

Senate immediately take up for consideration the conference report to accompany H.R. 3539.

Let me add that I pledge to join whatever efforts the Senator from Alaska, who is in the chair, or others take to ensure this conference report passes before we adjourn. This legislation is yet another example of the excellent bipartisan cooperation of the Commerce Committee. The Hollings amendment enjoys the bipartisan support of all of the Senate conferees. In that bipartisan spirit, I urge Senators from both sides of the aisle to join our effort to pass the FAA conference report.

**CLEAN FUEL VEHICLE ACT OF 1996**

Mrs. BOXER. Mr. President, in June of this year, along with my colleagues Senators INOUE, FEINSTEIN, KENNEDY, KERRY, and JEFFORDS, I introduced legislation (S. 1848) to provide temporary tax incentives to spur the market for clean fuel vehicles, including natural gas and electric vehicles. While this Congress has no time remaining to consider this proposal, I intend to introduce the legislation in the 105th Congress, and I urge my colleagues to then consider the measure and join me and others in promoting the transformation of our transportation system to cleaner forms of energy.

This proposal calls for targeted tax incentives that would, first, remove clean fuel vehicles from the luxury automobile classification for luxury excise tax and depreciation purposes; second, remove the limitations on the availability of credits and deductions for use of electric vehicles by governmental units; third, provide deductions for large electric vans and buses; fourth, adopt a straight, rather than graduated, tax credit for electric vehicles; and fifth, exempt liquefied natural gas from certain taxes.

Recently, the Joint Committee on Taxation provided a revenue estimate of those provisions of the bill that provide tax incentives for clean fuel vehicles. The committee previously reported to me that my provision to levy the same rate of excise tax on liquified natural gas as already is levied on compressed natural gas would result in a revenue loss of only \$4 million from 1997 to 2002. I urge my colleagues to note, significantly, the committee estimated that for the other provisions, items one through four above, for the 5-year period between 1997 and 2001 the total revenue impacts would equate to no more than \$15 million. Even more important, for this modest cost, we can spur the development of vehicles that produce no tailpipe emissions.

Zero emission vehicles are not a pipeless dream so to speak. Many are in use today, and they are scheduled to be in Saturn dealer showrooms later this fall and soon on the lots of other automakers. Again, let me state that we are not describing some far out in time technology; the world's largest auto-

mobile manufacturer—General Motors—intends to market an electric vehicle in the showrooms of one of its most successful product lines.

General Motor's Saturn dealerships in southern California and Phoenix/Tucson, AZ will begin selling electric vehicles this fall. Next year, General Motors will offer, through Chevrolet dealers, an electric light duty truck; Toyota and Honda will begin selling EV's; and Chrysler has proposed to sell electric minivans to the U.S. Government. In 1998, Ford Motor Co. will introduce a vehicle for the U.S. market, as will Chrysler and Nissan. Many other companies in California and throughout the United States also are actively involved in clean fuel vehicle development.

Even with this degree of very promising activity, the market is uncertain because the number of first-time buyers is uncertain. The short-term tax incentives in my proposal will go far toward helping to encourage the initial market. All of the tax provisions will sunset at the end of the year 2004. Most important, we have an opportunity to assist in creating new forms of personal transportation—ones that produce little or no tailpipe emissions and that rely upon domestically produced fuels. And, ones that use advanced computer-based technologies that position U.S. industries to lead the transportation sector into the next century.

This legislation has been endorsed by the Union of Concerned Scientists, the Electric Transportation Coalition, the Natural Gas Vehicle Coalition of the USA, the city of Los Angeles and Potomac Electric Power Co. I urge my colleagues to join me in this effort for a clean-fuel 21st century and support my legislation next year.

I ask unanimous consent that a copy of the letter from the Joint Taxation Committee be printed in the RECORD.

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

CONGRESS OF THE UNITED STATES,  
JOINT COMMITTEE ON TAXATION,  
Washington, DC, September 24, 1996.  
Hon. BARBARA BOXER,  
U.S. Senate,  
Washington, DC.

DEAR SENATOR BOXER: This completes our response to your request for a revenue estimate corresponding to a draft bill to provide certain tax incentives for electric vehicles and other clean-fuel vehicles (the "Clean Fuel Vehicle Stimulus Act of 1996").

In our letter of June 24, 1996, we provided you with a revenue estimate for section 6 of your draft bill, which would exempt liquified natural gas ("LNG") from the Highway Trust Fund component of the special motor fuels excise tax.

This letter contains a revenue estimate for sections 2 through 5 of your draft bill. These sections of the bill would (a) remove clean-fuel vehicles from the luxury automobile classification for luxury excise tax purposes and exempt such vehicles from depreciation limitations, (b) remove current restrictions on the availability of credits and deductions for electric vehicles used by governmental units, (c) provide certain deductions for

large electric trucks, vans, and buses in lieu of the credit for electric vehicles, and (d) modify the credit for electric vehicles and allow the credit to be applied against the alternative minimum tax. The modifications to the electric vehicle credit and the alternative minimum tax would be effective for taxable years beginning after December 31, 1996. In general, the remaining provisions would be effective for property placed in service after the date of enactment.

For the purpose of preparing a revenue estimate for sections 2 through 5 of your draft bill, we have assumed that the bill will be enacted on October 1, 1996. The following is a revenue estimate for sections 2 through 5 of the bill:

Item	FISCAL YEARS							
	1997	1998	1999	2000	2001	2002	1997-2001	1997-2006
Sections 2 through 5 of the Clean Fuel Vehicle Stimulus Act	-2	-3	-3	-4	-4	-3	-15	-22

Note: Details may not add to totals due to rounding.

I hope this information is helpful to you. If we can be of further assistance in this matter, please let me know.

Sincerely,

KENNETH J. KIES.

**RETIRING SENATORS**

Mrs. BOXER. Mr. President, 13 dedicated people are leaving the U.S. Senate this year. Each of them will leave a mark on this institution. Each has contributed to its accomplishments. Each has been an able and honorable representative of his or her State.

I count them all as friends, and I hope that the friendship I have shared with them will continue after they leave public life. I wish them all god-speed, good health, and long happy lives after the Senate.

**CLAIBORNE PELL**

Around the Senate, we often hear the word "distinguished" used to describe our colleagues. But in the case of the senior senator from Rhode Island, the description truly fits the man. CLAIBORNE PELL has served in this body for 36 years. Only two other Senators have served longer.

In addition to his almost four decades of devoted service to the people of Rhode Island, Senator Pell has an unsurpassed record of legislative accomplishments—a legacy that will benefit Americans all over the Nation for generations to come.

CLAIBORNE PELL is the father of Pell grants, the Nation's premier assistance program for needy college students. For many years, he has also been one of the Senate's leading voices in support of the National Endowments for the Arts and the Humanities, which promote and sustain so much of the creative life of this country.

Throughout his career in the Senate, CLAIBORNE PELL has been deeply involved in foreign policy issues. He