

No. 1 at Cape May County Airport, New Jersey.

REID AMENDMENTS NOS. 1673-1674

(Ordered to lie on the table.)

Mr. REID submitted two amendments intended to be proposed by him to the bill, H.R. 2084, supra; as follows:

AMENDMENT NO. 1673

At an appropriate place in the Federal-aid Highways (Limitations on Obligations) (Highway Trust Fund) section insert the following: "Provided further, That, not withstanding any other provision of law, the Secretary shall, at the request of the State of Nevada, transfer up to \$10,000,000 OF Minimum Guarantee apportionments, and an equal amount of obligation authority, to the State of California for use on High Priority Project No. 829 'Widen I-15 in San Bernardino County,' Section 1602 of Public Law 105-178."

AMENDMENT NO. 1674

At an appropriate place in the Federal-aid Highways (Limitations on Obligations) (Highway Trust Fund) section insert the following: "Provided further, that, not withstanding any other provision of law, the Secretary shall, at the request of the State of Nevada, transfer up to \$10,000,000 OF Minimum Guarantee apportionments, and an equal amount of obligation authority, to the State of California for use on High Priority Project No. 829 'Widen I-15 in San Bernardino County,' Section 1602 of Public Law 105-178."

DORGAN (AND CONRAD) AMENDMENT NO. 1675

(Ordered to lie on the table.)

Mr. DORGAN (for himself and Mr. CONRAD) submitted an amendment intended to be proposed by them to the bill, H.R. 2084, supra; as follows:

On page 91, between lines 9 and 10, insert the following:

SEC. 3 . EMERGENCY ROAD RECONSTRUCTION FUNDS FOR SPIRIT LAKE INDIAN RESERVATION.

Of the amount available for obligation from the emergency fund authorized by section 125 of title 23, United States Code, \$15,419,198 shall be obligated to pay for the repair or reconstruction of highways, roads, and trails in the Spirit Lake Indian Reservation that were damaged by disasters that occurred before the date of enactment of this Act.

LANDRIEU (AND WYDEN) AMENDMENT NO. 1676

(Ordered to lie on the table.)

Ms. LANDRIEU (for herself and Mr. WYDEN) submitted an amendment intended to be proposed by them to the bill, H.R. 2084, supra; as follows:

On page 65, line 22, before the period at the end of the line, insert the following "": *Provided*, That the funds made available under this heading shall be used for the submission to the appropriate committees of Congress by the Inspector General, not later than July 15, 2000, of a report on the extent to which air carriers and foreign carriers deny travel to airline consumers with non-refundable tickets from one carrier to another, including recommendations to develop a passenger-friendly and cost-effective solution to ticket transfers among airlines when seats are available.

GORTON (AND OTHERS) AMENDMENT NO. 1677

Mr. GORTON (for himself, Mrs. FEINSTEIN, Mr. BRYAN, Mr. LIEBERMAN, Mr. REED, Mr. MOYNIHAN, Mr. CHAFEE, and Mrs. BOXER) proposed an amendment to the bill, H.R. 2084, supra; as follows:

At the appropriate place in title III, insert the following:

SEC. 3 ____ SENSE OF THE SENATE CONCERNING CAFE STANDARDS.

- (a) FINDINGS.—The Senate finds that—
- (1) the corporate average fuel economy (CAFE) law, codified at chapter 329 of title 49, United States Code, is critical to reducing the dependence of the United States on foreign oil, reducing air pollution and carbon dioxide, and saving consumers money at the gas pump;
 - (2) the cars and light trucks of the United States are responsible for 20 percent of the carbon dioxide pollution generated in the United States;
 - (3) the average fuel economy of all new passenger vehicles is at its lowest point since 1980, while fuel consumption is at its highest;
 - (4) since 1995, a provision in the transportation appropriations Acts has prohibited the Department of Transportation from examining the need to raise CAFE standards for sport utility vehicles and other light trucks;
 - (5) that provision denies purchasers of new sport utility vehicles and other light trucks the benefits of available fuel saving technologies;
 - (6) the current CAFE standards save more than 3,000,000 barrels of oil per day;
 - (7)(A) the current CAFE standards have remained the same for nearly a decade;
 - (B) the CAFE standard for sport utility vehicles and other light trucks is $\frac{3}{4}$ the standard for automobiles; and
 - (C) the CAFE standard for sport utility vehicles and other light trucks is 20.7 miles per gallon and the standard for automobiles is 27.5 miles per gallon;
 - (8) because of CAFE standards, the average sport utility vehicle emits about 75 tons of carbon dioxide over the life of the vehicle while the average car emits about 45 tons of carbon dioxide;
 - (9) the technology exists to cost effectively and safely make vehicles go further on a gallon of gasoline; and
 - (10) improving light truck fuel economy would not only cut pollution but also save oil and save owners of new sport utility vehicles and other light trucks money at the gas pump.
- (b) SENSE OF THE SENATE.—It is the sense of the Senate that—
- (1) the issue of CAFE standards should be permitted to be examined by the Department of Transportation, so that consumers may benefit from any resulting increase in the standards as soon as possible; and
 - (2) the Senate should not recede to section 320 of this bill, as passed by the House of Representatives, which prevents an increase in CAFE standards.

NOTICE OF HEARING

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. MURKOWSKI. Mr. President, I would like to announce that on Thursday, September 23rd, the Committee on Energy and Natural Resources will hold an oversight hearing titled, "Y2K—Will The Lights Go Out?" The purpose of the hearing is to explore the potential consequences of the year 2000

computer problem to the Nation's supply of electricity. The hearing will be held at 9:30 a.m. in room 366 of the Dirksen Senate Office Building in Washington, D.C.

Those who wish further information may write to the Committee on Energy and Natural Resources, U.S. Senate, Washington, D.C. 20510.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. SHELBY. Mr. President, I ask unanimous consent that the Committee on Energy and Natural Resources be granted permission to meet during the session of the Senate on Wednesday, September 15, for purposes of conducting a full committee hearing which is scheduled to begin at 10:00 a.m. The purpose of this hearing is to consider the nominations of David Hayes to be Deputy Secretary of the Interior; Sylvia Baca to be Assistant Secretary of the Interior for Land and Minerals Management; and Ivan Itkin to be Director of the Office of the Civilian Radioactive Waste Management, Department of Energy.

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

COMMITTEE ON FINANCE

Mr. SHELBY. Mr. President, the Finance Committee requests unanimous consent to conduct a hearing on Wednesday, September 15, 1999 beginning at 10:00 a.m. in 215 Dirksen.

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

COMMITTEE ON GOVERNMENT AFFAIRS

Mr. SHELBY. Mr. President, I ask unanimous consent that the Governmental Affairs Committee be permitted to meet on Wednesday, September 15, 1999 at 10:00 a.m. for a hearing on the nomination of Sally Katzen to be Deputy Director for Management, Office of Management and Budget.

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

COMMITTEE ON INDIAN AFFAIRS

Mr. SHELBY. Mr. President, I ask unanimous consent that the Senate Committee on Indian Affairs be authorized to meet during the session of the Senate on Wednesday, September 15, 1999 at 9:30 a.m. to conduct an oversight hearing on the issue of the Indian Self-Determination and Education Assistance Act and Contract Support Costs.

The hearing will be held in room 485, Russell Senate Building.

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

COMMITTEE ON INDIAN AFFAIRS

Mr. SHELBY. Mr. President, I would like to announce that the Senate Committee on Indian Affairs will meet during the session of the Senate on Wednesday, September 15, 1999 at 9:30 a.m. to conduct and oversight hearing on the issues of the Indian Self-Determination and Education Assistance Act and Contract Support Costs.

The hearing will be held in room 485, Russell Senate Building.

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

COMMITTEE ON THE JUDICIARY

Mr. SHELBY. Mr. President, the Committee on the Judiciary requests unanimous consent to conduct a hearing on Wednesday, September 15, 1999 beginning at 10:00 a.m. in Room 226 Dirksen.

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

COMMITTEE ON RULES AND ADMINISTRATION

Mr. SHELBY. Mr. President, I ask unanimous consent that the Committee on Rules and Administration be authorized to meet during the session of the Senate on Wednesday, September 15, 1999 at 9:30 a.m. to mark up an original omnibus committee funding resolution for the period October 1, 1999 through February 28, 2001.

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

COMMITTEE ON RULES AND ADMINISTRATION

Mr. SHELBY. Mr. President, I wish to announce that the Committee on Rules and Administration will meet on Wednesday, September 15, 1999 at 9:30 a.m. in Room SR-301 Russell Senate Office Building, to mark up an original omnibus committee funding resolution for the period October 1, 1999 through February 28, 2001.

For further information concerning this meeting, please contact Tamara Somerville at the Rules Committee on 4-6352.

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

SELECT COMMITTEE ON INTELLIGENCE

Mr. SHELBY. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, September 15, 1999 at 2:00 p.m. to hold a closed hearing on intelligence matters.

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

SUBCOMMITTEE ON SCIENCE, TECHNOLOGY, AND SPACE

Mr. SHELBY. Mr. President, I ask unanimous consent that the Science, Technology, and Space Subcommittee of the Senate Committee on Commerce, Science, and Transportation be authorized to meet on Wednesday, September 15, 1999, at 2:30 p.m. on Telemedicine Technologies and Rural Health Care.

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

ADDITIONAL STATEMENTS

VOLUNTEERISM AND COMMUNITY SPIRIT

• Mr. GREGG. Mr. President, New Hampshire is a place where community spirit and volunteerism is still a big part of our culture and it is partly for that reason that our state is consistently ranked as one of the most livable

places in the United States. One of the reasons why our state remains one of the best places to live is that we try to limit the amount of government intrusion into our lives. Unfortunately that message has not gotten through to some people who work in the Forest Service in New Hampshire.

The White Mountain National Forest, which is overseen by the U.S. Forest Service, provides outdoor recreation and economic opportunities for thousands of people who live and work nearby. Preserving this national forest takes a lot of dedication and hard work and many people contribute to keeping the forest in good shape by volunteering their time to clear trails of debris and pick up trash.

In fact, over the summer, two retirees, Frank Barilone, 67, and Ted Matte, 66, both of Ellsworth, were cleaning up Ellsworth Park Beach, which had become littered with an old bob house, rotted rowboats, and assorted cans and bottles and other trash. They had been coming to the area for over 30 years and had both recently decided to retire to the area. They took the initiative to discuss the trash problem with the local Forest Service office in Holderness which told them to go ahead and clean it up which they did. As a reward for their hard work, the Forest Service fined them \$150 for "maintaining the national forest without a permit," which happens to be a federal offense.

It seems to me that the Forest Service has it all backwards. Instead of thanking Mr. Barilone and Mr. Matte for their hard work, the Forest Service gave them a slap in the face in the form of a ticket and a \$150 fine. Most people expect the Forest Service to ticket people who pollute the forest, not people who try to clean it up. The Forest Service's decision to fine these two retirees \$150 for cleaning up Ellsworth Park will discourage, not encourage, the public to take a greater role in the protection of our state's natural resources.

So on behalf of the people of New Hampshire, I thank Mr. Barilone and Mr. Matte for volunteering their time to help clean up our national forest. Their can-do attitude is what makes New Hampshire such a great place to live. Keep up the good work!•

IN RECOGNITION OF FRANKLIN DELANO GARRISON

• Mr. LEVIN. Mr. President, I rise today to pay tribute to a true champion for working people from my home State of Michigan, Frank Garrison, who is retiring this month from his position as president of the Michigan AFL-CIO after more than 40 years in the labor movement.

In many ways, Frank's life story is the story of the labor movement itself over these past 65 years. Born Franklin Delano Garrison in 1934, during the depths of the Great Depression, he was named for the President who gave hope

to millions of working Americans and whose Works Projects Administration provided Frank's father with a job. At the age of 10, Frank entered the workforce himself, shoveling coal into his school's boilers so his brothers and sisters could eat lunch at school.

While these early years taught Frank the value of work, they also taught him that to achieve their piece of the American dream, working people needed strong advocates, both in the workplace and in government. He joined the United Auto Workers in 1952 working at the Saginaw Steering Gear plant in Saginaw, Michigan. Once in the union, the same work ethic that filled that school boiler with coal helped Frank rise through the ranks. He held several positions in his local and his region on his way to becoming the UAW's Legislative Director in 1976 and the Executive Director of the Union's Community Action Program in 1982. During those years, he played a key role in many election campaigns and even helped an upstart former President of the Detroit City Council win a seat in the United States Senate.

In 1986, after the sudden death of Michigan AFL-CIO President Sam Fishman, Frank was selected president by the AFL-CIO's General Board. Throughout the thirteen years he has served in that position he has upheld the finest traditions of the labor movement. In an era when special interests tried to dominate the political debate, Frank's was a voice that spoke for the broad interest of working people, whether or not they ever carried a union card—fighting for a higher minimum wage, for health care for all, to strengthen Social Security and Medicaid and to preserve those industrial jobs that had brought economic security to working families in Michigan and throughout the country. Few Americans have fought longer or harder for working people than Frank Garrison. His pursuit of justice in the workplace has improved opportunity and security and safety for an untold number of Americans.

And through it all, the good times and the bad, the victories and the defeats, Frank never lost touch with the convictions that brought him to the labor movement in the first place. And he never lost that twinkle in his eye or the ability to fill a room with laughter, sometimes at my expense, but more often at his own. He has been a strong leader, a wise counselor, but most of all a loyal friend.

Mr. President, Frank Garrison has earned the respect and gratitude of so many people from my home state of Michigan both within and without the labor movement, and across the political spectrum. I know my colleagues will join me in wishing him and his family well in his well deserved retirement, and in offering him a heartfelt "thank you" for his lifelong commitment to improving the lives of working men and women and their families.•