

international organizations. But the Republic of China has always been isolated by the People's Republic of China. I want to reiterate here an unfair situation of Republic of China's accession to the World Trade Organization.

The Republic of China applied to the GATT Secretariat for membership on January 1, 1990. Because the WTO was established in January 1995 to replace GATT after 1996, the Republic of China reapplied to the WTO Secretariat for membership on December 1, 1995. Under the pressure of the People's Republic of China, a political understanding among members—including the United States—of WTO was reached which promised that the People's Republic of China should be admitted to the WTO earlier than the Republic of China. But the People's Republic of China is still reluctant to remove obstacles to comply with WTO criteria, therefore the Republic of China has to wait even though they are ready to fulfill all obligations as a WTO member.

I believe that the Republic of China on Taiwan's accession to WTO should be considered separately with the People's Republic of China's. Whoever reaches the criterion first, should join the WTO first. It is unfair and unjust to ask Taiwan to wait for the People's Republic of China joining the WTO first.

I would like to enter into the CONGRESSIONAL RECORD that I praise the Republic of China's endeavors in its bid to join the WTO, and I maintain that political pressure from the People's Republic of China should not hinder the Republic of China's accession to the WTO.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. RON LEWIS

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 18, 1996

Mr. LEWIS of Kentucky. Mr. Speaker, I rise today in strong support of the conference report for H.R. 3675, the Transportation Appropriation Act, which passed on the House floor yesterday. I commend Chairman WOLF and the conferees for their hard work and support for the growing transportation needs of our country.

I'm especially pleased that the conference agreed to increase Federal highway funding from the trust funds by approximately \$500 million over last year's level. For Kentucky, that means an additional \$60 million will be available to fund important transportation priorities throughout the Commonwealth.

One of those priorities for the Governor of Kentucky and especially for Kentucky's 2d Congressional District is the William H. Natcher Bridge in Owensboro, KY. The Natcher Bridge was previously a demonstration project, receiving nearly \$54 million in Federal earmarks.

At the request of President Clinton, however, Congress eliminated surface transportation earmarks 2 years ago. Since then, I've testified and repeatedly discussed this project with Chairman WOLF and other members of the Transportation Subcommittee. Chairman WOLF understands the importance of this bridge and its economic value for the community. Therefore, in the 1996 spending bill, he

secured a \$7-million increase in Kentucky's overall spending level, and urged then-Governor Jones to use those funds for the Natcher Bridge.

This year, Chairman WOLF and the conference committee have upheld their commitment to our Nation's transportation needs by providing nearly \$500 million more in overall funding for highways. And once again, Chairman WOLF has remembered our bridge, and made sure Kentucky will receive its needed share of that increase.

Governor Patton has programmed \$25 million in Federal funds for the Natcher Bridge, through his 1997 transportation budget. I am pleased that this measure will provide him with twice that much, so that together, we can work to complete this transportation priority.

Again, I thank Chairman WOLF for his hard work.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. VIC FAZIO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 18, 1996

Mr. FAZIO of California. Mr. Speaker, due to an illness I was unable to vote for the fiscal year 1997 Transportation appropriations conference report. Nevertheless, I would like to let the Record reflect that had I been present, I would have voted in favor of H.R. 3675.

I would like to thank the Chairman, Mr. WOLF for shepherding this bill through the Appropriations Committee with little or no controversy. I would also like to take this opportunity to say that it has been an honor and a privilege to serve with RON COLEMAN, who is leaving this body at the end of this Congress. RON epitomizes the best characteristics of public service and his leadership will be missed by us all.

Chairman WOLF and ranking member COLEMAN have done a good job at balancing the diverse transportation needs of this country. I am particularly pleased that the committee has recognized the need to upgrade airline safety by funding additional positions at the FAA.

I am also pleased that the committee has included two projects that are very important to the transportation needs of my district.

BUS ACQUISITION—YOLO COUNTY

Last year the Yolo County Transit Authority [YCTA] was able to replace six of its aging and heavily polluting diesel-fueled buses with fully equipped compressed natural gas buses.

Because the six buses approved by the committee last year constituted a little less than half of the county's total request, I am pleased that the committee has supported by request to fund the remaining buses. Under this purchase, the count will be responsible for 20 percent of the cost of the total bus purchase.

Yolo County is part of the Sacramento non-attainment air basin and would face serious sanctions if aggressive efforts are not taken to reduce emissions. Compressed natural gas buses have made a significant impact on the air quality in Yolo County. YCTA already operates 4 compressed natural gas buses and has seen its emissions reduced by over 50,000 pounds due to the operation of these buses.

BUS ACQUISITION—CITY OF FAIRFIELD

I am pleased that the conference committee agreed to fund the purchase of seven new commuter buses for the city of Fairfield. While Fairfield is no longer in my district, it is adjacent to the Third Congressional District and more importantly, the new buses will serve constituents in my district.

The purpose of this bus acquisition is to provide for a commuter service along the I-80/680 corridors between northern Solano County—Fairfield/Suisun/Vacaville—and the Pleasant Hill BART in central Contra Costa County. The new commuter service is intended to reduce the level of congestion on I-80 and I-680, to improve local and regional multimodal connectivity, to improve the region's air quality, and to provide a mass transit alternative for commuters and large employers.

SOUTH-LINE EXTENSION

Also included in this legislation is \$6 million for final design of an extension of Sacramento's light rail system. Although the amount is less than the Senate's mark of \$7 million, I do think that \$6 million puts us on the right track. The extension will run southward from the existing rail hub in the downtown business district toward two community colleges, two hospitals, several major employment centers and redeveloping areas, and many of the region's most disadvantaged neighborhoods. These areas comprise the most transit-dependent sections of Sacramento, where no light rail service is available today.

In closing, Mr. Speaker, I want to express my thanks to the conference committee for their fine work and urge my colleagues to support this bill.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 18, 1996

Ms. ESHOO. Mr. Speaker, I am pleased to support the Transportation appropriations bill before the House today. In particular, I want to highlight the inclusion of \$27.5 million in funding for the Tasman Light Rail extension and the BART Airport Extension projects. This funding is just the latest step forward for these two projects and wish to acknowledge the leadership of Chairman WOLF and Congressman COLEMAN for their continued support.

Both BART and Tasman enjoy broad support. And while there are detractors, I believe the transit authority has made an honest effort to address concerns raised along the way. This latest appropriation is a validation of the value to the bay area that these projects represent.

Earlier this year, the Tasman project finalized its full funding grant agreement with the Federal Transit Authority. With the Federal Government committed as a full partner in this project, there should not be any derailments along the way to completion. With many major Silicon Valley employers located along the new route, the Tasman project's value to the region is apparent to anyone who has toured the site. Every effort has been by local authorities to ensure that the scarce funds available for the light rail extension will be put to