts, the allocation of funds in the budget resolution to the various functions of Government.

Transportation was not one of the priorities that the administration brought to the table. It was a congressional priority. The Congress decided we needed more money for transportation, and we have succeeded in getting it. We are interested in a balanced transportation network. I think the bill now before the Senate does exactly that.

Our efforts on the budget resolution are well reflected in the sizable funding increases contained in this bill for critical transportation infrastructure programs. I want to thank the chairman of the Appropriations Committee, Senator STEVENS for the funding allocation he granted to this subcommittee. He is serving as chairman of the Appropria-

tions Committee for the first time this year and he is doing an excellent job. He and Senator BYRD, the ranking Democrat, worked hard to grant the Transportation Subcommittee an allocation that was consistent with the priority that was placed on transportation when we did the budget resolution.

Mr. President, this bill has gone through a steady series of improvements as it moved through the process. In the view of this Senator, the bill that was presented to the subcommittee on July 15 just did not go far enough in reflecting the needs of all transportation modes as well as the needs of all regions of the country. The bill had very sizable increases for important national programs such as the Federal-aid highway obligation ceiling and airport grants. However, the bill also provided a freeze on formula funding for mass transit and included insufficient funding for Amtrak's operating subsidy. This funding shortfall in Amtrak could have rapidly brought about the bankruptcy of the railroad very early in the coming fiscal year.

There are very few countries that have, frankly, as insufficient intercity rail service as does the United States. When you look at the major developed countries of the world other than the United States, all of them, without a doubt, whether it be Japan's bullet train or the French TGV or trains in Germany or other parts of the world that zip along at 180 miles an hour—all of them depend on sizeable operating subsidies from the government.

I am not sure, nor is the chairman, whether everybody would want to get to Washington in an hour and a half from New York, but we at least ought to make it possible. We could certainly do that and save time waiting at airports. But we must continue to invest, in Amtrak to make that happen. They have new equipment ordered that will accelerate the pace at which passengers can go from Boston to Washington.

But we needed the cooperation of the chairman, Senator SHELBY, and we were able to work together to boost Amtrak's operating subsidy by \$154 million above the level originally presented to the subcommittee. The funding level now stands at the level that was requested by the administration. We were also able to provide an additional \$200 million in transit formula grants at full committee markup so the percentage boost for transit formula assistance would begin to approach the percentage increases provide for highway formula assistance and for airport grants.

What we are saying with these important adjustments is that we salute a balanced transportation system in this country that includes highways, includes aviation, includes rail, includes all of the modes of mass transit so we can have the kind of efficiency in our transportation system that we need.

These adjustments in the bill were made through careful negotiations be-

tween Chairman SHELBY and myself. They were made without the need for a rollcall vote in either the subcommittee or the full committee. That fact is indicative of the cooperation and fair-minded spirit that the chairman has brought to this bill.

With these changes now included in the transportation funding bill, I am pleased to recommend this bill to the entire Senate. It is a balanced bill that provides desperately needed funds to our States and communities to address the crushing problem of congestion in our cities and towns. As a matter of fact, in our region they are about to celebrate the initiation of another technological improvement in the collection of tolls. Some people do not support the rapid collection of tolls. They want to hang onto their money as long as possible. But the choice, Mr. President, is to sit in traffic for 15 minutes, 20 minutes, or a half hour at the toll gate. I drove, on Sunday, through one of what they call the easy pass tollgates. I want to tell you, it was a pleasure. They had a little thing on the windshield and when we got to the gate, up went the gate, down went my \$4. But the fact of the matter is, it does improve the way we move ahead.

That is the kind of improvements that we need. We have to continue to present technological innovation to improve the way our highways, our airports, and our railroads function.

So, I think it is fair to say that this funding will accelerate our efforts to address improvements in our transportation infrastructure, which is deteriorating faster, frankly, than we can replace it. The bill will also provide critically needed funding, as you heard from the chairman, to maintain safety in all our transportation modes. I want to point out, there is still one significant hole in this bill, and that is the funding for Amtrak's capital account. Those are the investments necessary to build the infrastructure, buy the equipment, update the rail signals, to upgrade the trackage that we have down there. We need more investment in the capital account so that we can operate more efficiently.

The bill does not include any funding for Amtrak's capital needs because we believe the chairman of the Finance Committee, Senator ROTH, is currently seeking to provide for these needs through the reconciliation process. I know the chairman and I have a commitment that this is going to be taking place. I would only point out Senator SHELBY's decision not to put any more capital funding in this bill was because he, as I said earlier, believed that Senator ROTH was going to take care of it in the finance package. I hope that that ultimately gets to be the case, because that would provide Amtrak with a stable source of funding to address their capital needs over a period of several years, get that railroad up to the level that it ought to be in a country as great as ours.

Last, Mr. President, I commend my colleague and friend, Senator SHELBY,

for his excellent work in his first year as chairman of this subcommittee. He quickly gained a great deal of knowledge about how the committee functions.

I offered to take over the chairmanship temporarily to show him how, but he said, no, he would take care of it. We worked together, with our fine staff—the names of whom Senator SHELBY mentioned—to get it done.

When it comes to the distribution of funds for the Member-specific projects, those projects they put forward as being critical in nature to their States, Senator SHELBY has been fairminded in his allocation of funds. He sought to accommodate Members' priorities to the best of the subcommittee's ability, and he has continued to operate that way.

I must say, I tip my hat to the fact that he is determined and has shown in this first chairmanship year that he can deal in a bipartisan fashion, and everybody got along. We occasionally had to face up to some tough discussions, but we always did it in an amicable way and we got a good bill.

That has been the tradition with the Transportation Subcommittee, and that is do it in a bipartisan way. The American people don't want to see us bickering. They want to see us getting things done. They want to see us function as we are supposed to function. Disagree, if you will, make the points you have to make, but get the job done. I think it is fair to say that the Appropriations Committee, on which both of us have sat for some time, is maintaining almost a revolutionary pace in terms of getting the job done this year, and I am proud to be part of it and proud to work with my colleagues on the committee.

With that, Mr. President, I hope we can move this bill with expediency. I yield the floor.

Mr. SHELBY addressed the Chair.

The PRESIDING OFFICER. The Senator from Alabama.

AMENDMENT NO. 1022

(Purpose: To direct a transit fare study)

Mr. SHELBY. Mr. President, I send to the desk an amendment offered on behalf of the Senators from New York, Senator D'AMATO and Senator MOYNIHAN, and ask for its immediate consideration.

The PRESIDING OFFICER. The clerk will report.

The assistant legislative clerk read as follows:

The Senator from Alabama [Mr. SHELBY], for Mr. D'AMATO, for himself and Mr. MOYNIHAN, proposes an amendment numbered 1022.

Mr. SHELBY. 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:

At the appropriate place in the bill, insert the following:

Out of the funds made available under this Act to the New York Metropolitan Transpor-

tation Authority through the Federal Transit Administration, the New York Metropolitan Transportation Authority shall perform a study to ascertain the costs and benefits of instituting an integrated fare system for commuters who use both the Metro North Railroad or the Long Island Rail Road and New York City subway or bus systems. This study shall examine creative proposals for improving the flow of passengers between city transit systems and commuter rail systems, including free transfers, discounts, congestion-pricing, and other positive inducements. The study also must include estimates of potential benefits to the environment, to energy conservation and to revenue enhancement through increased commuter rail and transit ridership, as well as other tangible benefits. A report describing the results of this study shall be submitted to the Senate Appropriations Committee within 45 days of enactment of this Act.

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

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

Mr. CHAFEE. Mr. President, I see the distinguished manager of the legislation, Senator SHELBY, here. And I would like to take this opportunity to engage in a brief colloquy with the distinguished Senator from Alabama.

Mr. SHELBY. I will be glad to comply.

Mr. CHAFEE. I want to start off, Mr. President, by saying to Senator SHELBY that I am very pleased that this legislation has come to the Senate floor. I would like to take this opportunity to briefly discuss a project of great importance to my home State of Rhode Island.

Included within S. 1048 is \$10 million for the Rhode Island freight rail development project commonly known as the Third Track. I would like to express my gratitude to the subcommittee chairman, the manager of the bill, Senator SHELBY, who has agreed to include this funding in his subcommittee's bill. And I see the distinguished ranking member of the committee, and I would also like to express my thanks to him likewise for support of this legislation.

Earlier this year Senator SHELBY was kind enough to take time to listen to Rhode Island's Governor, Lincoln Almond, Senator REED from Rhode Island, and myself as we outlined the benefits of the Third Track project. And, Mr. President, I would like to take this opportunity to say that Senator REED has been very interested and very supportive of all efforts in connection with this Third Track.

The Third Track is a \$120 million project that will upgrade 22 miles of rail line between Quonset Point-Davisville, and Central Falls, RI. It is needed to accommodate two impending changes that are occurring on this rail line: First, the increased passenger rail

traffic and more passenger trains that will result from Amtrak's New Haven-Boston electrification project—that is the first problem that has arisen—and, secondly, the larger freight cars that will operate along the line.

The Third Track represents a tremendous potential for economic growth and job creation in Rhode Island. It plays a vital role in the State's development of the Quonset-Davisville Industrial Park and making that into a premier commerce park and international cargo port.

Mr. President, let us take a brief look at recent developments associated with this Third Track. In just the past year, some 19 new tenants and four others have expanded their operations and have invested over \$16 million and brought 500 new jobs to the Quonset-Davisville Industrial Park.

It is conservatively estimated that development of the port and of the park will yield in excess of 15,000 good-paying jobs to Rhode Island. The Third Track is a key element in what is not surprisingly one of our State's most promising economic development projects.

To date, Congress has appropriated \$13 million for the Third Track. Another \$42 million is budgeted over the next 4 years, including the \$10 million within the bill before the Senate today.

Rhode Island's voters, on their part, in order to fulfill the State's 50-50 funding matching requirement, passed a bond referendum last November allocating \$50 million to this Third Track. I might say, Mr. President, a \$50 million bond issue is a substantial one for our small State of little fewer than a million people.

The Third Track represents great hope for economic growth in Rhode Island at a time when our manufacturing job base continues to erode.

I again thank Chairman SHELBY for his support and also thank the distinguished ranking member of the committee, Senator LAUTENBERG, for his support, and urge my colleagues to vote in favor of this bill.

Mr. SHELBY addressed the Chair.

The PRESIDING OFFICER. The Senator from Alabama.

Mr. SHELBY. I would like to respond to that.

First of all, I want to acknowledge the work of the distinguished senior Senator from Rhode Island, Senator CHAFEE, in bringing to my attention—and also to Senator LAUTENBERG's attention—the needs of his State in dealing with this economic development project.

I did have the opportunity, at Senator CHAFEE's request, to meet with Senator CHAFEE, the Governor, and the junior Senator, Senator REED, regarding this project. I also met with Senator CHAFEE on numerous occasions as we talked about, "Would funding for this project be included in the bill?" I assured him that it would, and for a good reason.

This is a sound project for the people of Rhode Island. We investigated it on

the committee and found that it makes a lot of sense. And as Senator CHAFEE has pointed out, the people of Rhode Island are also putting up a lot of money through a bond issue of \$50 million. And \$50 million is a lot of money for a State of around 1 million. And I want to acknowledge his work in this regard and say that we are pleased that we have been successful in identifying resources for this project. And I believe it is going to be very, very positive for the State of Rhode Island.

I look forward to working with the distinguished Senator from Rhode Island in the future.

Mr. LAUTENBERG addressed the Chair.

The PRESIDING OFFICER. The Senator from New Jersey.

Mr. LAUTENBERG. I am pleased also, Mr. President, to support this project. And I have reviewed the plans several times over these last couple of years. It increases the ability of that port to function and to expedite the movement of freight from the port into the main line system. Otherwise, there are some problems with heights and of the cars that can pass underneath the bridges, so it needs some work. And we hope that Rhode Island will get this completed.

We all know that essential to our economic development is the capacity to get people and goods to and from the business opportunities that either exist or want to be developed. So this one sounds like a pretty good idea.

Senator SHELBY said it. He said we have heard from Senator CHAFEE periodically, regularly. We have heard from the Governor of the State who, if I remember, is about 6' 4", something of that nature. They made sure they brought him in. We got the message, Mr. President. Senator REED was also involved. So it is a unified delegation. And they are working hard to get it done. And we want to help wherever we can.

Mr. CHAFEE addressed the Chair.

The PRESIDING OFFICER. The Senator from Rhode Island.

Mr. CHAFEE. Again, I do want to thank the two distinguished managers of the legislation, the bill. The chairman of the subcommittee, Senator SHELBY, has been very, very helpful, and as I indicated, very responsive. And we are very appreciative. And likewise, Senator LAUTENBERG, as mentioned, we have—I have to be careful in my use of words. I was going to say "pestered" him, but we have implored him or spent a good deal of time pointing out the virtues of this project. And the way they both have responded makes us very grateful.

And I say to Senator SHELBY, I want to thank you for your kind remarks and the work you have done on this, and Senator LAUTENBERG likewise.

So, if nobody else seeks the floor—

Mr. SHELBY. Mr. President, if I could add a few more comments to the remarks made by the distinguished Senator from Rhode Island. The Sen-

ator from Rhode Island is a distinguished veteran of the Senate. He has been here and has made his presence felt. He chairs a very important committee in the Senate—the Environment and Public Works Committee. I have had the privilege and the pleasure of working with him on a number of issues both on and off this committee. I can tell you, he has been the catalyst for the money for Rhode Island here in the Senate. Let us set the record straight. Thank you.

Mr. LAUTENBERG. Mr. President, we can't let this opportunity go without saying that we know that the Senator from Rhode Island is very much engaged in discussions of ISTE. And New Jersey likes ISTE.

Mr. SHELBY. Absolutely.

Mr. LAUTENBERG. We like it in the summer and we like it in the winter. We want to help the State of Rhode Island, the important State that it is despite its tiny size. My State is only a wisp larger, and we have about eight times the number of people. But we know that the good Senator from Rhode Island will remember Alabama and New Jersey and how we all work together to get things done. Thank you.

Mr. CHAFEE. Mr. President, this is getting more and more expensive. So if nobody else seeks the floor at this time, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

Ms. COLLINS. Mr. President, I rise today in support of the Transportation appropriations bill and to engage in a colloquy with the distinguished chairman of the Appropriations subcommittee, Senator SHELBY, about the ability of the State of Maine to use funding from this legislation to conduct a National Environmental Protection Act study for improving the travel corridor from Houlton to Fort Kent, ME.

Under S. 1048, as approved by the Senate Appropriations Committee, the State of Maine is expected to receive a much-needed increase of almost \$17 million for vital highway programs. This will bring the total for the next fiscal year to approximately \$105 million. This additional funding—the \$17 million—will enable the Maine Department of Transportation to fund a number of high-priority transportation projects, including the NEPA study, which will help my State tremendously.

I want to commend both the chairman and the ranking minority member of the subcommittee for their hard work and leadership in ensuring that significant transportation funding increases are available, at a time when setting priorities for scarce tax dollars

has never been more challenging. For large rural States like my home State of Maine, the funding in this legislation provides the money necessary to build, repair, maintain, and improve our roads, which are absolutely essential to expanding our economy and to providing our citizens with better job opportunities into the 21st century.

In fact, in Maine, studies have shown that approximately 80 percent of all economic development has occurred within 10 miles of our interstate highway. Consequently, it is not surprising that economic activity in central and northern Aroostook County, where I am from, which is not served by the Interstate Highway System, has lagged far behind those areas of the State with access to the four-lane interstate.

Earlier this year, the State of Maine completed an initial feasibility study that evaluated several different options for improving the travel corridor between Houlton and Fort Kent, a distance of roughly 125 miles. The initial study was funded by Congress with an appropriation of \$800,000 about 3 years ago.

Now, the State is prepared to take the next step in this process, which is to conduct a NEPA study on the various options. This study will, among other things, analyze the traffic demand for preliminary design engineering, assess the noise and air quality impact, develop and review alternatives within the corridor, update the construction cost analysis, and prepare an environmental impact statement.

The need for this funding, Mr. President, is crystal clear. Upgrading the transportation infrastructure in Aroostook County, the largest county in my State, is essential to strengthening its economy. For example, in order to compete effectively, Aroostook County potato farmers and lumber industries need to improve their ability to transport goods efficiently from northern Maine to their markets.

Upgrading the transportation system will also spur new economic development and business investment. The tourism industry, particularly snowmobiling, has absolutely exploded in recent years. But if it is to continue to grow, this promising industry needs an improved road system to bring more snowmobilers to Aroostook County.

Similarly, the people of Aroostook County are moving forward in their efforts to redevelop the site of the former Loring Air Force Base in Limestone, ME. An enhanced highway system is absolutely vital to their ability to attract new economic investment that can best utilize the base's outstanding facilities and help to replace the thousands of jobs that were lost when the base closed.

Proceeding with this additional study at this time will help us determine how best to improve the travel corridor, and it ultimately will make it easier for northern Maine to compete for new business investments, to find

new market opportunities for agricultural, manufactured, and timber-related products, and to produce increased tourism opportunities, as well.

I just want to take this opportunity to confirm with the chairman of the subcommittee my understanding that the State of Maine, which has included this project as part of its 20-year statewide transportation plan, can use a portion of the roughly \$17 million in higher Federal highway funding from this legislation to pursue and conduct the NEPA study.

Mr. President, at this point, I will yield the floor to the chairman of the subcommittee so that he may respond to my inquiry.

Mr. SHELBY. Mr. President, Senator COLLINS has been in touch with our subcommittee throughout the year as we prepared the 1998 Transportation appropriation bill. She has talked to us more than once. In particular, the Senator from Maine has made clear that securing available sources of funding for the NEPA study is a very high priority for her and the people in the northern part of her State of Maine. The Senator has also been a strong supporter of higher funding in fiscal year 1998 to meet other necessary transportation priorities on behalf of the State of Maine as well.

Mr. President, I want to take this opportunity to confirm the inquiry of the Senator and to reiterate that the State of Maine is clearly able to use highway funds provided in this act, subject to ISTEA reauthorization, to conduct a NEPA study. I believe that the Senator from Maine has made a compelling case for moving ahead with this study and, in fact, I believe that the NEPA study would be a good use of a portion of Maine's highway funding.

Mr. President, Senator COLLINS has made it very clear to the subcommittee how important improving the travel corridor in northern Maine is, and I share her view that this NEPA study would be a very high priority for funding in 1998.

Ms. COLLINS. Mr. President, I thank the chairman for his assurances and express my gratitude and thanks to him and his staff for their assistance in this matter.

I also want to again applaud his efforts to ensure that we have adequate funding for our transportation infrastructure, which is so vital to this Nation's prosperity.

Thank you, Mr. President.

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

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

Mr. SHELBY. Mr. President, I ask unanimous consent that the following be the only first-degree amendments in

order to S. 1048 other than the pending amendments, and that they be subject to relevant second-degree amendments. I send the list to the desk.

The PRESIDING OFFICER. Is there objection? The Chair hears none, and it is so ordered.

The list is as follows:

Bob Smith: Section 127 of title 23.

Hollings: Relevant.

Hollings: Relevant.

Graham: Transit.

Daschle/Johnson: Relevant.

MANAGERS PACKAGE

Shelby amendment.

Lautenberg amendment.

Durbin: Relevant.

Graham/Levin Sense-of-Senate: Relevant.

Byrd: Relevant.

Stevens: Relevant.

Kerrey: Relevant.

Boxer: Railroad.

Chafee: Relevant.

Chafee: Relevant.

Warner: Relevant.

Warner: Relevant.

Specter: Relevant.

Enzi: Relevant.

Enzi: Relevant.

Mack: ISTEA reauthorization.

Abraham: Relevant.

D'Amato: Relevant.

Frist: Relevant.

Gorton: Relevant.

Bond: Relevant.

Brownback: Relevant.

Moseley-Braun: Motorcycle helmets.

Mr. SHELBY. Mr. President, I further ask that when all of the above amendments have been disposed of, S. 1048 be advanced to third reading and the Senate immediately turn to H.R. 2169, the House companion bill, all after the enacting clause be stricken and the text of S. 1048, as amended, be inserted, H.R. 2169 be immediately advanced to third reading, and the Senate proceed to vote on passage, all without further action or debate.

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

Mr. SHELBY. Finally, I ask that following the vote on passage of the transportation appropriations bill, the Senate insist on its amendments, request a conference with the House, the Chair be authorized to appoint conferees on the part of the Senate, and S. 1048 be placed back on the calendar.

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

Mr. SHELBY. Mr. President, I further ask unanimous consent that the Senate resume consideration of S. 1048 immediately following the stacked votes at 2:15 on Tuesday.

The PRESIDING OFFICER. Is there objection? The Chair hears none, and it is so ordered.

Mr. SHELBY. For the information of all Senators, the managers intend to remain in session until all amendments are offered and debated with respect to the Transportation bill. Therefore, Members should expect final disposition of the Transportation appropriations bill on Wednesday morning.

Mr. LAUTENBERG. Mr. President, if I may say to my colleague, the chairman, I will just take the floor for a

couple minutes and say that we have now been here 2 hours. It was the understanding when we left last week that the Transportation Subcommittee's bill would be up this evening with an opportunity to offer amendments and consider the business of the bill. We have had hardly a response.

I do not have to lecture my colleagues, certainly, but this is the last week before we adjourn for August and get home to do the things we have to do with our constituents. I hope we can help move the process along. We ask our colleagues to join in to get the business of the people done, to get those amendments up here as quickly as we can tomorrow.

We intend—and I discussed this with Senator SHELBY—to be here long enough to get the work done, but we cannot do it unless people offer their amendments and take advantage of the opportunity to make those suggestions that they think improve the bill.

So I send out this plea, Mr. President, probably to those who are just turning off their TV sets around the Capitol and say that we hope you will remember the bill will be open again tomorrow after the votes which are now listed and that we can get to work on passing the appropriations bill for 1998, one that we can send over to the House and get a conference on. We are moving along at a very good pace with our appropriations bills for next year, and we ought to continue to help that pace, get done, and let the people across the country know the appropriate investments are going to be made in the things that are included in this bill.

With that simple admonition, Mr. President, I yield the floor.

MORNING BUSINESS

Mr. SHELBY. Mr. President, I ask unanimous consent at this time there now be a period for the transaction of morning business with Senators permitted to speak for up to 5 minutes each.

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

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Williams, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting treaties, a withdrawal, and sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)