

Lundstrom, 25, Miami-Dade County, FL; Johnny Manning, 29, Minneapolis, MN; Mary Matthews, 39, Baltimore, MD; Bertess Montgomery, 87, Memphis, TN; Ramiro Peredez, 34, Atlanta, GA; Lionel Robinson, 23, Baltimore, MD; Patrick Michael Smith, 21, Washington, DC; Levanna Spearman, 23, Baltimore, MD; Alan Villarreal, 23, Houston, TX; Unidentified Male, Newark, NJ; and Unidentified Male, Newark, NJ.

Five of the people I mentioned were the victims of what has been described as one of the worst mass killings in Baltimore history. Mary McNeil Matthews; her mother, Mary Helen Collien; her daughter, Makisha Jenkins; and two family friends, Trennell Alston and Lavanna Spearman; were killed one year ago today by four men who burst into Mary McNeil Matthews' home and shot all five women.

We cannot sit back and allow such senseless gun violence to continue. The deaths of these people are a reminder to all of us that we need to enact sensible gun legislation now.

ENSURING TRAFFIC SAFETY—H.R. 5164

Mr. McCAIN. Mr. President, in the weeks since Congress passed H.R. 5164, the Transportation Recall Enhancement, Accountability, and Documentation Act, and it was signed into law by the President, questions have been raised by some of my colleagues about the impact of the bill on small business. I want to make clear my intentions toward small manufacturers in passing this legislation.

Obviously, the bill is not intended to result in burdensome and ineffective regulations on small businesses or any size business for that matter. I would expect the Department of Transportation in establishing the regulations under the bill to go through the normal analysis required under existing law to ensure that regulations are not overly burdensome but are effective in advancing the cause of safety.

Let me be clear, however, the primary purpose of this bill and the Department of Transportation is to ensure the safety of the traveling public. No priority can or should be higher as the agency crafts these new regulations. I hope this responds to any concerns my colleagues may have about the provisions of the bill.

Mr. BOND. I thank the Senator and agree without reservation that the purpose of this legislation is to increase safety on the highways. No one in the small business community supports allowing defective auto parts or automobiles to be allowed on the road. After all, small businesses, their employees, and their owners are some of the drivers of the vehicles that would be identified under this law, and they are the other drivers on the road with these vehicles. They care as much as anyone else about highway safety. Without question, the safety of our

roadways is one of our highest priorities.

I would just like to add one clarification. When the Department of Transportation promulgates the regulations required by this act, it is required under the Small Business Regulatory Enforcement Fairness Act (SBREFA) to determine whether the regulations will have "a significant economic impact on a substantial number of small entities." If the regulations rise to that level, the Department is required to conduct an initial regulatory flexibility analysis and a final regulatory flexibility analysis as described in SBREFA so that the impacts on small businesses can be identified and better understood. None of the requirements under SBREFA are intended to, or have been shown to, interfere in any way with an agency's regulatory objectives. In this case they would not impede, in any way, the Department of Transportation's ability to provide the maximum safety improvement on the highways as mandated under the TREAD Act.

This is the current law and is consistent with the provision in the TREAD Act which prohibits the Department of Transportation from issuing unnecessarily burdensome regulations. I just want to make it clear that we will be watching closely to make sure that the Department of Transportation adheres to the mandates of SBREFA.

DEPARTMENT OF ENERGY'S OFFICE OF SCIENCE

Mr. BINGAMAN. Mr. President, I rise today to address the importance of the Department of Energy's Office of Science, the nation's leading source for fundamental research in the physical sciences for the areas of physics, chemistry, and materials science, and a significant contributor to the biological sciences. Besides funding the individual researcher, the Office of Science leads our nation in providing specialized large user R&D facilities. A partial list of such facilities would include the Stanford Linear Accelerator, the Center for the Microanalysis of Materials at the University of Illinois, The Los Alamos Neutron Science Center, the High Flux Isotope Reactor at Oak Ridge, the high energy accelerators at the Fermilab and the National Synchrotron Light Source at the Brookhaven National Laboratory. These user facilities are national treasures. One cannot over emphasize their importance. They are used by not only university researchers from all 50 states but by industry in both the biological and physical sciences. In 1999, there were 5500 users on just the large light sources alone to investigate new structures of matter in both the biological and physical sciences. In the last four years, the number of biological researchers using these facilities has risen by a factor of four and now accounts for 40 percent of all users.

Each of these 5500 investigations on just the light sources alone generates new intellectual property—a dominant export in the 21st century global economy. In short, these facilities provide the critical basic R&D that industry cannot and will not fund directly, R&D that is crucial to maintaining the tremendous technological engine of growth that fuels our economy today.

I would like to point out that in the 106th Congress there was a large and successful bipartisan campaign in both the House and Senate to support the Office of Science's budget request for Fiscal Year 2001. However, the Office of Science's 2001 budget request only met the level of its 1990 budget as adjusted in year 2000 dollars. In comparison the overall federal R&D budget for the life sciences has increased by 45 percent in the same period. The trends in the neglect of funding for the Office of Science are deeply disturbing and are now beginning to influence the basic indicators of intellectual property generation. If one tracks the submissions by U.S. researchers in some of our most prestigious physics journals you'll find that in 1990 the United States commanded the lead of submissions at about 50 percent worldwide. In 1999 the submission rate has dropped to about 25 percent worldwide. The momentum at a national level in the physical sciences is one of decline. We should be disturbed by this trend—the physical sciences are the foundation of the microchip industry, the telecommunications industry, the transportation industry and the petrochemical industry. We are talking about what fuels our engine of U.S. economic growth—high technology and maintaining a commanding lead in a 21st century global economy.

As the 107th Congress gets ready to start, we must pay more attention to the Office of Science and the role that it plays as a generator of a high tech workforce, intellectual property and economic growth. The Office can play an important role in large multi-user facilities for the development of nanomaterials by developing techniques that can literally position groups of atoms to develop a whole new generation of microchip and structural materials. Leadership in such materials research will help maintain our world dominance in the telecommunications and transportation industries. Yesterday a bipartisan group of this body sent to the President a letter supporting a significant increase in the budget of the Office of Science in fiscal year 2002. This letter follows up on the support that these members expressed earlier this year during the appropriation process and presages a commitment of bipartisan support for the Office of Science in the 107th Congress. Mr. President, I ask unanimous consent that this letter be printed in the RECORD following my statement.

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

(See Exhibit 1.)