

	By fiscal year, in millions of dollars—									
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Changes:										
Estimated Authorization Level	81	79	80	82	83	85	87	88	90	92
Estimated Outlays	78	82	81	82	83	85	87	88	90	92

Basis of estimate: For this estimate, CBO assumes that the legislation will be enacted near the start of fiscal year 2004, that the necessary amounts will be appropriated for each fiscal year, and that outlays will occur at the historical rate for grants to RMI and FSM.

Direct spending

H.J. Res. 63 would authorize and appropriate federal funds for economic assistance to RMI and FSM over the 2004-2023 period. Grant assistance would be aimed at needs for education, health, infrastructure, private-sector development, and the environment. In addition, the resolution would establish trust funds for RMI and FSM involving annual contributions for 20 years by RMI, FSM, and the federal government. Those trust funds are aimed at providing funds to RMI and FSM after federal grant assistance expires under the bill in 2023.

CBO estimates that direct spending authorized by this legislation would total \$2.3 billion over the 2004-2013 period. However, consistent with the Balanced Budget and Emergency Deficit Control Act, which specifies that certain expiring provisions should be assumed to continue for budget projection purposes, CBO's baseline includes budget authority and outlays for payments to RMI and FSM totaling \$1.6 billion over the 2004-2013 period. Thus, we estimate that H.J. Res. 63 would provide an increase in direct spending of about \$680 million above the baseline over the 10-year period. The following paragraphs discuss the financial assistance that would be provided by this legislation.

Republic of the Marshall Islands. Over the 2004-2013 period, H.J. Res. 63 would provide RMI with grants of \$356 million, \$99 million in trust fund contributions, \$160 million for U.S. defense operations on the Kwajalein Atoll, \$20 million to compensate the Kwajalein landholders and RMI for the use of its territory by the U.S. military, and \$14 million for agricultural programs.

Federated States of Micronesia. Over the 2004-2013 period, H.J. Res. 63 would provide FSM with grants of \$793 million and \$195 million in trust fund contributions.

General Assistance. The legislation would provide \$30 million a year for health, education, social, and infrastructure costs associated with the migration of RMI and FSM nationals to Hawaii, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands (CNMI). This general assistance would cost \$300 million over the 2004-2013 period.

Education. H.J. Res. 63 would make RMI and FSM ineligible to receive grants under any appropriated formula grant programs administered by the Secretary of Education. In place of those grants, the legislation would provide \$29 million adjusted annually for inflation, or a total of \$313 million over the 2004-2013 period, for education assistance.

Debt Forgiveness. Section 104 would allow the President—at the request of the Governors of Guam and the CNMI—to reduce, waive, or release all or part of any amounts owed by the respective governments to the United States. This authority would expire in February 2005. Based on information from the Office of Insular Affairs, Guam, and the CNMI, CBO estimates that the amount of outstanding debt owed to the United States by Guam and the CNMI is approximately \$160 million. This amount consists of debts owed by Guam for telephone infrastructure im-

provements, disaster assistance, water consumption, and the construction of student housing. Based on information from the Office of Insular Affairs and the Office of Management and Budget, CBO has no expectation that this debt forgiveness authority would be exercised. If any changes were made to a federal loan using this authority, such as the \$105 million loan to the Guam Telephone Authority from the Department of Agriculture for telephone infrastructure improvements, the cost would be recorded in the year that the change was effective, pursuant to the Federal Credit Reform Act, and could exceed \$100 million. No costs for debt forgiveness are included in this cost estimate.

Other Programs and Services. H.J. Res. 63 also would continue to make available services currently provided by the U.S. Postal Service (USPS) and Federal Deposit Insurance Corporation (FDIC). Spending by these agencies is generally not subject to the annual appropriations process. Based on information from the Office of Insular Affairs, CBO expects that mail service to RMI and FSM costs USPS approximately \$1 million annually; this cost is reimbursed by the Department of the Interior, subject to the availability of appropriations. In addition, CBO expects costs to the FDIC for continuing to insure deposits in the Bank of the Federated States of Micronesia would be offset by fees assessed on the industry, resulting in no net cost to the federal government.

Spending subject to appropriation

Federal Programs and Services for RMI and FSM. H.J. Res. 63 would specifically extend the authority to continue services to RMI and FSM provided by the National Weather Service, the Federal Aviation Administration, the Departments of Transportation and Homeland Security, and the Agency for International Development. Based on information from the Departments of State and the Interior, and the General Accounting Office (GAO), CBO estimates that continuing those programs for RMI and FSM would cost approximately \$10 million annually, assuming appropriation of the necessary amounts.

Other federal agencies currently providing programs and services to RMI and FSM include the Departments of Labor, Education, Agriculture, and Health and Human Services. Most of this assistance is provided through those agencies' annual appropriations. Based on information from GAO and the Departments of State, the Interior, and Education, CBO estimates that these other programs and services for RMI and FSM currently cost about \$50 million a year. Section 109 authorizes appropriations to continue federal services and programs to RMI and FSM, so these costs are included in this estimate.

Education Formula Grant Programs. H.J. Res. 63 would make RMI and FSM ineligible to receive grants under any formula grant program administered by the Secretary of Education. Based on information from the Department of Education, CBO estimates that RMI and FSM received about \$13 million under discretionary formula grant programs in 2003. Assuming future appropriation acts discontinue such funding for RMI and FSM, this provision would reduce costs by an estimated \$133 million over the next 10 years, including adjustments for anticipated inflation.

Compact Expenses. The legislation would authorize the appropriation of such sums as are necessary through 2023 for grants to Hawaii, Guam, American Samoa, and CNMI as a result of increased demands for health, education, social, and infrastructure services associated with the migration of RMI and FSM nationals to these areas. Based on information from the GAO, Hawaii, Guam, American Samoa, and CNMI, CBO estimates that the increased demands resulting from the migration of RMI and FSM nationals cost these areas approximately \$60 million annually. Hence, CBO estimates that implementing this provision would cost an average of \$33 million annually, or \$328 million over the 2004-2013 period, in addition to the \$30 million in annual general assistance payments.

Medical Referral Claims. FMS and RMI nationals are sometimes diagnosed with health conditions that cannot be treated at their local hospitals. In such cases, patients may be referred to hospitals in Hawaii, Guam, CNMI, or American Samoa for treatment. The cost of treatment at hospitals in other jurisdictions can exceed the insurance payment from RMI and FSM nationals. H.J. Res. 63 would authorize the appropriation of such sums as are necessary to compensate hospitals outside RMI and FSM for the cost of services provided to referred RMI and FSM nationals that have not been reimbursed prior to October 1, 2003. Based on information from the embassies of RMI and FSM, CBO estimates this provision would cost \$4 million in fiscal year 2004, subject to the appropriation of the necessary amounts.

Estimated Impact on state, local, and tribal governments: H.J. Res 63 contains an intergovernmental mandate as defined in UMRA because it would explicitly prohibit states from taxing revenue generated by the trust funds established in the legislation and from treating the funds as anything other than a nonprofit corporation. Since the trust funds do not currently exist, this provision would not affect state budgets relative to current law and the threshold established in UMRA (\$59 million in 2003, adjusted inflation) would not be exceeded.

If H.J. Res. 63 were enacted, affected jurisdictions, including; Hawaii, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands, would continue to incur costs for services to migrants; however, such costs would not be the result of enforceable duties imposed by the federal government. The joint resolution would provide \$30 million per year and would authorize the appropriation of additional sums as may be necessary to offset the impacts of migrants on social services and infrastructure of affected jurisdictions.

H.J. Res. 63 also would require affected jurisdictions to report each year on the impact of the compact; the costs of complying with the requirement would be funded from the \$30 million in general assistance. As defined by UMRA, such a requirement is not a mandate because it is a condition for receiving federal assistance. Further, the joint resolution would authorize the President to forgive certain debts owed to the United States by Guam and the Mariana Islands.

Estimated Impact on the Private Sector: H.J. Res. 63 contains no private-sector mandates as defined in UMRA.

Previous CBO Estimates: On September 15, 2003, CBO transmitted a revised cost estimate for H.J. Res. 63 as reported by the

House Committee on International Relations on September 4, 2003, and an estimate for H.J. Res. 63 as ordered reported by the House Committee on the Judiciary on September 10, 2003. All three versions of this legislation would amend the Compact of Free Association. The versions approved by the Committees on International Relations and the Judiciary are identical. In contrast, the version of H.J. Res. 63 approved by the Committee on Resources would provide significantly more funding for RMI and FSM. Our estimates for the different versions of the legislation reflect those differences.

Estimate prepared by: Federal Costs: Matthew Pickford (226-2860) and Donna Wong (226-2820); Impact on State, Local, and Tribal Governments: Sarah Puro (225-3220); and Impact on the Private Sector: Paige Piper/Bach (226-2940).

Estimate approved by: Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.

A PROCLAMATION RECOGNIZING
COMMANDER LORIN C. SELBY

HON. ROBERT W. NEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 16, 2003

Mr. NEY. Mr. Speaker, Whereas, Commander Lorin C. Selby has completed his tour in the Navy's House Liaison Office; and

Whereas, Commander Lorin C. Selby has demonstrated a commitment to meeting challenges with dedication, confidence, and outstanding service; and

Whereas, Commander Lorin C. Selby will continue in his service to the United States of America as Commanding Officer of the USS *Greeneville*; and

Whereas, in this post Commander Lorin C. Selby will protect our great nation and play an important role in the War on Terrorism;

Therefore, I am honored to join with Members of Congress and Congressional Staff in recognizing a true patriot, Commander Lorin C. Selby.

PUT AMERICANS BACK TO WORK:
PASS THE REBUILD AMERICA ACT

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 16, 2003

Mr. OBERSTAR. Mr. Speaker, on September 1, we celebrated Labor Day, a day to honor America's working men and women. On that same day, America's most respected journalist, Walter Cronkite, wrote a newspaper column reminding us all of the millions of Americans who are unemployed and the need to put them back to work.

Mr. Cronkite recalled how public investment in our national infrastructure, through programs such as the Works Progress Administration, once created jobs by building new public facilities: highways, bridges, airports, libraries, schools, courthouses, even New York's Lincoln Tunnel and the Overseas Highway linking the Florida Keys.

"The W.P.A. built what in many ways is the America we know today," Mr. Cronkite wrote.

I salute Mr. Cronkite for once again reminding us who we are, where we came from and

how we got here. I further commend him for recognizing that the same approach that helped America recover from the worst economic disaster in its history, the Great Depression, can and will work today.

Mr. Speaker, a few short weeks ago, I joined the gentleman from Illinois, Mr. COSTELLO, and the rest of my Democratic colleagues on the Transportation and Infrastructure Committee, in introducing H.R. 2615, the Rebuild America Act of 2003. This bill is designed to put Americans back to work now—within 90 days of the bill's enactment. It invests \$50 billion in our national economy by building and improving roads, bridges and transit systems, expanding airport capacity and enhancing safety, rebuilding wastewater systems and treatment plants, upgrading beds for high-speed service and many other projects.

Over the 10-year life of this bill we can generate \$310 billion in economic activity and, most importantly, create 2.3 million jobs.

The Rebuild America Act is built for speed. It gives priority to projects that are ready for construction, thereby creating jobs immediately and giving our economy a quick jumpstart. Mr. Speaker, if we were to enact this bill by the end of September, we could be putting Americans to work by Christmas.

And next Labor Day, Mr. Cronkite can write about all the new jobs we created.

I call upon my colleagues to bring up and pass the Rebuild America Act without any further delay, and I commend to you all the complete text of Mr. Cronkite's column, as published in the *Sioux City Journal*, and I ask unanimous consent to include in the RECORD a summary of the Rebuild America Act:

LITTLE TO CELEBRATE FOR UNEMPLOYED

So Labor Day comes again. Many will celebrate this annual recognition of the dignity of our American labor force.

But there is little to celebrate for 9 million Americans on the unemployment rolls and somewhere around 1 million others, our invisible unemployed, who we are told have yielded to soul-searing despondency and no longer even seek work. Maybe we should make them visible. We could put yellow ribbons on their homes in the same manner we recognize our heroes, for those civilians who, through no fault of their own, have fallen on outrageous fortune.

As they get jobs, the yellow ribbons would be removed. Perhaps that would make it harder for administration representatives to disguise how serious the unemployment problem really is.

We might note here that the frightening number of unemployed does not include the tens of thousands of others who have lost good jobs in industry and commerce and have only been able to find work in menial or low-paying temporary jobs. At the same time, we see a rise in the U.S. productivity data, an important economic indicator. However, that improvement is in part because thousands of jobs have gone overseas, where wages are lower.

A few days ago, the Labor Department reported that the number of persons filing new unemployment claims last month was the lowest in six months. Good news that things aren't getting worse, but the numbers still leave millions unemployed, an unacceptable figure in a caring society.

With that and some other favorable economic indicators, the Bush administration finds cause to boast. It sees justification of its contention, when it was negotiating its \$1.6 trillion tax cut, that the rich who imme-

diately benefited eventually would put their tax savings back into the economy and thus feed its recovery and gradual re-employment. This trickle down theory might work in time, but the thousands of unemployed don't have that time as their families do without life's essentials—food, clothing and shelter.

To speed their re-employment, there recently have been suggestions, mostly by Democrats, that what is needed is the resurrection of Franklin Roosevelt's formula to deal with the Great Depression he inherited in 1933.

Roosevelt's brain trust believed in "trickle up" rather than trickle down—give people work, and the vast payroll spread widely across the country would speed recovery from the Depression.

His program, called the Works Progress Administration, almost instantaneously put one-third of the country's unemployed back to work—some 8.5 million people. The WPA built what in many ways is the America we know today.

In the eight years of its existence (until wartime demands created a labor shortage), the government-subsidized workers built 116,000 buildings—including schools, libraries, hospitals and courthouses—78,000 bridges and 651,000 miles of highways, and improved 8,000 airports. Among the WPA's other monumental achievements: the Golden Gate Bridge, New York's Lincoln Tunnel, Virginia's Skyline Drive and the Florida Keys' Overseas Highway.

A similar project today could answer the urgent need to repair and upgrade the nation's crumbling infrastructure—our electric power grids, our bridges and highways, our dams and waterways, our schools.

Such a program would cost billions of dollars, which our Treasury does not have, thanks to the Bush tax cut and disastrous underestimation of the costs of the Iraq war and reconstruction. What is required now is political leaders courageous enough to defy the maxim that no one ever gets elected proposing higher taxes. They would call for repeal of the Bush tax cut and the imposition of the new taxes that will be necessary not only to put our unemployed to work but to begin reducing the national debt, that financial burden that we are unconscionably about to unload on future generations.

A BILL TO REBUILD AMERICA BY INVESTING IN
TRANSPORTATION AND ENVIRONMENTAL IN-
FRASURTURE AND SECURITY

[Introduced by Cong. Costello, Cong. Davis, Cong. Oberstar and other Democratic Members of the Committee on Transportation and Infrastructure, June 12, 2003]

\$50 BILLION FOR INFRASTRUCTURE INVESTMENT

Provide \$50 billion for infrastructure investment to enhance the safety, security, and efficiency of our highway, transit, aviation, rail, port, environmental, and public buildings infrastructure. By leveraging Federal investments, the ten-year cost to the Treasury of this bill is less than \$34 billion.

Highways, \$5 billion; transit, \$3 billion; aviation, \$3 billion; high-speed rail, \$14 billion; passenger and freight rail, \$7.5 billion; port security, \$2.5 billion; environmental infrastructure, \$11.5 billion; water resources, \$1.5 billion; economic development, \$1.5 billion; and public buildings, \$500 million.

The bill requires these funds to be invested in ready-to-go projects. Priority shall be given to projects that can award bids within 90 days of enactment. The bill also requires funds to be obligated within two years.

The bill includes a maintenance of effort provision to ensure that recipients continue their current investment levels, particularly with regard to infrastructure security.